RAILWAY BOARD DIFFER OVER P-A-Y-E GARS

Continued From Page 1. when requested, shall be liable to

fine of \$10 with costs.

"Section 116 of the Ontario Railway "Section 116 of the Ontario Raliway Act, 1906, provides that the fare or toll shall be due and payable by every passenger on entering the car, or other conveyance, and every passenger who refuses to pay his fare may, by the conductor of the train and the train servants of the company, be expelled from and put off the car, with his baggage, at any usual stopping place, or near any dwelling house, the conductor first stopping the train and using no unnecessary force. By subsection 2 this section is made expressly to apply to street railways.

Must Pay on Entering.

"By both of these acts the fare is due and payable by the passenger on entering the car, and he is liable under the first mentioned act, if he refuses to pay his fare or to quit the car when requested to a fire of \$10, and under to pay his fare or to quit the car when requested, to a fine of \$10, and under the second act is liable to be expelled from the car. Neither of these acts fix the method by which the fare is to be demanded and collected. Heretofore the passenger has been presented with a fare box after entering the body of the car. The company want to change this system and substitute for it a stationary pay-as-you-enter box, fixed in a rear end vestibule, in which the passenger will be required to deposit the fare before he enters the seated part

Now that the company are depart of the car. ing from their former method of collecting fares, have passed their bylaw No. 36, and are adopting a different practice and require different equipment and appliances in order to make the change of system workable, the the change of system workable, the board are of opinion that, under and by virtue of the Ontario Rallway and Municipal Board Amendment Act, 1910, they have power and authority to determine the proper and adequate practice, equipment and appliances necessary for the pay-as-you-enter system.

Experts Recommendations.

The experts, complying with the board's instructions to inspect the ears in use and to observe the operations of the pay-as-you-enter systems in other cities, and after a careful and exhaustive examination of all types of Toronto cars, both those that have been changed and those that have not been changed, and after taking into conchanged, and after taking into con-sideration the traffic conditions that exist in Toronto, have made the following recommendations:

"1. That rear vestibules on all cars intended for the collection of fares by the pay-as-you-enter system, should nclosed, except over the steps.
That the length of the rear platform should be governed by the style form should be governed by the style of car, and its seating capacity, i. e.; A. Car bodies 18 feet to 22 feet in length (both sizes inclusive), should have a minimum rear platform length of inches clear inside, measured lontitudinally, with a minimum step length of the control of the contr 39 inches. B. Cars having bodies over 22 feet and under 28 feet in length should have a minimum rear platform longitudinally, with a minimum step In view of the congested condition length of 4f inches. C. Cars having that exists in Toronto, the board debodies 28 feet to 32 feet in length (both sizes inclusive) should have a minimum sizes inclusive) should have a minimum tinue the use of trailers or to continue the use of trailers or to construct inside measured longitudinally. The use of smokers. To do otherwise, with a minimum step length of 48 at least until such time as the new inches. D. Cars having bodies 32 feet the use of smokers of the use of smokers at least until such time as the new times and cars ordered by the board in in length should have a minimum rear platform of 74 inches clear inside, measured longitudinally, with a minimum step length of 54 inches.

Platform Fare Box.

"3. That the platform fare box now in use by the Toronto Railway Com-pany, or an approved one of similar design, be used on all cars intended for and expenses.

the collection of fares by the P.A.Y.E. "A formal or

"4. That an upright be placed near the centre of each step opening, extending from the floor to the ceiling, which can be used as a grab handle. The spacing from the car body to be left to the discretion of the railway company.
"That the grab railings now in use

all around the interior of the rear ves-

"That at the discretion of the railway

That in all cars intended to be

ed for the collection of fares by the P.A.Y.E. system, there shall be one door in the rear end bulkhead on the devil-strip side for entrance and one door on the street side for exit, or in lieu of the two doors, there shall be one reasonably large door on the devilstrip side, the minimum width of which should not be less than 36 inches. "In the event of two doors being used there shall be a dividing rail to separate the flow of in-going and out-

going traffic. Better Than Double Doors. The experts report that one large

door on the devil-strip side has advantages over the two-door system, but

They also recommend that the sys-

able, safe, proper and adequate regulations, practices, equipment and service for a pay-as-you-enter system, and for the cars of, and for the transable, safe, proper and adequate regulations, practices, equipment and service for a pay-as-you-enter system, and for the cars of, and for the transportation of passengers by, the Toronto Railway Company.

"The board are of opinion that the

Lombard Street to

ANNOUNCEMENT

WING to the rapid growth of our business w

tral and commodious downtowr location. We have accordingly moved our Toronto showrooms from 21

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Where will be found, displayed in modern and attractive surroundings, our full line of products, including

STEEL & RADIATION, LIMITED

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Steelerete Expanded
Metal Reinforcement.
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Company No Choice.

"I further dissent from the view ex-pressed by the chairman that the To-

ronto Railway Company have the right to elect and adopt either single or two-

will be installed before the P.A.Y.E.

Legal Question First.

"But the experts have left the matter

Question of Fact.

opinion, such as the question of one or

two rear doors, this board should it-

self decide the dubious points. Furthermore, there appears to be a mis-

understanding as to just what the ex-

Company Has Option.

done in Toronto, under the alleged

P.A.Y.E. way, or with the conductors

"I dispute that,' said Mr. Ingram.

Differs With Localities.

"Very well. But the main point to

I would suggest,

perts' report is.

have found it necessary to establish a more cen-

"The board are of opinion that the company have the right to select and adopt either a single door or two doors between the rear vestibule and the body of each motor car. Where the opinion of the experts is equally dividthe is the better plan, the company has cars the right to select whichever plan they

the right to select whichever plan they choose.

P. A. Y. E. Cars in 18 Months.

"The board are of opinion that all the company's motor cars should be changed into pay-as-you-enter cars with all reasonable dispatch; that each order the board have the right to with all reasonable dispatch; that each order the installation by the Toronto with all reasonable dispatch; that each car should be put in commission as soon as finished; that the whole system should be completed in eighteen P.A.Y.E. system is enforced, and I am, months from the data and that the world became the complete the process. months from this date; and that such changes and equipment should be subject to the direction and inspection of way Company within a reasonable time to alter their cars so that a sepone of the board's engineers. The sketch hereto annexed shows the ar- arate entrance and exit at the rear rangement of the rear end vestibule. will be installed before the P.A. The pay-as-you-enter system will not system can be permitted on such apply to cars when they are changed into what are known as summer cars.

The board further suspends the operation of bylaw No. 36, but the same

shall automatically take effect upon each motor car of the Toronto Railway system, when and as soon as each car is equipped as aforesaid to the sat-·isfaction of the board's engineer.

Trailers to Stay.

May, 1907, are completed, would only intensify and aggravate the congestion. "In the event of the board being re-

versed by the court of appeal on any of the questions of law involved in this opinion, the board reserves further consideration and direction, and the question of costs, and the experts' fees

"A formal order can issue in terms of this opinion to be settled by the secretary in case the parties differ.

Mr. Kittson's Viewpoint. "I regret that in this matter opinion differs in some respects from that of the chairman of the board, as set forth in the judgment which he has of the ends of the car be retained in "I have had the privilege of consulting their present location." er present location.

That a similar grab railing be placed panied by a number of experts, visit of the rear yesed a number of cities in the United States with a view of investigating the working of the P.A.Y.E. system in company a grab railing be put on the these cities, where the conditions were

ronto. The investigations have shown First, that it is practical to so alter the cars here that the rear platforms may be extended and that a separate entrance and exit can be installed, that is to say, that two doors may be used

Double Doors Elsewhere. In the cities of Cleveland, Buffalo, Rochester and Montreal there have been installed and there are now in use cars that have two doors at the rea end for the P.A.Y.E. system and the Ottawa Railway Co., having previo perated their cars with one large door the rear are now profiting by their experience and are constructing all the new cars with two doors at the reas

as the two-door system has given good as the two-door system has given good is at the two-door system has given good is at the two-door system has given good is at the two-door system has given good in an aware that the exepense of altering the present cars in use by the Toronto Street Railway Company, so as to make them up-to-date P.A.Y.E. the board can force one of these ways as to make them up-to-date P.A.Y.E. then, that as your honors differ with cars will involve considerable expense tem now in operation of entering cars but, as the Toronto Rallway Company by the rear door and leaving by the has of its own initiative applied for leave to use the P.A.Y.E. system, I am place may not be adaptable in another Trent should be continued.

The board adopts the said recommendations of the said experts, and determines that the same are the reason-

An Opinion Desired

continent have made comparisons in their own minds between the

have expressed opinions favorable to the local service.

Street Car services there and at home.

municate in private conversation.

Toronto citizens who have visited other large cities on this

In many cases, conversing with friends on their return, they

The Toronto Railway Company would appreciate the kindness

R. J. FLEMING, General Manager.

of any of these citizens who would frankly express to the Company

by telephone or letter the opinions they have not hesitated to com-

Head Office Toronto Railway Co. Telephone Main 7041

never, intended to be applicable to our open summer cars. Why not then, observe the operation of the present system here for the rest of the winter, and in the meantime regard the matter as open. Let it stand, and observe the result. I had intended to be ready with evidence on behalf of the company to-day, but this is not in the shape which was anticipated at the time of the last adjournment. It is only another two and a half months before all this trouble goes up in smoke until next autumn. The commission's engineers could then have a more definite report of the conditions as they exist. The company has always shown itself to be willing to try what can be done to furnish the best service for the people." service for the people."

Weary of Experiments.

"This is a case in which the public as well as the company have a right to be treated reasonably," said Mr. Dray, top "We have a law and the public as well as the company have a right to be treated reasonably," said Mr. Dray, top "We have a law and the public as the public a

be treated reasonably," said Mr. Dray, ton. "We have a large number of complaints at hand, and seriously object to any further experimenting on the public of Toronto. Anyone would think that the necessity of all this delay was the result of some fault on the part of the public. We are still going on experimenting to-day and this should stop at once." at once.

The chairman remarked there would

The chairman remarked there would be a change in the cars.

"Probably so," said Mr. Drapton.

"But the company are to-day operating small truck cars without the platforms recommended by the experts. Is that to go on? Then we see fare boxes stuck at the devil strip side of little, small vestibuled cars, with the conductor standing inside the door, and blocking up the passage. The suggestion to ing up the passage. The suggestion to leave things as they are is most ab-

Chairman Real Dissenter. "I certainly do not. And it appears me that in this case the chairman of the board is the dissenter, and not the other two commissioners. The judgment of the board specifies two rear doors on the P. A. Y. E. cars; so we are entilted to a suspension of the system until that is brought about." 'We must first settle the question of

law," insisted Chairman Leitch. "Do I under stand you to say that the question of one or two rear doors is a question of law?" exclaimed the corporation counsel. "If not, I would ask you to deliver the verdict of the majority of the board." "There can be no such decision with

the evidence not all in," objected Mr. "The chairman has given his decision on the evidence thus far advanced,"

remarked Commissioner Ingram.
"Then, what is the judgment of the board?" asked Mr. Drayton once more. "The experts to whom the matter P.A.Y.E. system is enforced, and I am, therefore, of the opinion that this board should order the Toronto Rall-

was referred have recommended two systems of doors," said the chairman. "We say, as a matter of law, that the company have a right to select which want. Chairman Departs.

"Do you submit a special case to the court of appeal on the legal question?" asked Mr. Drayton.

"At present no order can issue as to one or two doors," said Mr. Osler. "The primary necessity in this case," said Mr. Leitch, "is to settle the ques-

tion of law. Here we have sent out two experts who recommend two varleties of P.A.Y.E. systems. If there be a difference betwen these experts in this connection, I think that the Toronto Railway Company has the right to select the one which it chooses. My two associate commissioners here are not car-builders nor reilway the cases of the few cars that come within the board's specific approval. two associate commissioners here are within the board's specific approval-not car-builders nor railway men, nor The setting aside of a P. A. Y. E. by-

in any sense experts. Yet they are quarreling with the opinions of experts. I have decided that we must first settle these questions of law, and then the court room. At this point Chairman Leitch silently arose from his chair, and made as "There is not one word in your judg-

ment," continued the corporation counopen," argued Commissioner Kittson.
"That can all be settled by the court "which says that the P. A. Y. E. bylaw is not a matter at the discrimination of this board. This has been granted by a majority of the board." difficulty," said Corporation There is no harm in letting it stand Counsel Drayton, "seems to be one of fact rather than of law. Surely the till the question of law is settled," said the chairman, whereupon he gathered

system is not for the Toronto Railway Company to determine. That would be usurping the privileges of the railway board. If there are differences of the differences of the differences of the railway board.

SOCIETY NOTES

His Honor the Lieutenant-Governor of Ontario has been graciously pleased to accept for himself and Mrs. Gibson H. S. Osler for the company said it was "undoubtedly a question of law, the invitation of the Jan Hambourg involving, as it does, the forcing upon Trio to be present at their soirce musithe company of one or other conditions. cale at the Conservatory Hall on Mon-If it is a question of fact, which the day evening next, the 23rd inst., at 8.30. majority of the board might handle, it Mrs. Sheerin, 45 Howland-ave., will receive the third Friday of every has not been tried out."
"That's just it," agreed Mr. Leitch.

month during the season.

Mr. and Mrs. John Edgeworth and
Mr. and Mrs. A. B. Hardwicke are "The company either have or have not the right to collect fares from passengers as they enter," continued Mr. leaving on Saturday morning for an "So also they have the right to choose how it is to be done. There are at least three ways of doing it. As it

Friends of Mr. Frank E. Mutton, 158 Madison-avenue, are requested as a stationed inside the car and collecting the fares as the passengers come in. favor to him and his household to kindly call them up by telephone as We have surely been shown that there is no standard pay-as-you-enter car." seldom as possible during the present severe illness of Mr. Mutton.

Next week at the Star Theatre that famous organization, "The Cozy Corner Girls," will be the attraction, predecide is whether, under the contract, senting an entirely new array of talent, then, that as your honors differ with burletta, scenery, costumes and electhe report of the experts, it is a mattrical effects, and is sure to repeat its former success here. The burlettas are entitled "Room Number Six," and ter of practical working out. The system admitted to be the best in one 'The Broken Brokers in Atlantic City,"

Turning the Tables. A young Pittsburgher, who has been drifting about the country for several nad a novel experience in Arizona, which he is telling to his friends While working his way across that state he ran out of funds, and for want of something better secured work as a bartender in a small saloon. Bright, naturally, the young chap be-

came an adept at his new profession, and things went well for a time One day, however, a huge cowboy sauntered in. "Mix me up a strong drink, extra

strong," said the cowboy. The young Pittsburgher mixed in a high glass the worst concection pos-sible, and added to the flavoring of this with a large amount of pepper of the hottest sort The cowboy drank it down without

winking an eye. "Mix up another just like that," he ordered. As the young Pittsburgher turned to face his customer with the second mixture he was looking straight into the barrel of a huge Colt. "Now, drink that, d-m you!" he

Tongue-Twisting Talk. writers write?-Atchison Globe,

was ordered.



THERE is no dearth of bargains to-day to encourage any doubt of the fact that the time to buy furs is NOW.

> AND A GENUINE SAVING IS WORTH WHILE THAT BRINGS WITHIN THE CUS-TOMERS' REACH THE BEST CLASS OF FUR8 IN THE TRADE.

The few remaining days before we list our still heavy stocks bring our prices down to a point out of keeping with the known quality and good style of our furs, which in themselves would afford a guarantee of exceptional value.

Model Pony 75.00 Jacket 125.00

30 inches long, vest effect, braid and cloth trimming.

Hudson Seal 167.50 Sacque 225.00

50 inches long, shawl collar.

Ladies' Furlined Coats Hoz. up to 75.00, 47.50

Muskrat lined; Otter or Persian Lamb, Western Sable, or Russian Otter Collars: Hamster or Lock Squirrel lining.

Man's Furlined Coat,

Muskrat lined, Otter Collar, Black Beaver Shell.

Man's Canadian Coon Coat, 65.00, for 49.00

50 inches long, fine fullfurred skins.

Black Fox Set, 135.00, 98.50 Stole, in cape effect,

large 2-skin Rug Muff to match.

Coonskin Set, 57.50

Large Stole with stripes, Pillow Muff to match.

Alaska Sable 86.00 Set, 115.00, for Large Stole, in cape ef-

fect, with heads; large Imperial Muff to match.

Natural Musquash Set, 30,00, 21.50 Countess Muff, with

Mink Tails and Paws; plain 60-inch Tie to match.

Siberian Lynx 15.00 Set, 24.00, for

Shaped Stoles, with Tails and Paws; large Rug Muff to match.

TAIRMEATHERS LIMITED 84-86 Yonge St.

Winnipeg Toronto Montreal

Public Amusements

Marie Dressier will be followed at the Royal Alexandra Theatre by Liebler & Co.'s big production of "The Fourth Estate," the newspaper play by Joseph Medill Patterson and Harriet Ford, that proved one of the dramatic sensations of last season in both New York and Chicago. Few plays have so much to offer that is interesting, and few plays take to "the road," so highly recommended. The streng original cast and the massive production, including the much heralded composing room scene, will be presented here intact. The seat sale opened yesterday with a rush.

Wright Lorimer in his intensely interesting romantic drama of "The Shepherd King," will be the attraction at the Grand next week. This celebrated actor is presented here under the auspices of Wm. A. Brady in a production of unusual magnitude and splendor. More than one hundred people are required to present "The Shepherd dor. More than one hundred people are required to present "The Shepherd King," and there is a wealth of gorgeous costumes and scenery. The play revolves around the story of the youth of David, the poet-king of Israel, and the friendship of David and Jonathan. There is a very pretty love story in the attachment of David and the Princess Michal, the younger daughter of Saul. Michal, the younger daughter of Saul.
There is an Oriental dance in the third
act, in which a well trained corps of
dancers figure.

When Julian Eltinge, the star of "The Fascinating Widow." which comes to the Princess Tieatre Monday, Tuesday, Wednesday and Wednesday matinee, Jan. 23, 24 and 25, made his first appearance as an impersonator of women with the Boston Cadets, he was so successful in deceiving his audiences that he once made a bet with his college chums that he could get a job as a chorus girl. They took him up on it, confident that in street clothes he could not make the bluff. He was, however, engaged as a show girl at \$25 a week.

At Shea's Theatre next week Manager Shea has one of the biggest shows of the season. The headline act will be seen here for the first time and is

be seen here for the first time and is sure to prove a sensation. Amelia Stone and Armand Kalisy will be seen in the musical romance "Mon Amour," "My Love," music and lyrics by Mr. Kalisy, booked by Edgar Wolf.

The special attractions on the week's bill are: Billy B. Van and the Beaumont Sisters in Herbert Hall Winslow's one-act comedy "Props," Henry Clive, smart entertainer, assisted by Mai Sturgess Walker, Al Rayno's Bull Dogs, Nonette, a dainty girl violunist, and Barry and Wolford, at the song booth. Other acts to be seen are: Selme Brastz, Vittoris and Georgetts and the kinetograph. and the kinetograph.

NATIONAL CHORUS AT MASSEY HALL

Under the patronage of viceroyalty, Dr. Albert Ham's National Chorus held a most successful concert last night in Massey Hall. The audience, which almost filled the house, was a fashionable one, and fully appreciative of the charming program.

The Countess and Lady Sybil Grey were with the government house party, and Mrs. Gibson and the Misses Gibson, accompanied His Honor. Capt. Bingham and Major Stanley were in attendance. Dr. Ham presented several novelties, as well as some old favorites, and consulted the tastes of many music-lovers by confining the choir to a capella selections. Miss Margaret Keyes, in splendid voice, repeated her triumph of three years ago, and showed that she has not rested content in the meantime. Madame Yolanda Mero was the solo pianiste, and while affecting some fantastic music, indicated the possession of a sterling taste in her last suite, for which she declined an imperative encore, four times repeated. She bowed her thanks most charmingly, but waved away the request. A boy chorus of 33 voices assisted, and the general chorus, nearly 200 strong, were in excellent voice.

The program opened with two stanzas of the national anthem, which Dr. Ham took at the fastest rate recognized. This rapid tempo was carried into Gounod's splendid anthem, "Lend But Thy Light," which followed, and the effort for hasty articulation somewhat marred the general effect. The bass was fine in the massive chords.

Thomas S. Cooke's glee, "Strike the Lyre," was given with excellent color, and the tenors distinguished themselves in the florrind scoring of their part. The contraltos also had an opportunity to which they did justice with a full-bodied tone. The close of the second stanza was very sweetly sung. The heaviest work undertaken by the chorus was Max Bruch's "Morning Song of Praise," a veritable paean of sun-worship. The splendid brilliance of the composition was given with a spirit quife Zoroastrian in zeal and intensity. The chorus reaches a magnificent climax, whose effects are intensified by the

fied by the accumulating richness of the harmony. In attaining this climax without strain, Dr. Ham secured a notable success.

A dainty part song by Healey Willan followed, in which the aelian effects were exquisite: "My Little Pretty One" is of the same order as "Airy, Fairy Lilian," and many will prefer it. Mendelssohn's motet, "Why Rage Fiercely?" enlisted the boy choir, and they brightened the tone of the sopranos considerably. Altogether the familiar music was very well sung. Wendt's "Ballade of Spring" closed this suite, and caught the fancy of the audience. It is very bright and pretty and was given with a happy abandon, quite captivating. Dr. Ham' was recalled three times, and finally consented to give an encore, rendering Lee Williams' "The Peddler's Song."

The next choral suite included Bortnianski's cherubim song No. 7 and Cliffe Forrester's "Call of the Breeze." In the last suite Dr. Ham's settling of "I Heard the Voice of Jesus Say," for solo and men's chorus, was given. The average ear cannot get rid of Dyke long enough to do Dr. Ham credit. The boys' rendering of Costa's "Make the Car of a Golden King Cup" was not up to their best form. They were very much better in the Mendelssohn "Ave Maria" following, and did themselves more justice in the rendering. The chorus closed the concert with Elgar's sonorous "Land of Hope and Glory," Miss Keyes taking the solo.

Old Dutch Cleanser

Does ALL Your Cleaning---- Easily and Quickly

This new, all-'round Cleanser in handy sifter can, takes all the hard work out of keeping things clean. It's much quicker too.



Pots, pans, kettles, woodwork, floors, shelves, painted walls, windows, metals, cut-lery, in the bath room, pantry, kitchen, in fact throughout the house.

Painted woodwork and walls require care in cleaning
—do it easily and safely with Old Dutch Cleanser.

The New Way Sprinkle a very little Old Dutch Cleanser on cloth or sponge, rub easily, rinse with clean wet cloth and wipe dry. No caustic or acid. Avoid

Just You Try It

The burlesque attraction next week at the Gayety Theatre will be Jas. E. Cooper's "New Jersey Lilies" Extravaganza Company, enlarged by the addition of several well-known American and European vaudeville performers of mote. A big feature has been made of the olio. Leading players are: Leon Errol, Alf. P. James, Robert Algier, Marty Reagon, Johnnie Walker, Symphony Quartet, The Millsy Musical Four, Hazel Crosby, Lucia Cooper, Stella Chateline, Kate Prior and twenty or thirty handsome chorus girls and that funny comedian, Bluch Cooper.

Atne's ever-charming 'Lass With the Delicate Air' followed, and then Cadman's 'From the Lands of Skyblue Water,' a lyric of pathetic intensity, which Miss Keyes perfectly objectionized. Ronald's 'Love, I Have Won You,' with its rapture and brilliance, swept the audience, and more recalls and more roses begged for an encore. Miss Keyes quaintly turned her back to the audience and sang her encore, Eleanor Smith's 'The Swing,' to the chorus, which she afterwards explained, was a marked of appreciation, just for themselves. Those off the platform were quite as pleased as the choir.

Madam Mero's appearance had been looked forward to, and she proved to be of fascinating personality and considerable originality in her music. She lacks nothing in virility, and with a lightning technique showed also a most delicate touch, while two Chopin numbers were rendered with due picturesqueness. A quaint new note was struck in Rachmaninoff's 'Serenade,' and the bizarre quality was apparent in Dohnanyi's "Tolle Gesallschaft." It was in the lovely 'Liebestrum,' with its rippling sweetness, that she was most charming, and quite as thoroly at home as in earlier numbers, and the elfish quality of another Liszt number. 'Rhapsodie No. 2." suited Madam Mero's genius perfectly. She refused the fourfold encore for these performances, however. Perhaps she would have preferred an appreciation of her more original qualities,

An Incentive.

"You may not get any more business, from me. I've bought a law-book."
"I won't worry," responded the lawyer.
"In that case I shall probably get more business than ever."—Louisville Courier-

See Cream Sunday Special



ICE CREAM A trinity of deliciousness in one superb cream. "Marciline" is a delightful combination of three popular Ice Cream flavors.

BURNT FILBERTS with nuts. PISTACHIO with nuts. PINEAPPLE with fruits. It's the kind of dessert that nakes you wish that Sunday's linners came every day.

The desserts that are different; 6 servings, 6oc; 8 servings, 8oc; 10 servings, \$1.00

All 'phone orders should be in by 3 p. m. Saturday and we will pack and deliver free anywhere in the city Saturday evening.

NOTE:—Our new Ice Cream booklet has many useful sug-gestions and descriptions of dainty dishes for parties, din-ners and social functions. Sent anywhere free on request.

WM. NEILSON, Limited Phone Park 294

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