



Journey Outfitting

Our stocks of travelling attire include many very useful garments and accessories not easily obtainable.

Rain and Dust-proof Coats In greys, fawns, browns, three-quarter and full lengths, plain and velvet collar, single and double shoulder tips.

Walking Skirts During our great alteration sale, a grand special, chevot, black and navy, at \$4.00 each.

Washing Skirts Plain white triple cord plique, \$2.50. White plique, and other styles, \$2.50 to \$4.75.

Ladies' Suits A great "Alteration Sale" special tweed suit, at \$5.00 each.

Gapes and Wraps The famous "Kelvin" cape, in a great variety of the Scottish clan and family tartans.

Traveling Rugs An "Alteration Sale" special at \$3.00. Is wonderful. Other rugs include the Scottish clan and family tartan.

Wrap Shawls Selections in these include from light up to heavy makes, the colors and tones all the most suitable and comfortable shades.

Traveling Hats The entire range of hats for the season is available at our "Alteration Sale".

Umbrellas and Parasols Special "Alteration Sale" of umbrellas at \$2.00, and of parasols at \$2.50.

Shirt Waists In Pongee, Shantung and Tussero silks, in natural shades and black and colors.

Ladies' Bathing Suits In lustre, front and trimmed.

FRONT ALTERATION SALE CONTINUES with great values of special character in every department.

Orders Through Correspondence Are given special and distinct care, so as to ensure satisfaction to those who cannot buy personally.

JOHN CATTO & SON King Street—opposite the Post-Office.

NO DOCUMENTS WITH BALLOTS. Amusement Expressed at Osgoode Hall at Loose Methods Adopted.

The North Grey ballots reached the Registrar of the Court of Appeal at Osgoode Hall yesterday.

The date of hearing of the Halton and East Middlesex appeals was changed yesterday to Friday, June 27.

Buya Halifax Property. Halifax, N.S., June 19.—The historic Murdoch's nephews' property on the corner of the principal business streets of the city has been purchased by Fred Nichols of Toronto.

The purchase, but will have offices fitted for its use on the ground floor of the building.

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DEVELOPMENT OF ALUMINA

More About Operations Conducted by Consolidated Lake Superior Company.

RE STEEL AND NICKEL STEEL.

Alumina Iron Works and Numerous Other Valuable Sources of Revenue.

Sault Ste. Marie, Ont., June 4.—The steel and nickel-steel industry in perhaps the most important carried on at the "Soo" under the auspices of the Consolidated Lake Superior Co.

The subsidiary operating corporation which conducts these enterprises is known as the Alumina Steel Company, Limited.

The company's iron mines in Michigan and the nickel deposits in the Sudbury district, from which the crude ore supplies are drawn, will be described later on, and for the present we shall devote attention to the steel and ferro-nickel steel works themselves.

The plant of the Alumina Steel Company, which occupies a site on Mary's river, a mile or so above the town of Sault Ste. Marie, includes pig iron furnaces, open hearths, a blast furnace, blooming mill and steel mill.

At this writing two charcoal pig iron furnaces, each having a capacity of 150 tons a day, and one which is capable of turning out 250 tons a day, with a total capacity of 400 tons a day.

To these charcoal furnaces the management has added a gas furnace, each with a daily capacity of 350 tons. These two latter furnaces are reheated, and are ready for use till July, 1903.

It will be seen that when running at full capacity the four furnaces will produce a total maximum of 1100 tons of hot metal per diem.

These furnaces will be supplied with iron ore from the company's own mines in Michigan, which ore has heretofore gone to the Canadian furnaces at Midland, Deseronto and to various reduction works in the United States.

From the furnaces the pig passes to the steel converting mill and the next section of the plant is the blooming mill, where the steel ingots are rolled out into suitable lengths and sizes of square, round, rail, structural steel, bar, etc.

From the blooming mill the blooms are rolled on a large scale and equipped with every modern device. In this mill the blooms are rolled in a candy shop and cut into the proper lengths.

This mill is now turning out about 400 tons of square rails daily, and this output is to be increased immediately to 1000 tons a day.

The entire range of steel plant is substantially constructed on modern lines and is provided with excellent transportation facilities. The C. P. R. and the Algoma Central Railway run directly into the company's yards, and the latter is provided with special appliances, it may be said that the furnaces and the entire steel plant are equipped with the most modern facilities.

The plant is situated on a pier piled wharf 2000 feet in length filled with gravel and rock. Alongside this dock is a large crane, capable of lifting a depth of 20 feet, so that the pig heavily laden ore boats may conveniently discharge their cargo on the pier.

The dock is equipped with unloading devices of the very latest description, and is capable of handling iron ore, coal and other materials.

Fuel for the Works. As to the fuel supply for these works a recent report has been made of a most interesting character.

The question of fuel for the charcoal blast furnaces is next to the supply of iron ore, one of the most important matters for the company to consider.

The blast furnaces and the other metallurgical facilities at Sault Ste. Marie, under full headway, will require daily 300 tons of charcoal and a greater quantity of coke.

The timber areas acquired by this company, largely forested with hardwood, are most suitable for the production of charcoal, and the economical manufacture of charcoal from the wood taken from the lands of the company, transported to the plant by the C. P. R. and the Algoma Central Railway, is plainly of the greatest importance.

It will be a permanent source of employment for the company, and will be a most important factor in the development of the region.

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Nickel Steel Process.

The nickel ore that runs low in copper supplies the ferro-nickel plant at the Soo. On the arrival of the ore at the Soo works it passes thru a crushing plant consisting of a large primary crusher and two large Buchanan crushers.

After that over screens constructed for purpose of dividing the fine ore from the coarse. The crushing plant has a capacity of 200 tons every 24 hours.

The pulverized ore is conveyed by means of elevators and screw conveyors to the top of large roasters capable of handling 100 tons per day.

The roasting plant includes eight batteries of roasters of special design. It is in this roasting process that the saving of the by-products above referred to is effected.

The sulphur is passed into the sulphite pulp mill for use there and the sulphuric acid being stored in tanks until it is mixed with certain fluxes and smelted in batteries of 100 furnaces, each having a capacity of 25 tons a day.

The product of this stage of the process is the ferro-nickel pig iron, which comes out in the shape of small circular briquets. One ton of nickel ore from the Gertrude mine will produce one ton of sulphuric acid and three-fifths of a ton of ferro-nickel pig.

The ferro-nickel pig would normally contain a maximum of 10 per cent in full swing, and the motive power is supplied by electric motors.

The building containing the crushing plant is 105 feet in length by 54 feet in width, and the roasters are housed in a structure 88 feet long by 28 feet wide, and capable of building 150 tons per day.

This ferro-nickel plant, which has been some months in operation, was designed with a view to the production of 200 tons of ore daily, but the present installation is for a capacity of 100 tons. The pulverizing plant, in connection with the roasting furnaces, has all been installed on a basis of 200 tons daily capacity.

The program of the company involves the taking of these charcoal blast furnaces and the utilization of them in connection with the nickel steel, for sale to armor plate makers, ship shafting manufacturers, etc.

Market and Bonuses. The question of a market for the products of these works now arises, and in this connection it may be said that there was imported into Canada during 1900, 500,000 tons of iron and steel, and over 100,000 tons of pig iron, which a duty averaging 25 per cent was paid.

The imports of iron and steel in the last year were valued at \$10,000,000, and the establishment of iron and steel works in the Canadian provinces, there exists a good market at home for the Alumina Steel Company's product.

The company, it may be mentioned, has a contract to furnish the Dominion government with 25,000 tons of iron rails annually for five years. The price obtained in this deal is \$32.50 per ton, so that the company stands to make a nice profit.

It is also to be borne in mind that the iron and steel industry receives material support from government bounties on iron ore and pig iron smelted in the country, and upon the tonnage of steel produced. These bounties are paid for a short term only, but they suffice to give the iron industry substantial encouragement.

The Ontario government pays a bounty of one dollar per ton on pig iron produced in the province, and another of 50 cents on steel produced in any year.

Another source of revenue to the Consolidated Lake Superior Co., which has a contract to supply the town of Sault Ste. Marie, Ont., with water, is the sale of electric light. The company also has a contract to supply Sault Ste. Marie, Mich., with electric light.

The company is also engaged in the operation of street railway systems on both sides of the river.

The 50,000-horse-power developed by the power canal at the Soo, and the power canal at the making of calcium carbide by electricity, and another source of revenue to the company.

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THE TORONTO WORLD

Nothing to apologize for. Take Semirady's measure by its \$15 suits. Stand them up beside \$25 "made-to-order" clothes.

Good looks are not all on the surface—structure and linings equally satisfying. Vital parts hand-done.

Serges, tweeds, flannels. Scientifically graded sizes to fit all figures. Single and double breasted. Finished to-order in a few hours.

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NIAGARA RIVER LINE

Steamers Chippewa, Chicora and Corona 5 TRIPS DAILY (Except Sunday)

On and after JUNE 14TH, will leave Toronto, Monday, June 16, 2 p.m., and 4.45 p.m. for NIAGARA, QUEENSTON AND LEWISTON, connecting with N.Y. & P.E. & Hudson River R.R., Michigan Central R.R., Niagara, Erie & River R.R., and Niagara, Erie & River R.R.

BOOK TICKETS Niagara Navigation Co. LOCAL LINES R. M. MELVILLE, Toronto and Adelaide St.

SS. CAMPANA TO THE GULF. This popular steamer has resumed service from Montreal and Quebec to St. John's, Halifax, Charlottetown, Pictou, connecting for Halifax, St. John and Boston.

Steamer White Star Leaves Yonge-street wharf (east side) daily for OAKVILLE, at 8.15 a.m., 10.15 a.m. and 2 p.m. trips.

NIAGARA RIVER LINE Niagara, Lewiston or Queenston and Return Saturday Afternoon 7.50.

STR. ARGYLE Every Tuesday and Friday at 5 p.m. for White, Ontario, Bowmanville and Newcastle.

ROCHESTER AND RETURN Every Saturday Night at 11 o'clock. 2.00—RETURN FARE—2.00

Hamilton Steamboat Co., Limited Strs. Macassa and Modjeska, Saturday 5.00 2 P.M. Excursion 50c Boat

THE WEBER PIANO CO., 276 Yonge St., Toronto.

A GOOD PIANO is as much a necessity in a home as a substantial dining table.

Morris Piano These elegant high-grade instruments, using their own prizes in thousands of cultured homes.

THE WEBER PIANO CO., 276 Yonge St., Toronto.

POLICEMEN HELD BLAMELESS For the Escape of a Prisoner From the Jail Van.

WILL REBUILD ITS PLANT. Canada Paper Co. Let Contractors for Buildings at Windsor Mills.

What Mr. Pell Saw. Mr. J. B. Pell, the aged ex-secretary of the St. George's Society of Toronto, is probably the only person alive who witnessed the coronation procession of King George IV.

When the Circus Comes. The Adam Forepaugh and Sells Brothers' great united shows are about to appear in this city on Thursday, July 10.

Engagement Announced. London, June 19.—The Morning Post announces the coming marriage in Canada in July of Reginald Brock, son of W. R. Brock, M.P., Toronto, to Miss Dorothy Dent, daughter of Col. Dent of Mensthorpe, Yorkshire.

GRIMSBY PARK AND JORDAN BEACH Steamer leaves Yonge-street wharf (east side) daily at 8.30 a.m., excepting Saturdays at 2 p.m. Return fare, 60 cents. For picnic rates apply to the agent.

CAN'T YOU HEAR 'EM! London, June 19.—Yesterday, when the colonial troops were paraded before the Duke of Connaught, the Canadians, as representing the premier colony, were given the post of honor.

Run Down Then don't expect to be cured in a minute! It takes a little time to get your blood pure and rich.

Stomach and Bowels out of Order? Angier's Petroleum Emulsion, by its antiseptic properties and its wonderful soothing and healing effect upon the mucous membrane of the stomach and bowels, is of special value in intestinal disorders.

Toronto Fresh Air Fund. All arrangements have been completed to send out a large number of 30 of poor people to the country for two weeks.

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Atlantic Transport Line

THE FAVORITE BRITISH LINE NEW YORK AND LONDON DIRECT

From New York: June 21st Minneapolis June 25th Montreal June 28th

Italian Royal Mail Line. New York, Genoa, Naples, Alexandria, Egypt, via the Azores, From New York.

PACIFIC MAIL STEAMSHIP CO. Occidental and Oriental Steamship Co. and Tokyo-Kaisen Kaisha Co.

ROYAL CANADIAN MOUNTED POLICE. HAWAII, JAPAN, CHINA, PHILIPPINES, STRAITS SETTLEMENTS, INDIA AND AUSTRALIA.

Money Orders DOMESTIC AND FOREIGN. Drives and Letters of Credit issued to all parts of the world.

WHITE STAR LINE Royal and United States Mail Steamers. From New York to Liverpool via Queenstown, Malta, and Suez.

CUNARD LINE. (Never lost the life of a passenger)—BETWEEN—NEW YORK AND BOSTON

QUEENSTOWN AND LIVERPOOL. A. F. WEBSTER, North-East Corner King and Yonge Streets.

NORTHERN NAVIGATION CO. Owners and operating the Northwest Transportation Co.

FIRST SAILLINGS, MACKINAC. One of the Company's steamers will leave Collingwood, Ont., for Mackinac Island, Mich., on Friday, June 17th.

NORTH SHORE DIVISION. S.S. Atlantic will leave Collingwood on Monday, Thursday, and Saturday.

PARRY SOUND DIVISION. City of Toronto will leave Midland at 11.35 a.m., and Port Huron at 10.30 a.m.

NORTHERN NAVIGATION COMPANY, COLLINGWOOD.

STEAMERS GARDEN CITY AND LAKESIDE. Leave daily (except Sunday) 8 a.m., 11 a.m., 2 p.m., 6 p.m.

TICKET OFFICE 2 KING ST. E. TORONTO.

MONTREAL LINE. Steamer leaves at 4 p.m. daily (except Sunday), Saturday, and Monday.

MONTEAL \$10 AND RETURN Single \$6, including meals and berth, Tuesday and Saturday at 2.30 P.M. Per Favorite Steamers.

PERSIA AND OCEAN Apply to A. F. Webster, corner King and Yonge; Harlow Cumberland, 72 Yonge; Robinson & Heath, 14 Molloy-street; R. H. Melville, Adelaide-street; William Robinson, 10 King West.

GRIMSBY PARK AND JORDAN BEACH Steamer leaves Yonge-street wharf (east side) daily at 8.30 a.m., excepting Saturdays at 2 p.m. Return fare, 60 cents.

AMERICAN LINE. NEW YORK-SOUTHAMPTON-LONDON. Sailing Schedule: June 25th Philadelphia, July 9th Kensington, July 18th St. Paul, July 27th St. Louis, Aug 5th New York, Aug 12th New York, Aug 19th New York, Aug 26th New York, Sept 2nd New York, Sept 9th New York, Sept 16th New York, Sept 23rd New York, Oct 1st New York.

RED STAR LINE. NEW YORK-ANTWERP-PARIS. Sailing Saturday at Noon.

INTERNATIONAL NAVIGATION CO. Piers 14 and 15 North River, Office, 15 Broadway, New York.

Metropolitan Railway Co. Richmond Hill, Aurora, Newmarket and Intermediate Points.

GOING NORTH A.M. A.M. A.M. A.M. C.P.R. Crossing P.M. P.M. P.M. P.M. (Toronto leaves) 1.30 2.40 3.50 5.00 6.10 7.20 8.30 9.40 10.50 12.00

GOING SOUTH A.M. A.M. A.M. A.M. Newmarket 2.00 3.10 4.20 5.30 6.40 7.50 9.00 10.10 11.20 12.30

Care leave for Glen Grove and intermediate points every 15 minutes. Telephone, Main 2162; North 1900.

GRAND TRUNK RAILWAY SYSTEM

CORONATION DAY, JUNE 26th. DOMINION DAY, JULY 1st. Return tickets will be issued at Single First-Class Fare.

Good going June 25th and 26th, returning from Toronto on the 27th and 28th. Single First-Class Fare and One-Third Good going June 25th or 26th, returning from Toronto on the 27th or 28th.

NOTICE. New timetable in effect June 15th. Call on ticket agents for new timetables. The Montreal Limited now leaves Toronto 4.30 p.m. daily.

\$41.90 TORONTO TO DENVER, COL., AND RETURN. Good going June 22nd to 24th, inclusive, will leave at 4.00 p.m., and 7.25 p.m. W. Ryder, C.P. and St. N.W. (Toronto leaves) 1.30 2.40 3.50 5.00 6.10 7.20 8.30 9.40 10.50 12.00

CANADIAN PACIFIC CHANGE OF TIME COMMENCING JUNE 15th. The following changes of time will go into effect on June 15th.

Imperial Limited. The fastest train for Winnipeg, Vancouver and Pacific Coast points. Train connecting with the "Imperial" Limited for Toronto, Detroit, Chicago, London, will arrive in Toronto at 2.45 p.m. daily.

Sundays, Wednesdays and Fridays train leaving Toronto at 1.45 p.m. will arrive in Toronto at 4.00 p.m. daily.

Imperial Limited. The fastest train for Winnipeg, Vancouver and Pacific Coast points. Train connecting with the "Imperial" Limited for Toronto, Detroit, Chicago, London, will arrive in Toronto at 2.45 p.m. daily.