

RAILWAY BOARD OFFER OVER P-A-Y-E CARS

Continued From Page 1.

When requested, shall be liable to a fine of \$10 with costs.

"Section 116 of the Ontario Railway 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, at the discretion of the train conductor, be expelled from and put off the car, with his baggage, at any usual stopping place, or near any dwelling house, the conductor not being required to stop the car for the purpose of waiting for the passenger to pay his fare. 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, to be expelled from the car. Neither of these acts makes the method by which the fare is to be paid a matter of consequence, and the board are of opinion that, under the Ontario Railway Act, 1906, the fare may be paid in advance, or on entering the car, or on leaving the car, or at any other time, and that the board 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 cars in use and to observe the operations of the pay-as-you-enter system in other cities, and after a careful and exhaustive examination of all types of cars, both street and suburban, have changed and those that have not been changed, and after taking into consideration 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 be enclosed, except by the rear platform.

2. That the rear vestibule should be governed by the style of car, and its seating capacity, i. e., A. Cars having 18 feet to 22 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

B. Cars having bodies 22 feet to 26 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

C. Cars having bodies 26 feet to 30 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

D. Cars having bodies 30 feet to 34 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

E. Cars having bodies 34 feet to 38 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

F. Cars having bodies 38 feet to 42 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

G. Cars having bodies 42 feet to 46 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

H. Cars having bodies 46 feet to 50 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

I. Cars having bodies 50 feet to 54 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

J. Cars having bodies 54 feet to 58 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

K. Cars having bodies 58 feet to 62 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

L. Cars having bodies 62 feet to 66 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

M. Cars having bodies 66 feet to 70 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

N. Cars having bodies 70 feet to 74 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

O. Cars having bodies 74 feet to 78 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

P. Cars having bodies 78 feet to 82 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

Q. Cars having bodies 82 feet to 86 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

R. Cars having bodies 86 feet to 90 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

S. Cars having bodies 90 feet to 94 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

T. Cars having bodies 94 feet to 98 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

U. Cars having bodies 98 feet to 102 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

V. Cars having bodies 102 feet to 106 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

W. Cars having bodies 106 feet to 110 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

X. Cars having bodies 110 feet to 114 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

Y. Cars having bodies 114 feet to 118 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

Z. Cars having bodies 118 feet to 122 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

AA. Cars having bodies 122 feet to 126 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

AB. Cars having bodies 126 feet to 130 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

AC. Cars having bodies 130 feet to 134 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

AD. Cars having bodies 134 feet to 138 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

AE. Cars having bodies 138 feet to 142 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

AF. Cars having bodies 142 feet to 146 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

AG. Cars having bodies 146 feet to 150 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

AH. Cars having bodies 150 feet to 154 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

AI. Cars having bodies 154 feet to 158 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

AJ. Cars having bodies 158 feet to 162 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

AK. Cars having bodies 162 feet to 166 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

AL. Cars having bodies 166 feet to 170 feet length, both sides inclusive, should have a minimum platform length of 50 inches clear inside, measured longitudinally, with a minimum step length of 20 inches.

ANNOUNCEMENT

OWING to the rapid growth of our business we have found it necessary to establish a more central and commodious downtown location. We have accordingly moved our Toronto showrooms from 21 Lombard Street to

73-80-82 Adelaide St. East
(Telephones M. 6130-6131)

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

King Radiators, Steel Sash, Steel Reinforcement, Metal Reinforcement, Steel Joists, Steel Beams, Steel Columns, Steel Trusses, Steel Bracing, Steel Decking, Steel Lath, etc., etc.

STEEL & RADIATION, LIMITED
Head Office - Fraser Ave., Toronto

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 transportation of passengers by, the Toronto Railway Company.

"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 divided as to whether one door or two doors is the better plan, the company has 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 to the pay-as-you-enter system 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 months from this date; and that such changes and equipment should be subject to the direction and inspection of one of the board's engineers. The board hereunto shows the arrangement of the rear end vestibule. The pay-as-you-enter system will not apply to cars when they are changed into what are known as summer cars.

"The board further suspends the operation of bylaw No. 38, but the same shall automatically take effect upon each motor car of the Toronto Railway system, when and as soon as the car is equipped as aforesaid to the satisfaction of the board's engineers.

Trailers to Stay.

"In view of the congested condition that exists in Toronto, the board is of opinion that the company should discontinue the use of trailers or to construct its cars with compartments for the use of smokers. To do otherwise, at least at such time as the new lines and cars ordered by the board in May, 1907, are completed, would only intensify and aggravate the congestion.

"In the event of the board being reversed 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 and expenses.

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

Mr. Kitson's Viewpoint.

"I regret that in this matter my opinion differs in some respects from that of the chairman of the board, as set forth in the judgment which he has now read," said Commissioner Kitson. "I have had the privilege of consulting with the vice-chairman, who, accompanied by a number of experts, visited a number of cities in the United States with a view of investigating the working of the P.A.Y.E. system in these cities, where the conditions were nearly similar to those existing in Toronto. 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 may be installed, the rear platform and two doors may be used at the rear end of the car.

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 rear end for the P.A.Y.E. system and the Ottawa Railway Co., having previously operated their cars with one large door in the rear are now providing by their experience and are constructing all the new cars with two doors at the rear end.

"I am aware that the expense 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. cars will involve considerable expense, but, as the Toronto Railway Company has of its own initiative applied for leave to use the P.A.Y.E. system, I am of the opinion that in the City of Toronto practice and system which have been tested and proved by actual

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 and the matter is settled. The commission's engineers could then have a more definite report of the conditions as they exist. The company has ways shown just now, willing to try what can be done to furnish the best service for the people."

Wary of Experiments.

"This is a case in which the public as well as the company have a right to be treated reasonably," said Mr. Drayton. "We have a large number of complaints at hand, and seriously object to any further experimenting on the part of the 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."

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

"Probably so," said Mr. Drayton. "But the company are to-day operating small truck cars without the platform recommended by the experts. That is to go. Then we see fare boxes stuck at the devil strip side of the car, small vestibuled cars, with the conductor standing inside the door, and blocking up the passage. The suggestion to leave things as they are is most absurd."

Chairman Real Disenter.

"I certainly do not. And it appears to me that in this case the chairman of the board is the disenter, 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 entitled to a suspension of the law until that is brought about."

We must first have the question of law settled, Chairman Leitch.

"Do I understand you to say that the question of one or two rear doors is a question of law?" exclaimed the chairman. "If not, would you ask me to view the board as the arbiters of the majority of the board?"

"There can be no such decision with the evidence not all in," objected Mr. Oser.

"The chairman has given his decision on this 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 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 they 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. Oser. "The chairman," remarked Commissioner Ingram, "Commissioner Kitson and myself are ornaments."

"The majority of the board," repeated Mr. Drayton, "give effect to the judgment to set aside the bylaw except in the case of the few cars that come within the board's specific approval. The setting aside of a P. A. Y. E. bylaw cannot be a legal question."

At this point Chairman Leitch, silent for several minutes, and made as if to leave the court room.

"There is not one word in your judgment," continued the corporation counsel, "which says that the P. A. Y. E. system is a matter of the discretion of this board. This has been granted by a majority of the board."

"There is no harm in letting it stand till the question of law is settled," said the chairman, who upon he gathered up his papers and left.

"It is no question of law," was Mr. Drayton's parting shot. "On the question of fact, the city and citizens will rely on the judgment of the majority of the board."

SOCIETY NOTES

His Honor the Lieutenant-Governor of Ontario has been graciously pleased to accept of himself and Mrs. Gibson the invitation of the Jan. 1911 Musical Trio to be present at their soiree musicale at the Conservatory Hall on Monday evening next, the 23rd inst., at 8 o'clock.

Mrs. Sheerin will give a recital of vocal and piano music on the third Friday of every month during the season.

Mr. and Mrs. John Edgeworth and Mr. and Mrs. A. B. Hawcock are leaving on Saturday morning for an extended tour thru the tropics.

Personal.

Friends of Mr. Frank E. Mutton, 158 Madison Avenue, are invited to a party to be given for him and his household kindly call them up by telephone as 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, presenting an entirely new array of talent, burlesque, scenery, costumes and electrical effects, and is sure to repeat its former success here. The burlesques are entitled "Room Numbers," "The Car of a Golden King Cup," and both abound in side-splitting comedy situations. The vaudeville bill is a very strong one.

Turning the Tables.

A young Pittsburgher, who has been drifting about the country for several years, 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 became 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 concoction possible, 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 said.

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—n you!" he was ordered.

Tongue-Twisting Talk.

Wouldn't it be funny to hear a man talk as some of the cultured magazine writers write?—Atkinson Globe.

THE HOUSE OF QUALITY

REGISTERED

Fairweather FURS

HERE 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 CUSTOMERS REACH THE BEST CLASS OF FURS 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 Jacket \$75.00
30 inches long, vest effect, laid and cloth trimming.

Hudson Seal Sacque \$167.50
50 inches long, shawl collar.

Ladies' Fur-lined Coats \$47.50
112; up to 75.00, for

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

Man's Fur-lined Coat \$39.00
60.00, for

Muskrat lined, Otter Collar, Black Beaver Shell.

Man's Canadian Coon Coat \$49.00
50 inches long, fine full-furred skins.

Black Fox Set \$98.50
135.00, for

Stole, in cape effect, large 2-skin Rug Muff to match.

Coonskin Set \$57.50
82.50, for

Large Stole with stripes, Pillow Muff to match.

Alaska Sable Set \$86.00
115.00, for

Large Stole, in cape effect, with heads; large Imperial Muff to match.

Natural Musquash Set \$21.50
30.00, for

Countess Muff, with Mink Tails and Paws; plain 60-inch Tie to match.

Siberian Lynx Set \$15.00
24.00, for

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

Fairweather's Limited
84-86 Yonge St.

Winnipeg Toronto Montreal

Public Amusements

Marie Dressler will be followed at the Royal Alexandra Theatre by Lieber & Co.'s big production of "The 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 the audience as this, and few plays take to "the road" so highly recommended. The strong original cast and the massive production, including the much heralded comedy, posing room scenes, 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 splendour. 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. 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," with Tuesday, Wednesday and Thursday matinees, Jan. 23, 24 and 25, made his first appearance as an impersonator of women with the Boston Cadets, he was so successful in his impersonation of a woman 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 sure to prove a sensation. Amelia Stone and Armand Kaley will be seen in the musical romance "Mon Amour," "My Love," music and lyrics by Mr. Kaley, booked by Edgar Wolf.

The special attractions on the week's bill are: Bury My Heart at Wadsworth's in Herbert Hall Winslow's one-act comedy "Props," Henry Clive, smart entertainer, assisted by Mal Sturgess Walker, Allyn's Bull Pogo, Nonette, the dainty girl violinist, and Barry and Wolford, at the song booth. Other acts to be seen are: Selma Brast, Vitoria and Georgette and the kinetograph.

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 note. A big feature has been made of the olio. Leading players are: Leon Errol, Alf. P. James, Robert Algier, Marty Rietto, Johnnie Walker, Symphny Quartet, The Milky Musical Four, Hazel Crosby, Lucia Cooper, Stella Chatelaine, Kate Prior and twenty funny handstands and other acts and thirty comedians, Bluch Cooper.

Under the patronage of vicereignty, 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 very able one, and the performance of the charming program.

The Countess and Lady Sybil Grey with the government house party, and Mrs. Gibson and the Misses Gibson, accompanied His Honor, the Lieutenant-Governor, and Major Stanley were in attendance.

Dr. Ham presented several novelties, as well as some old favourites, and the splendid voice of another singer, Madame Yolanda Mero was the solo pianist, and while affecting some of the most beautiful music, she sang a stirring tale in her last opera, for which she declined an imperious offer for a large sum of money. She bowed her thanks most charmingly, but waved away the request. A boy chorus of 22 voices assisted, were in excellent voice.

The program opened with two stanzas of the national anthem, which Dr. Ham took at the fastest rate, recognized the stanzas, and gave a rendition of Gounod's splendid anthem, "Redeem But Thy Light," which followed, and the choir for bass and tenors, which marred the general effect. The base was fine in the massive chorals.

Thomas S. Cottrill, the "Lyric," was given with excellent effect, and the tenors distinguished themselves by the stanzas of "The Song of Praise," a veritable paean of spirit quite Zoroastrian in zeal and intensity. The chorus reaches a magnificent climax, and the effect is intensified 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 William followed in which the solo voices were exquisite. "My Little Pretty One" is of the same order, "A Fairy Lullaby," and many will prefer it to Mendelssohn's motet, "Why Rags Piercedly," enlisted the boy choir, and they brightened the tone of the program considerably. Altogether the familiar music was very well sung. "Ballads of Spring," which was sung, 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 for his excellent rendering of Lee Williams' "The Pedler's Song."

The next chorus suite included Bortnianski's cherubim song No. 1 and Cliffe Forrester's "Call of the Breeze," in the last suite, "The New Year's Eve," "I Heard the Voice of Jesus Say," for solo and men's chorus, was given. The average ear cannot detect any difference in 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 "Land of Hope and Glory."

Miss Kevs, with a Canadian father and mother, she was born in Rochester, was able to give some genuine patriotic feeling to her prayer for the Mother of the Free. One never wears of the rich, full tones of this young singer's voice, the clarity of her chest notes and the power, heard a great future for the singer. Her first suite

gave such widely diversified numbers as Secchi's "Lungi del Caro bene," with its intense feeling, Leonov's song from "La Boheme," "Mimi Pinson," with its vivacity and dash, the lovely German lieder, "Widening," and the long cry and tender yearning, and as picturesque and colorful "Schlagende Herzen." Great applause greeted the suite, and two great bouquets of roses were carried up to the singer. Another beautiful comedy sketch, "Love Me or Love Me Not," was given with the perfect simplicity of a child, and all the pathos of a woman's feeling. At the very charming "Lass With the Delicate Air," followed, and then "The Swain," a lyric of pathetic intensity, which Miss Kevs perfectly executed. The suite, "Have You Won You," with its rapture and brilliancy, swept the audience, and more and more, Miss Kevs quietly turned her back to the audience and sang her encore, "Eleanor Smith's 'The Swing,' to the chorus, which she afterwards explained, 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 sang "The Swain," and with lightning technique showed also a most delicate touch, which was a marked quality of another singer, "Thapsodie No. 2," suited Madam Mero's gentle personality. She refused the fourfold encore for these performances, however. Perhaps she would have appreciated the appreciation of her more original qualities.

An Incentive.

"You may not get any more business from me. I've bought a lax-book," said a man, who was asked by a lawyer, "In that case I shall probably get more business than ever."—Louisville Courier-Journal.

Peilank's Ice Cream