POOR DOCUMENT

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Boots, Oxfords and Slippers in White Kid, Patent Colt, and Vici Kid, in a variety of shapes and styles.

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Good Roller Towelling 6c yd. up

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Free Demonstration in Your Own House.

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FIGHTING MONKEY GOES ON RAMPAGE

And Greenwich, Conn., Fearing for Its Children, Stifles Behind Closed Doors and Windows.

GREENWICH, Conn., June 23—With a face of a pronounced criminal type and a body of unusual size, a vagrant monkey made a raid on the residential section of this place today and threw it into such a state of fright that every one is sleeping with closed windows and doors tonight, despite the heat.

It was a monkey of varying characteristics, for while he was game enough to defy a husky bulldog and try to reach him through a screen door, he was mean enough to steal a stick of candy from a child.

While the excitement was at high tide a rumor started that the simian was mad, having been bitten by a rabid dog, and while the police say there is no foundation for this story anxious mothers are willing to risk heat prostration rather than offer their dear ones as a sacrifice to an insane beast with such a mean disposition.

The monkey first appeared in the living room of Mrs. W. T. Bouchelle, widow of one of the former heads of the New York Telephone Company. She was entertaining a woman caller when the beast, after the fashion of his kind since the days of Poe, hopped nimbly over the window sill and, with a show of ferocity, chatering and displaying his teeth, boldly approached the women. They fled shrieking into an adjoining room but had presence of mind to close and lock the door behind them.

This happened to be a screen door, and a bulldog in the adjoining room, hearing the clamor, rushed full tilt toward the intruder. Then, with only the thin but strong wire between them, they exchanged challenges, the monkey being as boisterous as the dog. Finally, with a snarl, he struck the door with his paw, ran across the room, leaped from the window and disappeared.

A few minutes later the beast sauntered into the kitchen of Nathaniel Webb's home. A servant had just finished making a pan of fudge. The monkey screeched at the girl, grabbed the pan, ran outside and fled with it up a tree, while the frightened young woman screamed for help.

His next exploit was to climb into the window of a young woman who was reading a novel. She promptly went into hysterics, but the brute ran away without injuring her.

After this he encountered a tiny little girl in the street. She was eating a stick of candy when the monkey approached. Curiously enough, he did not attempt to hurt her, but, with a malicious leer, he wrested the candy from the little one and ambled down the street, sucking it with great gusto.

It is thought the animal may have escaped from a zoo or circus, although there is a theory that he belongs to a strolling hand organ man.

THE WAVE OF INDULGENCE.

Indulgence nowadays is very much exaggerated. We have even come to admire clever thieves, and as long as we are not the victims of the theft we are quite enthusiastic for the rogue who shows great cunning and daring in his crimes. He is almost a hero in our eyes, and we call him a genius.—Paris Figaro.

LOOKING FOR AN EXPLOSION.

There is a man in a Midland town whose name is Burst. It is a misfortune that would not have attracted much attention if he had not called his two children Annie May and Ernest Will.—Exchange.

MAY SOON FLY FROM PARIS TO LONDON

England Thinks She Has the Greatest Airship Yet.

National Defence Committee Has Option on It—Garage to Hold It the Principal Need—$25,000 to Build One

LONDON, June 23.—An air voyage from Paris to London is about to be attempted by a hitherto unknown airship. The announcement is made by Arthur Philip Du Cros, managing director of the Dunlop Pneumatic Tyre Company, Limited, and secretary of the Parliamentary aerial defence committee.

Writing to the Daily Mail Mr. Du Cros says that the assumption of the Morning Post in regard to Great Britain's lethargy in the matter of airships is due to an imperfect understanding of the facts both in regard to the government's building programme and the efforts of the Parliamentary committee.

Negotiations have been going on for some time, says Mr. Du Cros, and, following upon the recent trials abroad before British military and naval experts, it has been arranged to attempt before the end of the present parliamentary session to sail from Paris to London in a modern airship of approved type, the largest and most powerful of its kind yet constructed.

This ship, which is now approaching completion, will have a capacity of 227,500 cubic feet, will have two propellers driven by two motors each of 220 horse-power, and will carry twenty-five passengers in addition to supplies and petrol sufficient to last 700 miles. The speed will be from thirty-five to forty miles an hour and the ship can ascend to a height of 6,000 feet.

The Aerial Defence Committee, according to Mr. Du Cros, has secured an option on the purchase of this ship by the nation. It tried to arrange for the ship to remain in England long enough to demonstrate its practicability for military purposes, but owing to lack of a shelter big enough to house it the airship must apparently return to Paris.

Mr. Du Cros concludes by appealing to the generosity of anybody who is willing to provide a valuable asset for the nation in the shape of an airship garage.

The Daily Mail announces its willingness to furnish such a garage. Provided the committee will arrange to keep the ship in England for a month, the paper will furnish $25,000 to build a suitable shelter.

Meanwhile Secretary of War Haldane has informed the Morning Post that the gift of an airship purchased by its subscription would be accepted by the War Office with the greatest satisfaction, while the presidents of the Aeronautical Society, the Aero Club and the Aerial League have joined the Post's committee.

Judging by the details of the present manufacture of dirigibles in France, printed in the Post, it seems probable that the Parliamentary committee's airship is similar to the Bayard Clement, bought by the Russian government some time ago. Albert Clement, the inventor of this airship, is now building two more ships which nearly correspond to Mr. Du Cros's description of the new dirigibles.

BOY KILLED TRYING BLACK HAND TRICK

Sent Threatening Letter Demanding $15,000—Police Shot Him While Taking Decoy Package—Only 14.

CHICAGO, Ill., June 23—Rudolph Brendt, 14 years old, was killed by the police tonight after an attempt by him to imitate Black Hand methods and to get money by means of threatening letters. He was shot on a lonely street corner just after he had seized a package supposed to contain $15,000. S. E. Grossfeldt, a wealthy wholesale grocer, received a threatening letter a week ago signed by the "Black Hand" and demanding that the merchant take $15,000 in two packages to Desplaines street and Grand avenue. Grossfeldt was threatened with death if he failed to comply.

Threats by telephone followed and the grocer called the police. A meeting was appointed for tonight. Policemen were hidden near the designated place. As Grossfeldt approached the place a boy stepped out of a doorway and asked:

"Is this Mr. Grossfeldt?"

The groceryman replied in the affirmative and the boy snatched the package from his hands and fled. A detective who was across the street, fired two shots. One hit the boy and he fell, fatally wounded. As he lay on the sidewalk he tried to shoot up the detective. At the hospital he confessed before he died, naming his cousin, Alfred Hasz, 16 years old, in the plot. Hasz was arrested later.

Groosfeldt went to the hospital and the dying boy said:

"Please, Mr. Grossfeldt, forgive me and kiss me before I die."

Grossfeldt complied with the request and a few minutes later the boy died.

COFFEE
Impoverishes the Blood
POSTUM
Makes RED Blood
Your Doctor Knows
"There's a Reason"

June 24th

"Sample" Sale High Class White Underskirts

Great bargains for June and September brides—
Beautiful lingerie Underskirts that have come to us as samples.
All fresh goods to be sold away below manufacturer's prices :—

$17.00	Swiss Embroidery Underskirts for	$9.90
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$9.00	" " " "	$5.90
$7.50	" " " "	$4.90
$6 75	White Skirts Val. Lace for	$4.65
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Imported Lingerie Blouses

White, Sky-Pink Linen

Lovely Summer Blouses of Mercerised Mull Muslin, all imported goods, in designs entirely out of the ordinary.

At **$3.00**—Very fine Mull Blouse with yoke and trimming of pure Val. Insertion, and Medallions in shadow effect.

At **$4 50**—Very dainty Mull Blouses in Sky, Champagne or White, yoke of Val. Lace and shadow embroidery in contrasting color, lace trimmed sleeves.

At **$2.00**—Very pretty Mull Blouses in Sky or White, trimmed with Val. Lace and fine Embroidery. Allover Embroidery yoke.

At **$1.50**—Fine Mull Blouses trimmed with bands of Cluny Insertion, fancy shaped yoke trimmed with Cluny Lace, in White only.

At **$1.25**—Special Mull Blouses in White only. Eyelet embroidery front and trimmed with bands of Val. lace.

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GOVERNOR MACGREGOR LEAVES NEWFOUNDLAND

Sen. Aldrich Taking a Poll—Schooner Floated—Quarryman Killed.

ST. JOHN'S, Nfld., June 23—Leaving behind him thousands of friends who accorded him a magnificent demonstration as he sailed for England tonight, Sir William MacGregor, said to have been the most popular Governor Newfoundland ever had, relinquished his office as Chief executive today and will be succeeded by Sir Ralph Champneys Williams, who will arrive in St. John's August 15.

WASHINGTON, D. C., June 23—Before the senate takes up President Taft's programme for the taxation of net earnings of corporations, the leaders will know how every member intends to vote on the subject. The most careful poll that can be made will be in the hands of Senator Aldrich tomorrow and will be communicated to the president.

NEW BEDFORD, Mass., June 23—News reached here today that the schooner Hartney W., which went ashore on Cuttyhunk several days ago was floated at high tide last night by the wrecking lighter Tasco. The schooners hull is badly damaged. She will be temporarily repaired and then towed to New London.

ANDOVER, Mass., June 23—Chas. P. Taft, of Cincinnati, brother of President Taft, was elected president of the Phillips-Andover Academy alumni association at the annual meeting today.

BANGOR, Me., June 23—A mass of rocks weighing 400 pounds fell from a cable car in the quarry of the Maine Slate Company at Monson this afternoon and struck Axel Meodn, a Finn, who was at work in the pit, crushing him to death. Meodn was 23 years old, recently married, and had been employed in the quarry one month.

GLOUCESTER, Mass., June 23—The U. S. S. Dolphin, with Secretary of the Navy and Mrs. George Von L. Meyer on board, arrived here today.

PRINCE EDWARD OF WALES IS FIFTEEN YEARS OLD

LONDON, June 23.—Prince Edward, oldest son of the Prince of Wales, was fifteen years old today. His royal highness, having finished his course at the Royal College at Osborne, is now to enter the Senior Naval College at Dartmouth, where he will spend a year or more learning practical seamanship.

Prince Edward will not, however, make his career in the navy as did his father. In the course of time he will enter the army, and probably will serve in more than one branch of the service, but in the first place he will be gazetted direct to a cavalry regiment without the usual preliminary of passing through Sandhurst.

A GREAT CARPET OF GREEN WHEAT

United States Writers Find Western Canada a Goodly Land.

CALGARY, June 25—A party of eight well known newspaper and magazine editors and correspondents passed through Calgary in the C. P. R. private car "Carsland" on a tour of Southern British Columbia. The trip is being made under the auspices of the British Columbia land department of the C. P. R. and is in charge of Mr. J. S. Dennis, assistant to the second vice president. In the party are: Robert R. Jones, managing editor Chicago Inter-Ocean; Samuel E. Kiser, editorial writer, Chicago Record-Herald; Wilbur D. Nesbitt, editorial writer, Post Syndicate; Bruce Barton, associate editor of Home Herald and World's Events; George D. Richards, editor World Today; Herbert Vanderhoof, editor Canada West Monthly; Prescott Hammond, associate editor, Chicago Evening Post, and Mr. Henry M. Hyde, editor Technical World Magazine and correspondent Saturday Evening Post.

Mr. Hyde gave out the following interview:

"The most striking thing about crossing the line, after riding all day through cold, damp weather, was to find the sun shining brightly and the crops much further advanced in Canada than in either Minnesota or North Dakota. All day the sun has been blue and the air more balmy than any we have enjoyed in the States since last summer. It is most interesting, too, to see how fast the great fertile prairies are being settled and to notice the many fine houses and fat barns, where five years ago there was nothing. To keep one eye on the great green carpet of wheat and the other on the endless procssion of elevators, marching across country with the railroad, to pass through town after thriving town; to watch the long and heavily loaded freight and passenger trains shunting back and forth, to catch the spirit and enthusiasm which seems to animate every resident of two great Provinces — that is to see and to understand something of a great new Empire in the making."

TRADE VALUE OF COBWEBS.

LONDON, June 24—When the presence of cobwebs in a public house was objected to yesterday in the course of an application for the transfer of a license at Chester, it was explained that they attracted Americans, and thus had a trade value.

WHAT KATY DID.

There once was a young girl named Kate,
Who dined with her beau at 8.08.
I would grieve to relate
What that greedy girl Kate
With her tete-a-tete ate at 8.08.
—Gunter's.

PORT OF MISSING MEN LAKE SUPERIOR'S TITLE

Long Series of Disasters on Great Inland Sea Began Many Years Ago.

Big Modern Vessel as Helpless as the Older, Smaller Craft When Great Gales Lash the Lake.

ASHLAND, Wis., June 23 — Long ago was started the tale of how ships go down on Lake Superior and how all members of the crews of the ill-fated boats are carried to watery graves. When the story was begun it was about one boat, but time added boats and crews until today it stands out as the largest incomplete narrative that is related by these inland seas.

The Adella Shores is the latest victim of Whitefish Point, "the graveyard of the lakes." Her loss is another of the mysteries of the greatest of the Great Lakes. She vanished from the surface of the lake with a crew of fifteen men, and that is all that is known and perhaps all that will ever be known.

A bottle may some day be found on the beach, giving a description of how she went down. However, when men are battling for their lives against the warring elements they have little time or chance to write messages and put them in bottles.

These stories of the deep that come ashore in bottles are in most cases the work of practical jokers. The mystery of the Shores will probably be forever locked in the icy breast of Lake Superior, along with her many other great secrets of a similar character, and the origin of her traditions, which were old when the first Anglo-Saxon dipped his paddle in her gleaming waters.

TRAGEDY IN MYSTERY.

There is something exceedingly tragic in the loss of any ship in any circumstances, but when one goes down with all hands on board and not a word comes to land to tell the manner of her vanishing it is a knife thrust for the loved ones who await the news with aching hearts and the hope that spring eternal and the public is awed by the sublimity which surrounds such mournful events. Everything is left for the imagination and one can only guess of the gallant fight for life, the possible deeds of heroism and of unavailing sacrifice.

A few days ago a paddle was found on the beach near Whitefish Point. On it was the name "Adelia Shores." It was the first relic of the lost Shores to be found, and it gave the first material testimony that the ship rested on the bottom only a short distance away. The waters may give up the body of a sailor lashed to a spar or plank, but that all depends on the circumstances which attended the foundering of the craft.

As long ago as the coming out of the steamer Onoko, in 1882, vessel men declared that ships were getting so large on the great lakes that their chances of loss or serious disaster were remote. But Lake Superior at least is playing no favorites. Big and little, ancient hookers and the finest and largest of the modern leviathans all look alike to this cold, beautiful, rock and forest brimmed deep. It is slow to anger, but its fury at times is irresistible.

The body of a man was found on the shore of Whitefish Bay several days ago. Nothing remained whereby it might be identified, but from the location where it was discovered the conclusion is drawn that it is the body of one of the twenty-four members of the steamer Clemson, which went down a year ago.

The D. M. Clemson and the Cyprus, two of the largest and newest boats constructed for great lake traffic, were claimed by Lake Superior during the last two years. Only one man escaped from the Cyprus out of a crew of twenty-five.

NOT SMALL BOATS ALONE.

So it is not the old and comparatively small boats that are lost on Lake Superior, for almost every day there are small wooden boats passing up and down the Detroit River, bound from or to the head of the lakes, that were built before 400, 500 and 600-footers were more than a dream.

The salt water sailor who makes his first trip on the lakes in fair weather is prone to sneer at the dangers which beset the fresh water sailor, but once he has ridden out a real northwestern gale on Lake Superior and has witnessed and felt the great shouldering seas, which carry the twisting motion of the ocean, he is silenced.

The greatest loss of life in a single steamboat disaster on Lake Superior occurred November 7, 1885, on Isle Royale, when the Canadian freight and passenger steamer Algoma went ashore in a fierce gale and snowstorm and seventy persons perished. A panic which the officers were unable to control ensued when the ship struck and engulfing seas made it impossible for the officers to adopt any system of discipline.

The loss of the freight and passenger steamer Manistee on Lake Superior is one of the mysteries of this great lake that have never been solved. The boat with thirty persons aboard, including the crew and passengers, sailed from Duluth for south shore points in November, 1883. She arrived safely at Bayfield and sailed for Ontonagon. She was never seen again. The weather was heavy, but not so heavy as to warrant the assumption that she foundered, and many are inclined to think that her boilers blew up.

On the memorable November 27, 1905, the Mataafa and the Ira H. Owen went down. The Mataafa grounded six hundred feet from shore near Duluth, and on the beach were fifteen hundred spectators, who stood helplessly by and watched the waters roll over her decks. The Mataafa took nine of her crew to their deaths. In the meanwhile the Owen was fighting for her salvation somewhere off Devil Island. At least that was the last seen of her, and she went down with her crew of nineteen men.

The steamer Winnipeg, freight and passenger boat, burned to the water's edge in Duluth harbor twenty-six years ago. Three lives were lost and seventeen head of horses were burned.

The whaleback steamer Thomas Wilson was sunk eight years ago in Lake Superior. Nine lives were lost. She was in collision with the steamer G. G. Hadley, and the latter would have been lost save for the fact that she was able to reach shore.

And so the tale goes. It is much like the story of "and along came another locust and carried away another grain." It will undoubtedly continue to the end of time and Lake Superior will always hold clear the title of "port of missing men."

ALWAYS AT YOUR SERVICE
DUNLOP AUTOMOBILE TIRES

QUAIL FROM EGYPT.

How Birds Are Trapped, Cared For and Transported by Thousands.

A record consignment of 100,000 live Egyptian quail, requiring special conveyance, from Alexandria to London, by way of the Manchester ship canal, left Alexandria on March 25, and reached Manchester about a week ago, when they were transferred to a special express for London. Twenty drays were required to convey them from King's Cross to their destination.

It is most extraordinary that although on many occasions search has been made the breeding ground of the quail is absolutely unknown. They are trapped by Arabs, who deliver them in half dozens in boxes and baskets to the Egyptian Quail Syndicate's collecting deposits situated at all stations on the Egyptian State Railways between Alexandria and Assiout and Khartoum, and sent to the warehouse in Alexandria to await shipment. This warehouse is used exclusively for the purpose of keeping the quail until a sufficient number has been received.

The quail are placed in crates six feet long with six tiers and capable of holding 600 birds for shipment. As the syndicate only receives payment for birds which are alive when delivered, very great care and attention has to be paid to them during transit.

Six Arabs are told off, whose special duty is to feed and water the birds twice every day, and during the present journey 100 bags, each weighing two hundredweight of millet seed, were consumed. On fine days the crates are brought up to a sheltered position on deck for airing.—London Express.

A ROMANCE.

A school teacher of one of the towns in the Kaslo-Slocan sends this composition as a product of a recent competition between the little girls of a primary grade. The composition is entitled 'A Romance."

"Once there was a poor young man who was in love with a rich girl, whose mother had a large candy store. The poor young man wanted to marry the candy lady's daughter, but he was too poor to buy furniture. One day a bad man offered him $25 to become a drunkard. The poor young man was dreadfully tempted because he wanted to be rich enough to marry the candy lady's daughter. But when he got to the saloon door with the bad man he said, 'I will not break my pledge, even to be rich. Get thee behind me, Satan!' So he went home, and on his way home found a pocket book with $100,000,000 in it. So he went and told the candy lady's daughter and they were married. They had a lovely wedding and the next day they had twins. Thus we see that virtue is its own reward."—Kaslo Kootenain.

Had Heart Trouble and Shortness of Breath For Six Years.

Was Weak and Thin—Only Weighed Seventy-three Pounds. Now Weighs One Hundred and Thirteen.

When you find your heart the least bit out of rhythm, your nerves unhinged, your breath short, don't wait until you are prostrated on a bed of sickness. Take Milburn's Heart and Nerve Pills. They'll put you in such condition you'll never know you have a heart, make your nerves strong and your whole being thrill with new life. Milburn's Heart and Nerve Pills cured Mrs. K. E. Bright, Burnley, Ont. She writes: "I was greatly troubled, for six years, with my heart and shortness of breath. I could not walk eighty rods without resting four or five times in that short distance. I got so weak and thin I only weighed seventy-three pounds. I decided at last to take some of Milburn's Heart and Nerve Pills, and after taking eight boxes I gained in strength and weight, and now weigh one hundred and thirteen pounds, the most I ever weighed in my life. I feel well and can work as well as ever I did, and can heartily thank Milburn's Heart and Nerve Pills for it all."

Price 50 cents per box or 3 boxes for $1.25 at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.