

The Toronto World

A Morning Newspaper published every day in the year.

Telephone—private exchange connecting all departments—Main 222.

SUBSCRIPTION RATES IN ADVANCE

One year, Daily, Sunday included...	\$5.00
Six months, " " " " " "	2.50
Three months, " " " " " "	1.25
One month, " " " " " "	.45
One year, without Sunday...	4.00
Six months, " " " " " "	2.00
Three months, " " " " " "	1.00
One month, " " " " " "	.35

These rates include postage all over Canada, United States or Great Britain. They also include free delivery in any part of Toronto or suburbs. Local agents in almost every town and village of Ontario will include free delivery at the above rates.

Special terms to agents and wholesale rates to newsdealers on application. Advertising rates on application. Address THE WORLD, Toronto, Canada.

HAMILTON OFFICE—Royal Bank, Nelson and Merrick streets, Telephone 965, Walter Harvey, Agent.

LONDON (ENG.) OFFICE OF THE TORONTO WORLD—10, Hart-street, Oxford-street, W.C. London, England.

Joseph P. Clougher, representative, Advertisements and subscription advertising agency in the United States, etc.

The World can be obtained at the following News Stands:

BUFFALO, N.Y.—News stand Elliott St. and Main St. and Niagara-street.

CHICAGO, ILL.—P.O. News Co., 217 Dearborn-street.

DETROIT, MICH.—Wolverine News Co. and all news stands.

HALIFAX—Halifax Hotel news stand.

LOS ANGELES, CAL.—Amos news stand.

MONTREAL—Windsor Hotel and St. Lawrence Hall; all news stands and news boys.

NEW YORK—St. Denis Hotel, Ottawa—Despatch and Agency Co.; all hotels and news stands.

QUEBEC—Quebec Hotel Co. and St. John, N.B.—Raymond & Doherty.

WINNIPEG—T. Eaton Co., Ltd. and John McDonald Hotel.

All Railway news stands and trains.

A welcome visitor when on your vacation is a copy of the Daily and Sunday World. Mailed to any address in Canada, United States or Great Britain for ten cents a week.

Orders taken by all newsdealers and postmasters or may be left at The World, 53 Yonge St., Toronto.

BILLY'S BULLETIN

The Bulletin, vol. 2, No. 1, is on the street, that is to say, the street cars. It wears the collar of the Toronto and York Radial Railway, in red, and is a lightweight leaflet with a message.

Messages are in order during the dog-days; even Kipling delivered one when he versified, "Will England Give No Sign?" The Bulletin's message is The Sign of the Radials.

The editor of The Bulletin is not yet identified. Its chaotic typography and accurate phraseology might lead the casual reader to infer that Sir Allan Royce had taken up the pen. But closer perusal reveals traces of biting sarcasm and blunt expression, not imperatively associated with knighthood.

The suspicion is gaining ground that the Hon. Billy Moore writes for The Bulletin, in fact that it is Billy's Bulletin.

Editor Billy, if we are correct in our guess, accuses the press of Toronto of deliberate and inconsistent straining of the truth to the cracking point. And it is all over radial negotiations. With warmth of words, he says that the radials want to enter the city on fair terms, and there is no need of secret meetings. And, childlike and bland, he concludes by asking, "Why are the newspapers not making useful suggestions as to terms of settlement, instead of devoting their time to putting stumbling blocks in the way? What is back of their clamor?"

To all of which we may reply: Why does not the Toronto Street Railway state its terms instead of hearing the newspaper questioners? What is back of its clamor? Let the Hon. Billy Moore show what the Toronto Street Railway is prepared to do, and till that is done let him refrain from beating up the jungle. He wants fair terms; in terms of his vocabulary, what does he consider fair? It is easy to scold the press of Toronto, but to tie the Hon. Billy Moore down to set expression is task for Hercules.

WHERE DO YOU EAT?

When you go to a restaurant, do you eat in the kitchen? You were never in the kitchen, if your experience is similar to the experience of others. You see your order taken into the kitchen by the trim waitress. Your order filled is brought from the kitchen, but that is as wise as you are. The eating-room is cool and neatly furnished, and it is important, but it is not as important as the certainty that the kitchen is sanitary in its material and utensils. The patron of a restaurant accepts on faith the food set before him, and his faith increases with the reputation of the restaurant. But he may be pinning his faith to a broken reed. What is wanted in Toronto is a careful inspection of restaurants, kitchens and eating-rooms, food and cooking apparatus. The public does not want to take its food on faith, but it wants to be assured that its food is pure, carefully inspected before it reaches the kitchen, carefully prepared there, and served in a clean room, under proper sanitary conditions. Sanitary kitchens, sanitary cold storages, sanitary eating-rooms and pure food should be demanded of restaurants. And to this end, restaurants should be licensed and inspected by the city health officer. This step should be taken at once.

BASS IN GEORGIAN BAY

Every summer large numbers of tourists and summer residents go to different points of the Georgian Bay for the purpose of enjoying the salubrious climate of that district, and of fishing for the small-mouthed black bass, for which the region is famous.

They spend a large amount of money,

which is distributed amongst the various fishermen, who act as guides, and caretakers, and help to support the various steamboats which ply along the shore, as well as to supply business to several towns which look upon the summer traffic as one of their best sources of income.

Altho the tourists travel to enjoy the air and scenery, they expect to catch bass, and as soon as the fishing becomes poor they will migrate to other regions. Consequently, it is the duty of the government to see that the bass fishing remains a permanent adjunct of the Georgian Bay, especially when it is, unlike the Muskoka lakes, so well adapted, on account of its peculiar formation, to the propagation of this game fish.

There is no doubt that the bass fishing there is not as good as it was a few years ago. Whether this is due to the seining which is done during the spring, in the spawning season, or to the rapacity of the angler himself, is a question for government inspection to decide. Both fishermen and anglers should be protected from themselves, and if the Ontario fisheries office would appoint half-a-dozen inspectors, provide them each with a gasoline launch, and pay them a salary upon which they could live, and allot to each a portion of the bay to patrol, there would soon be enough bass to supply legitimate fishing for half a million tourists.

MILAN STREET RAILWAY.

Milan, the second largest city in Italy, is also, according to the special correspondent of The New York Evening Post, the most aggressive in extending the scope of its municipal functions. Among European communities it is not alone in displaying a strong determination to protect the public interest in the administration of its franchises. It is, in a way, remarkable that notwithstanding the various constitutional systems on the continent of Europe, in almost all the states, the extension of municipal freedom is a cardinal principle, and is encouraged and protected by the general policy of even the most autocratic governments. There may be in this consideration of high policy and a feeling that if the energies of enterprising citizens are diverted to local concerns, there will be less political agitation, but on the other hand the curbing of private corporations is recognized as necessary, not only for the general interest of the states, but for the good of the particular centres of population.

Prior to 1897 the street railways were practically under the control of a private operating company, which paid the city a lump sum of \$200,000. In that year a new contract was made for a period of twenty years, by which the municipal ownership of the tracks was specifically admitted, and the city government retained a large measure of continuous control over the service, without, however, having the direct management of the forces of employees.

"The municipality provides the tracks at its own expense, and can extend them at its own pleasure; and all the tracks remain the exclusive property of the city. The company, on the other hand, agreed to operate cars by electric traction over all the lines built, and for that purpose to furnish and maintain the electrical plant and apparatus, the rolling stock and the personnel. Moreover, the plans and specifications for any construction work by the company must be submitted to and approved by the giunta, or executive committee, of the municipal council."

Altho the agreement between the city and the operating company extends to minute working details they have worked harmoniously together. The company is largely composed of local capitalists who are in close touch with the civic officials. The Milan Street Railway system is described as by far the best in Italy; there are lines to all parts of the city; the cars are neat and comfortable, and the service is frequent and rapid. Since 1897 the number of passengers has doubled. Service must be furnished by the company for eighteen hours a day in summer and seventeen in winter, while the municipality regulates the number of cars on each line and the gaily mileage, thus controlling the speed of the traffic. The ordinary fare is ten centesimi, or two cents, but during two hours every day the fare is only five centesimi, or one cent.

In calculating the payment made by the company to the city a peculiar method is followed. The municipality first "contributes a certain amount on the basis of car mileage, with a provision authorizing a reduction in the rate if the cost of operation is reduced," and then "receives 40 per cent. of the income of the company after deducting the above-mentioned compensation, and a track mileage estimate." This appears a complicated process, and not easily understood, but as matter of fact the payments to the city have shown a very large increase over those made under the previous contract. Nor is the municipality unmindful of the interests of the employees, whose relations with the company are also provided for in the agreement. No man may work more than ten hours a day in periods of not over six hours, and each man has four days of rest in each month. Wages are not to be less than thirty centesimi (six cents) an hour, or three lira (sixty cents) a day—a scale of payment which reveals the industrial position of Italy. A reserve fund for insurance and retiring allowances is maintained by contributions from the company, the city and the employees. The company has also undertaken to obey all orders and regulations imposed for



MUSKOKA—Novel, graceful, smart. A real comfort collar for hot weather wear. 1 1/2 in. high at back. 8 inches between point-tips.

W.P.R. LINEN Collars

Made of IRISH linen and sewn specially well to hold shape and give that collar service you'll get only if you Demand the brand W.P.R. Maken, Berlin, Canada

public security or sanitation, and the city is given right to run cars itself for municipal purposes, and may grant rights to other companies to operate cars by other than electrical traction.

CONSTITUTIONAL DEVELOPMENT.

By declaring that the Alien Labor Statute was not beyond the constitutional powers of the Dominion parliament, the judicial committee of the privy council again discomfited objections founded on a narrow and technical reading of the British North America Act. As the first of the great measures of devolution passed by the British parliament in favor of the rising states of the empire, it was necessary experimental from an Imperial point of view, besides embodying what was in effect a compromise between Upper and Lower Canada. It would not have been surprising, therefore, if, on application of strict rules of interpretation, it had been construed as conferring something short of absolute supremacy over all matters of purely Canadian concern.

But the ultimate court of appeal, following on this parallel course to that taken by the British government in connection with the exercise of the King's right of veto, is increasingly inclined to treat the federation act as for all practical purposes a charter of complete autonomy, limited solely by the general interest of the whole empire, and even there, only by the free assent of the Dominion itself. In this connection it should not be forgotten that the constitution of Canada was not imposed, but was the will of Canadian statesmen, and became by adoption the act of the sovereign people themselves.

There is nothing surprising in a development of this kind, which is in entire accordance with the evolutionary process characteristic of the growth of the constitution of the United Kingdom itself.

In British constitutional history the actual change has always preceded the formal acknowledgment of its accomplishment. An example of this in a small way was afforded recently in the official recognition accorded for the first time to the office of prime minister, who, with the cabinet itself, was unproductive of that wider knowledge known to earlier constitutional theorists. By an analogous movement, the original conception of the relation of the colonies to the mother country has been undergoing a silent transformation, every day becoming more apparent. Indeed, the transition from dependency to sovereign statehood under the King as common head, is nearing completion, in fact, if not yet in form.

This evolution of the British constitution from within outward, and the manner in which it is adapting itself to the immediate need of the empire, afford the best possible assurance that the Imperial problems, different though they be, will ultimately be solved with lasting benefit to mankind.

THE BRITISH BOWLERS.

This morning the British lawn bowlers, who are paying Canada a return visit, arrive in Toronto, and nowhere will they be more warmly welcomed. If, as we are often told, sentiment is the truest and best bond of Imperial union, then in the love of sport for its own sake, which is part of our British heritage, we possess one of the creating and sustaining elements of genuine sympathy and regard.

A chivalrous and generous rivalry in sport is not only admirable in itself as provocative of finer feeling, but is productive of that wider knowledge necessary for mutual appreciation. When Canadian teams visit the motherland their career is followed with close interest, the courtesies paid them are accepted as not personal alone, but national. So it is when our brethren rejoice that it is their province, and privilege to reciprocate at this time.

Lawn bowling has been regarded as the recreation of men who have passed into the serene and yellow leaf, and are no longer able to pursue the strenuous and games reserved for the youthful and vigorous. Perhaps this notion still lingers in the national field. This part of the Dominion does not have the long evenings enjoyed in the old country, nor has it the quality of turf which makes the lawns of Britain a thing of beauty to the eye and to the bowler. But what we have we give in the best of fellowship, and in the hope that our friends from over the sea will carry back nothing but the most pleasant of memories.

Billy's Bulletin is the bludgeon to beat the press into radial line.

The Man from Missouri, when he goes to a restaurant, says, "You'll have to show me the kitchen."

The name Macdonald Morat should be able to gather what is best in both rarties and do something for itself.

If the Ontario hired man, who has gone west, is gallant, he will return when he hears that girls are working at harvest hands in Frontenac.

The Globe says, "A man's not great by reason of his corpulence," a platitude that suggests that a man is not great by reason of his big feet, nor wise with a swelled head.

PHENOMENON EXPLAINED.

Editor World: That St. Michael's cross phenomenon was a large swarm of bees. They either settled on or climbed to the dense volumes of smoke which flitted by just about 8 o'clock. The gyrations of the swarm, as seen thru a glass from a George-street third-storey window looking west, were those easily recognized by persons familiar with bees. Of course the individual insects could not be distinguished.

Pathfinder.

GREATER IS THE POWER OF REASON.

Greater is the power of reason, greater is the power of right. Than the sword of vengeance, tempered in the forge of godless might. Ever does the silent river bear along the weightier tide. And the reign "that dwells forever" reigns above all pomp and pride.

Hold not high the hand of vengeance o'er the mother's suckling breast; Tho she's but a Boerland woman, God her children long hath blest. Nay, but fondly lending o'er her kind, To her children tell That the God of Israel ever with her progeny shall dwell.

Take the Bible down and read it to the children gathered near, At the closing hour of school day, that the sorrowing hearts may hear Words of comfort from the volume, dear to England as to veiled; In the fires of pure affliction we the links of love shall weld.

Then the world shall see the wisdom in the higher plane of light, When the greater to the lesser shall bequeath the gift of might.

Let their young men wed our daughters, let their daughters wed our youth; To the end, let priest and prophet prophecy and herald truth; Thus united, they shall ever sing the psalms of holy joy. And the nations thus united hell's black hosts cannot destroy.

—W. A. Sherwood.

July 28, 1906.

A new telephone cable via Bonin, which establishes a direct communication between Japan and the United States, was opened to the public yesterday.

SOLUTION OF PEAK LOAD QUESTION

Advantages of Storage Battery System Pointed Out by J. W. Lyon, Secretary-Treasurer Western Ontario Municipalities Niagara Power Union.

PEAK LOAD FOR POWER.

Editor World: As there has been much misleading discussion on the question of the Peak Load for electric power, I submit the following:

I believe there are great possibilities in storage batteries for the solution of the peak load question. The Guelph Radial Railway is the property of the City of Guelph, and is operated by a board of directors of which I am president. It installed a storage battery two years ago, costing \$4500. It has 250 cells, with a capacity of 1000 ampere hours, approximately 250 horsepower. This storage battery has not cost us \$35 a year for maintenance, and it is apparently in as good condition as it was when first installed.

We have extended our line, opened a summer park, and a winter park, both of which we light; we have put on three additional cars, and our receipts have increased fully 70 per cent. since the storage battery was installed. We now keep our time-table, without the necessity of doing little more than half the business now done was unable to do; we are also burning approximately 50 per cent. less coal than before the battery was installed; to have done this work without the storage battery would have made approximately a duplication of our former equipment necessary, which would have added greatly to our working expenses, whereas no addition to boiler, engine or generator equipment has been made. We could increase the capacity of this battery nearly 50 per cent. at a trifling cost, and with Niagara power a much larger battery could be charged between the midnight hours and 8 a.m. with practically no expense. Thus equipped, the entire railway service during peak load hours from 4 p.m. to 4 a.m. could be taken care of by the storage battery, or, acting as reinforcement, would provide more than 100 horse power.

With our present storage battery we ran on a test our full regular service from 11 a.m. to nearly 1 p.m. nearly 1000 cars, without connection with engine or generator; the fact was published in advance, and the public invited to ride free during these hours, covering the same floor space. Other numbers of passengers were carried.

Practically all electric railways now have storage battery equipment, and having proved uniformly successful, but as they are, as well as the electric railways, largely controlled by parties interested in private electric power enterprises, it has not heretofore been explained to the public what an important factor storage batteries are, or may become, in leveling the peak load curves, and solving the peak load question. The Canadian General Electric sell and recommend storage batteries for railway use direct current. Niagara power would be received as alternating current. The change to direct current is accomplished by a motor generator outfit, or a rotary converter, without serious loss or expense, and so equipped it is quite practicable to use Niagara power to charge the storage battery.

The City of Guelph owns and operates its waterworks and electric light works, and as direct current is usable for pumping water and for power circuit, it seems reasonable to suppose that a storage battery can be used for this purpose in the way described.

for the street railway for reinforcement at least.

As to overlapping, we have a grist mill in Guelph of large capacity, running 24 hours a day. It has water power hardly sufficient for its requirements. Supposing it was run during the daylight hours by water power and at night by Niagara power, this would help solve the complete use of 24 hour power. By proper arrangement of contract, coupled with the storage battery, it is apparent that the whole, or nearly the whole, power can be used to advantage for the full 24 hours, and, by overlapping, a large amount of power can be held on hand, or used more than purchased, reckoning ten hours service, thus reducing the cost substantially below the quotations of the power commission.

I have taken Guelph as an illustration because there is no doubt there are like factors wherever power is used. The argument made by "Vardias" which has been largely published, will not bear examination. Actual energy can be obtained from electric power at a much less cost than from steam power as heretofore used. Taking the statement of "Veritas" that only 30 per cent, or 50 per cent. of the full load is actually used, it is apparent how expensive steam power is. The average steam power user invariably reckons his power cost on his installed capacity. If a man has an engine of 100 horse power, and his fuel, wages, etc., reach \$3000 a year, he announces and believes his power costs him \$30 per horse power per annum, but as he is perhaps using only 20 per cent. to 40 per cent. of full load, it is more likely costing him from \$100 to \$300 for the quantity actually used. There is an item on page 23 in the official report of the Ontario Power Commission, which I have never seen criticized. It reads as follows:

"As the result of an investigation covering more than 100 plants, varying in size from the Baldwin Locomotive Works, down to plants employing not more than 10 horse power, it was found that the introduction of electric power reduced the average power needed in factories running at varying loads to one-third of what was required when steam was used. This reduction, much greater than was anticipated, was found to be due in part to the fact that in the great majority of such factories the power used in turning and shafting and countershafting absorbed the largest part of the energy."

"Another unanticipated advantage but one which experience has shown is a very important one, is the fact that a much greater output is obtained under the improved conditions from the same machinery, owing to the increased facility for operating at maximum output. Another is that more machinery can be employed in the same floor space. Other incidental advantages are greater flexibility of operation, the fact that one section of the factory can work overtime without the necessity of running the entire power drive, the ease in changing the position of the machinery, the saving of the floor space, which would otherwise be used by engine and boiler, the saving in the cost of the heavy structural work necessary to support long lines of shafting, and the increased facilities for using cranes in consequence of the absence of much overhead shafting."

J. W. Lyon, secretary-treasurer, Niagara Power Union, Municipalities, Guelph, Aug. 1.

Shirts of fancy mottled drill; full size body—collar attached—double stitched seams; sizes 14 to 17 1/2. Strong shirts, low priced. Clearing out some 300 to-morrow at, each .43

Neckwear—silk four-in-hand and shield knots in fancy patterns. Each .11

Collars—Stand-up, turn-down—2 1/4 inches high—round corners—4 ply linen. Sizes 14 to 17 1/2. 9c each or .3 for 25

Second Day of Shirt Sale

Twenty thousand brand new, high grade fancy shirts go on sale this morning. Friday will be the second day, but most men like to choose from unbroken assortments.

50c each.

The Home Beer

A beer may taste all right—and yet not BE all right. Beer, not properly aged—"green"—will make you bilious.

Beer, not pure or improperly brewed, will upset the stomach and be absolutely unhealthful.

O'KEEFE'S "Pilsener" Lager is brewed with filtered water, choicest hops and pure barley malt. It is always fully aged, filtered again before bottling and pasteurized.

It is the Ideal Beer for the Home. As famous for purity, as for its delightful flavor. Insist that your dealer always send O'KEEFE'S "PILSENER."

"The Light Beer in the Light Bottle" (REGISTERED) THE O'KEEFE BREWERY CO., LIMITED TORONTO.

AS SMOOTH AS A BILLIARD TABLE.

Your comfort on a railway journey very largely depends upon the roadbed of the route you select. No matter how luxurious the coaches, or how much personal attention you receive from the employees, you cannot be comfortable if jolted and jarred by a poor and irregular roadbed. On the Lake Shore Railway no expense has been spared to make a roadbed as nearly perfect as the most skillful engineering could build, and as a result, throughout the entire length and breadth of the system, the right of way is as smooth as a billiard table. No jolts or jars, nor dust nor dirt. This perfection of service extends throughout the entire system. Lake Shore trains are the most luxurious, they are equipped with every comfort and convenience and are run at highest speed and in safety. They run on time. For your own sake you should see that your ticket reads "via Buffalo and the Lake Shore Railway." Write for full information about rates and routes to J. W. Daly, Chief A. G. P. A., Buffalo, N. Y., A. J. Smith, G. P. A., Cleveland, O., or W. V. Lynch, Pass'gr Traffic Mgr., Chicago, Ill.

Heir to Hawarden.

The other day was the coming-of-age day of William Glynne Charles Gladstone, grandson of the famous statesman, and son of the late W. H. Gladstone, and therefore, he enters into possession of the Hawarden estates, which cover 7000 acres, with 300 tenants.

Mr. Gladstone was in London with his mother. His birthday and assumption of the property were celebrated at Hawarden by peals from the church bells and the lighting of great bonfires at Pentecost.

It is said that Mr. Gladstone, who is secretary and chairman of the Oxford Union, intends to follow a political career.

The clouds upon the mountains rest; A gloom is on the autumn day; But down the valley, in the west, The sudden sunlight breaks its way—A light lies on the farther hills.

Forget thy sorrow, heart of mine! Thy shadows fall and fade the last. Somewhere is joy, tho 'tis not thine! The power that sent can heal thy grief: And light breaks on the farther hills.

Thou wouldest not with the world be one. If ne'er thou knewest hurt and wrong; Take comfort, tho the darkened sun Never again bring gleam or song. The light breaks on the farther hills.

—Richard Watson Glider.

The music copyright bill passed its third reading in the British house of commons. The Irish laborers' cottage bill passed in the house of lords.

Hard Coughs

Have you forgotten that family history of yours, with its tendency to weak lungs? Your doctor has not, if you have. He will tell you the special danger of hard coughs in your case. Then ask him what he thinks about your taking Ayer's Cherry Pectoral. If he says it is a good medicine, why not take it? We have no secrets! We publish the formula of all our medicines.

He will tell you the special danger of hard coughs in your case. Then ask him what he thinks about your taking Ayer's Cherry Pectoral. If he says it is a good medicine, why not take it? We have no secrets! We publish the formula of all our medicines.

He will tell you the special danger of hard coughs in your case. Then ask him what he thinks about your taking Ayer's Cherry Pectoral. If he says it is a good medicine, why not take it? We have no secrets! We publish the formula of all our medicines.

He will tell you the special danger of hard coughs in your case. Then ask him what he thinks about your taking Ayer's Cherry Pectoral. If he says it is a good medicine, why not take it? We have no secrets! We publish the formula of all our medicines.

He will tell you the special danger of hard coughs in your case. Then ask him what he thinks about your taking Ayer's Cherry Pectoral. If he says it is a good medicine, why not take it? We have no secrets! We publish the formula of all our medicines.

He will tell you the special danger of hard coughs in your case. Then ask him what he thinks about your taking Ayer's Cherry Pectoral. If he says it is a good medicine, why not take it? We have no secrets! We publish the formula of all our medicines.

T. EATON CO. LIMITED

DURING AUGUST STORE CLOSSES SATURDAY AT 1 P.M.

Bargains For Men

Very Low Prices on Seasonable Wearables

WE'RE up against something big new, alright. A year ago Friday was a record day in this section for sales—because of record bargains—monstrous values. NOW we've that to beat!

To men needing new things to wear there's enough meaning in that to emphasize the necessity of spending a few minutes at least at the store Friday.

Suits so stylish and serviceable as these don't often sell for so little at this time of the year. But it's these seldom chances that you should take advantage of. In all-wool tweeds and homespun—plain light gray and dark mixed patterns; single and double-breasted coats; good linings and trimmings; sizes 36 to 44. A first-class suit. 6.95

Price.....

Wash Vests in plain and fancy figured duck; detachable buttons. Latest cut and newest patterns; sizes 34 to 40. Clearing these high-grade vests at, each... .89

Trousers of dark striped English Hair line tweeds with good trimmings and side and hip pockets; sizes 32 to 42. Priced low. A pair..... 1.75

Hats a few dozen left, broken sizes from our latest styles in derbies, fedoras, alpines and crush shapes; black, brown, fawn and grey; Russian and calf leather sweatbands bound and unbound edges. All sizes in the lot. It's a wonderful offer, easily the best of the season, each.... .59

Shirts of fancy mottled drill; full size body—collar attached—double stitched seams; sizes 14 to 17 1/2. Strong shirts, low priced. Clearing out some 300 to-morrow at, each .43

Neckwear—silk four-in-hand and shield knots in fancy patterns. Each .11

Collars—Stand-up, turn-down—2 1/4 inches high—round corners—4 ply linen. Sizes 14 to 17 1/2. 9c each or .3 for 25

Second Day of Shirt Sale

Twenty thousand brand new, high grade fancy shirts go on sale this morning. Friday will be the second day, but most men like to choose from unbroken assortments.

50c each.

The Home Beer

A beer may taste all right—and yet not BE all right. Beer, not properly aged—"green"—will make you bilious.

Beer, not pure or improperly brewed, will upset the stomach and be absolutely unhealthful.

O'KEEFE'S "Pilsener" Lager is brewed