To the Trade
April 22nd.

The Late

Advance in silks is considerable. We have a full assortment of Black Taffeta Silks in stock, which we are selling at the same prices they were sold at before the

Advance

Filling Letter Orders a Specialty.

John Macdonald & Co.
Wellington and Front Sts. East, TORONTO.

CANADA MUST BUILD HER OWN VESSELS.

Continued From Page 1.

now have; and that being the case, we ought to devote all our energy and resources to creating a system of transportation that will be independent of everybody else, even of the Mother Country, relying solely on our own means, on our own energy, on our own canals, on our own ports, on our own railways, and, I trust, on our own steamships and vessels.

SHOULD BE STATE-AIDED.

Arendt Angstrom, Managing Director of the Bertram Engine Works Co., Expresses His Views.

Mr. Arendt Angstrom, managing director of the Bertram Engine Works Company, readily accorded an interview on this important matter to a World reporter. He is of the opinion that the steel ship building industry should be fostered by the Canadian Government, owing to the disadvantages under which Canadian ship-builders and owners labor.

Said Mr. Angstrom:

"The Canadian ship-owner is at a great disadvantage compared to the English ship-owner. He has to pay a somewhat higher price for a Canadian built steamer on account of the large amount of material entering into its construction on which the builder has to pay duty. Also, the Canadian inspection rules actually discriminate against a Canadian built vessel under a Canadian register as compared with an English built vessel under an English register. The Canadian inspection rules regarding boilers are much more severe, rendering the boilers more expensive than those in English bottoms."

Continuing, Mr. Angstrom said: "As it will be almost impossible for the Canadian Government to impose any restrictions on the trading of English vessels in Canadian waters, the only remedy left will be to in some manner subsidize the Canadian vessels in order to bring them on equal footing commercially with English tonnage This, of course, could be done either directly in the shape of bounties for tonnage built or by remitting duty paid on materials entering into the construction of Canadian built vessels. It is true that at the present time a small amount, representing a part of the duty paid, is refunded to the ship-builder, but this does not in any way cover the indirect additional cost of materials bought in Canada from protected industries. Under these circumstances it is evident that the Government would have to, in some shape or other, assist the ship-building industry in Canada in order to put it on an equal footing with the English industry."

In what way would you suggest Government aid could be given to foster the industry?" Mr. Angstrom was asked.

"We have in Canada," he replied, "the best of raw materials for the steel and other materials entering into the construction of vessels. The labor market for industries of this kind generally is unsurpassed anywhere. What we actually require is the necessary conditions in order to attract capital to invest in what could not help being a large and prosperous industry, were it surrounded by proper conditions, which Parliament alone could supply."

"What shape should parliamentary assistance take?"

"That, necessarily, is a much-involved question. Probably the simplest way would be to give to the ship-builder a certain amount per ton turned out. The amount could only be fixed, of course, by enquiry into the circumstances already mentioned. At the present time Canadian ship-builders' position is inferior from the point of view of investment to that of the English builder.

STATE-AID SHIP YARDS.

Railways Have Been Aided, But Neither Provincial Nor Federal Government Has Encouraged Shipbuilding.

Mr. Thomas Long, secretary of the Northern Navigation Company and director of the company operating a ship-building plant at Collingwood, was seen at his home, 513 Jarvis-street, by The World. He talked of the ship-building industry and marine matters generally, and expressed his hearty approval of the course adopted by the member for East York in Parliament with regard to the great transportation problems confronting the country. One matter Mr. Long was particularly severe on was the policy of allowing vessels built in the United States and registered in the name of someone living in Canada, to come in and do business in Canadian waters without paying duty. This is a most iniquitous policy, he declared, and Canadians are altogether too generous in their treatment of their neighbors in matters respecting the marine business. "If any of our Canadians go to the States and attempt to secure employment in the construction of these vessels they are promptly sent home; and if a Canadian vessel becomes disabled in an American port and goes on an American drydock, the owners have to pay duty on these repairs before she leaves."

Speaking of Government aid to the ship-building industry, Mr. Long pointed out that a large amount of public money had been given to railways, but not a cent had been given to aid steamboat transportation. Ship-building has not received any encouragement from either provincial or Federal Governments. A large amount of the carrying trade of the country is done by vessels, and the facilities provided by private capital have not been aided in the least.

"In order to encourage ship-building the Government should give aid to shipyards," declared Mr. Long, "and that aid should be based on the tonnage and the class of vessel constructed, in order to compete with American and English shipyards, because all materials which go into iron or steel vessels are manufactured in the United States or Great Britain and have to be brought here at a greater cost to Canadian builders than if taken to American or English shipyards. The ship-building industry is just springing into existence in Canada and skilled labor has to be imported. If the Government subsidized shipyards it would give a great impetus to the industry. Any material, whether raw or otherwise, how going into the construction of vessels here, and not made in Canada, ought to be exempt from duty.

"I would not like to say," continued Mr. Long, "what bounty ought to be paid, but I do think a bounty ought to be paid, whether on wood, iron or steel vessels. The inland marine is nearly depleted of Canadian bottoms and there is a great need for the construction of Canadian vessels. If the shipyards were encouraged in the way I speak of, it would largely increase the number of Canadian vessels on the lakes."

Mr. Long also pointed out the need of drydocks for our inland marine. The only Canadian drydock on the upper lakes is the one at Collingwood. It has been built 18 or 19 years and has been of great public service, but, owing to the increased size and tonnage of vessels now being built, it requires to be enlarged to meet the present and growing requirements of the marine business. It would give accommodation to the ports of Parry Sound, Midland, Meaford and Owen Sound, and also to Lake Huron ports, if enlarged to meet present needs. The Collingwood shipyard has now on the stocks a steel steamer 326 feet long by 43 feet beam, which will have to go to a United States dock when repairs are needed. The plant at Collingwood, Mr. Long states, is as modern as any plant in America.

PROMPT CONSIDERATION NEEDED.

Mr. Polson Thinks the Bounty Should Be Sufficient to Offset Clyde Competition.

Mr. F. B. Polson of the Polson Iron Works declared that the only way in which Canada can establish a steel shipbuilding industry is by adopting the method put into successful operation in the United States, of Government aid in the first instance. The United States paid tremendously higher prices for a time for American made steel warships, with the result that now the United States can compete with Great Britain successfully, and secured contracts for war vessels for Russia and Japan. Great Britain has great advantages for the production of steel plates and shapes, and it will require a considerable outlay by Canadian shipbuilders to equip yards to compete with her.

A large steel freighter built at Glasgow, fully equipped, can come into Canadian waters without a cent of duty, as it can go into any British waters, sailing under the English flag. The only chance to meet this is for a tonnage bounty to be granted. "All we ask," said Mr. Polson, "is for enough to be granted to give us a fair field so that the British shipbuilder cannot undersell us while the industry is being established. It will not be necessary for this to be permanent. Conditions are becoming more favorable continuously, and the present is the time to take action. The new iron and steel works at Sydney, C.B., and the large plate and rail mill to be established at Sault Ste. Marie will provide the steel shapes and plates as favorably for the industry as can be desired, but there are other conditions which will for a time continue to count in favor of the old established yards on the Clyde.

"The completion of the St. Lawrence Canal system means a great increase of the inland lake freightage within the next few years. The Government has an excellent opportunity to apply the principle of public encouragement in the case of the two boats for lighthouse and protection work, for which tenders are being asked. This they will probably do by allowing a percentage in favor of Canadian-built ships.

"In granting a tonnage bounty all Canadian shipbuilders would desire would be sufficient to balance the difference between the cost to the ship buyer of a Clyde built and a Canadian boat. This difference would gradually be diminished as the industry developed. That the industry is one of national importance is well known to all who have given any attention to the subject. In our yards here we have 400 men employed, and this number will be increased considerably during the present season."

Mr. Polson again emphasized the urgency and importance of the Dominion Parliament giving prompt attention to the question.

FAVORS TEMPORARY AID.

With a Degree of Protection Canadian Ship-Builders Would Soon Be Able to Hold Their Own.

Mr. J. H. G. Hagarty, of Hagarty & Co., speaking as a shipowner, said that he would favor generous encouragement by the Government of Canadian shipbuilding. There was every indication of a great expansion of the inland lake business. The United States was already sending its ships in thru the completed St. Lawrence route.

While he had not made any special study of the question, he felt confident that the Government would be acting in the interests of Canadian trade by giving sufficient encouragement to the great shipbuilding industry, to enable it to become established on a permanent basis. He did not consider it would be necessary for this to be permanent, but thought, within a comparatively few years, Canadian shipbuilders would be put in a position to construct steel vessels in open competition with the world, without a continuance of Government aid. But, as a temporary experiment, he would favor it.

APRIL SHOWERS.

By Sunday evening the gentle rain had wiped away every trace of Toronto's pleasant little blizzard. The city has settled down resignedly to the accustomed April showers, which promise to remain for some time. Umbrellas are at a premium, and spring millinery is just now unmarketable.

Established 1843 | SCORES' | Established 1843

HORSE SHOWS and RACE MEETS

call for a special line of fancy suitings. Our recent trip to Europe enables us to offer the newest and most correct goods for such gatherings.

A WIDE RANGE OF SMART PATTERNS

English Morning Coat Suits to your measure on short notice in strictly latest and best style, $28.25; Oxford grey Cheviot $27.25.

See Our Celebrated "Guinea Trousers"—Unprecedented Value.

R. Score & Son
Tailors. 77 King St. West.

Fairweather's
84 Yonge

Good Styles for Good Dressers

The Horse Show promises to be the most interesting of such social events that the city has ever enjoyed—and, while it's conceded the "noble steed" will be the greatest attraction there, the event will be a most attractive one also from a "dressy" standpoint—not the least important part of the dress for man or woman will be the head—and we know that our splendid collections for both will contribute a great part of the best head dress you'll see during the whole affair—but we emphasize here our splendid styles and guaranteed qualities in Men's Fine English and American Silks and Stiff and Soft Felt Hats—

Silks — 4.00 to 8.00
Felts — 1.50 to 5.00

J. W. T. Fairweather & Co.—84 Yonge St.

NOW SAID BRITISH GOVERNMENT WILL DROP EXPORT DUTY ON COAL

New York Times' London Correspondent Says He Has "Inside Information of the Best"—Heated Contest in the House is Pending, but Dissolution Not Imminent.

New York, April 21.—The Sun's London correspondent wires: Sufficient time has now elapsed to give a fair idea of the popular opinion of the budget, and it may be said in general terms that it has soobered the nation. John Redmond, the Irish leader, epitomized the effect of the budget in his interruption of the statement of Sir Michael Hicks-Beach, when he exclaimed: "There will be no more Mafeking now." There is retributive justice in the fact that the increased burden causes greater dissatisfaction in the Unionist than in the Liberal ranks; in other words, those who clamored for the war are the first to resent paying for it.

No Immediate Danger.

The serious shrinkage in the Government majorities in the votes on the budget does not signify that there is any immediate danger of the overthrow of the Salisbury Government. The Liberals themselves do not desire any such development. They shrewdly argue that the party which caused this disastrous situation should be compelled to bear the difficulties and ignominy of dealing with it. The chief opposition centres in the addition to the income tax, which is bitterly resented. There is no serious protest against the sugar tax, except in the trade itself, and the export tax on coal is rather welcomed by the general public. Altho the lamentations of the coal barons are loud and deep, this tax is not likely to prove restrictive, tho France and some foreign communities are talking of substituting American for English coal. There must be a radical change in the freight markets, however, before any appreciable result of this nature can be effected. It is expected that this tax will be increased a year from now, perhaps with the object of producing some restrictive effect, unless, in the meantime, the artificially exorbitant prices of coal to private consumers are largely reduced.

Change Inevitable.

The average Englishman is studying seriously the significance of the Chancellor of the Exchequer's declaration that all the present taxes are necessary, irrespective of the war, and were so made by the disclosure of grave deficiencies in the military organization, as developed in the South African campaign. Sir Michael Hicks-Beach's words, if taken literally, open an appalling outlook for the British taxpayer, from which he shrinks with genuine alarm. There is little doubt that the Chancellor of the Exchequer is right in his views, and, if this is admitted, a radical change in the British system of taxation will become inevitable. Nobody is so foolish as to believe that Englishmen will submit, except in a great emergency, to a direct tax of 6 per cent. on their incomes. Indirect taxes must, therefore, be substituted, and the Chancellor practically admits there is no resource, except in the direction of the new policy, which has now been inaugurated.

COAL TAX TO BE DROPPED.

New York Times' London Correspondent Has an Inside Tip.

New York, April 21.—The Times' London correspondent says: One outcome of the forthcoming debate over the budget may be confidently looked for. The export duty on coal will be dropped by the Government. It is not likely, however, that Sir Michael Hicks-Beach's resignation will follow, and despite the pending heated contest, the cooler-headed members of the Opposition do not believe a dissolution of the Government imminent at this period. In the House sitting as Committee of Ways and Means the other evening over the Chancellor of the Exchequer's speech there was very little "cross voting." John Morley voted for the coal tax, and one of the Scotch Tories voted against it. But those were exceptions; and this preliminary voting was not significant.

My inference in regard to dropping the coal duty is based upon inside information of the best. Sir Michael didn't urge it with the force he expended on the sugar tax, which is sure to stand, along with the increased income tax. It is pointed out to-day that the tax still leaves sugar cheaper in this country than either in Continental Europe or in America.

Mr. Chamberlain is silent at this juncture, and certain observers, including the Irish leaders, have thought that they detected a covert sneer at the Colonial Secretary in the Chancellor of the Exchequer's boast that he had not "sought popularity" in his statement of the financial situation or the proposals to relieve it; but Chamberlain is still the strongest man in his own party, if not in the kingdom, while the Opposition at present seems lacking in coherent aim and in leadership. There is no great public support here for those extremists whom Chamberlain described in Scotland a few nights ago as "Little Englanders and friends of every country but their own."

U. S. CONGRESS BLUNDERED

Cut Out the Appropriation Voted for the Glasgow World's Fair and Spoiled an Opportunity.

THERE IS NO AMERICAN BUILDING

And the Chances for a Display of Electrical and Other Machinery Are Lost.

New York, April 21.—The Tribune's London correspondent cables the following regarding the International Exhibition, soon to open:

Glasgow is deeply interested in the Exhibition, of which the first public view will be offered next week, and the managers are not disposed to resent American indifference to it, but are hoping to attract a large concourse of visitors across the Atlantic. When the Corporation of the town decided several years ago to commemorate the opening of the century by a World's Fair in West End Park, it sent a commission to the United States to invite the co-operation of American legislators and manufacturers. The administration recommended a modest appropriation for the control of the American exhibit, but Congress, for some inscrutable reason, struck it out. American manufacturers consequently have been left to shift for themselves, and only a limited number, principally houses having branches in the United Kingdom, have taken the pains to make enquiries and to obtain floor space. There is no American building, and the exhibits of American produce, manufacturers of tools and machinery, are unworthy of the country. This neglect is unfortunate, since Glasgow is one of the chief centres of American export trade, and the Corporation has placed large orders in the United States. An opportunity has been lost for making any effective display of American electrical and steam machinery, and manufactures of steel, iron, cotton, rubber and wood, at a time when industrial competition from the United States is dreaded in England. There are American exhibits scattered about the Industrial and Machinery Halls, but they are so few and so inadequate that a poor impression will be conveyed of the magnitude and resources of American manufacturers. Americans, after doing extremely well at Paris, have strangely neglected the Glasgow Exhibition.

Other Countries Active.

Other countries, with far less trade, have made great preparations. The Russian section will be a unique feature of the show, and will represent a large expenditure of Government money. There are six pavilions, built of wood and painted in bright colors, with flowers and minarets. Germany will have an effective exhibit. Canada has a separate pavilion, which will be an attractive feature of the Exhibition. Its display of food products, timber, metals, fisheries and manufactures will be complete and well managed. Other colonial exhibits are full, and the Exhibition as a whole promises to be exceptionally interesting.

Aged But Spry.

Delaware, O., April 21.—While dawn was breaking a few days ago, Mrs. Hattie Grandstaff, aged 60, slid down the pillar of a porch at the County Poorhouse, and joined her adorer, Jackson Sperrel. Silently they fled away into some portion of the State of Ohio where the hand of the law has as yet been unable to apprehend them.

Sperrel is 30 years old, blind in one eye, and is of huge bulk. Mrs. Grandstaff is very small, weighing about 100 pounds. She leaves a blind husband in the poorhouse. The couple had no money, nor any clothing other than that which they wore, and where they are is a mystery.

DINEEN'S

Hat Styles Are Favorites

Just study the hat styles at the Horse Show—pick out all the stylish silks, the excellently designed soft felts and the well shaped stiff felts—look inside, and you will read Dineen. The Dineen styles are favorites with all horsemen. Among them are the Grand Duke and King Edward VII. The prices start at $2.00.

THE W. & D.
DINEEN CO'Y
LIMITED
Leaders of Hat Fashion
Corner Yonge and Temperance Sts
Reduced rates on all railroads during the Horse Show.

THE KEELEY INSTITUTE
PRIVATE HOSPITAL
For the Diseases of Alcohol and Drug Addiction.
20 acres of private grounds in park. For particulars address 1367
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Have You Sore Throat, Pimples, Copper Colored Spots, Aches, Old Sores, Ulcers in Mouth, Hair Falling? Write
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35 Masonic Temple, Chicago, Ill., for proofs of cures. Capital $500,000. We solicit the most obstinate cases. We have cured the worst cases in 10 to 35 days. 100 page Book Free ed

LORD MINTO TOOK THE CHAIR

Executive Committee of the Canadian Association for Prevention of Consumption Met Saturday.

DR. EBY IS MADE AN AGITATOR

For the Province of Ontario for the Period of Six Months—Other Business.

Ottawa, April 20.—(Special.)—A meeting of the Executive Committee of the Canadian Association for the prevention of tuberculosis, was held this morning in the Governor-General's office, His Excellency in the chair. The name of Dr. Lachapelle of Montreal was added to the Executive Committee. On resolution it was decided that all the secretaries of provincial boards of health should be corresponding members of the Executive Committee. Correspondence was read from the Ontario Association and from the Toronto Association, asking for the services of Dr. Eby, as lecturer and organizer, indicating a readiness in that province for a systematic campaign on the line of the legislation providing for municipal sanitaria.

It was resolved: That a grant of $300 be made to the Ontario Association to assist it in employing Dr. Eby for such work in the Province of Ontario for a period of six months. In order to give his whole time to the Province of Ontario Dr. Eby in the meantime resigns his position as secretary of the Canadian Association.

Dr. H. B. Small of Ottawa was invited to act as honorary secretary.

ROSSLAND OUTPUT.

Tons of Ore Shipped From the Mines in This Camp Last Week—Granby Smelter.

Rossland, B.C., April 21.—The Granby smelter at Grand Forks, during the week ended to-day, treated 4465 tons of ore. The total tonnage treated to date amounts to 127,415.

W. Y. Williams, general superintendent of the Miner-Graves properties, states that tenders have been called for a 40-drill compressor and a hoist capable of handling 1300 tons daily for the Phoenix group.

Rossland's week's shipments reached a total of 8258 tons, which was an increase of 209 tons over the preceding week. This brings the shipments for the year to date to the grand total of 120,119. The Le Roi is represented during the past week by shipments of 4445 tons, a gain over the preceding week of 436 tons. The shipments from the Rossland Great Western, in which is included the Nickel Plate, also show an increase of 143 tons, its figures having been 443 tons, as against 300 the week before. The War Eagle is holding its own, and, it is stated, is getting ready to materially increase its output. Its output for the week shows a falling off of 30 tons. Centre Star and Le Roi No. 2 also fell off 120 and 236 tons, respectively. Appended is a list of shipments of past week and year to date approximately:

Mine.	Week.	Year.
Le Roi	4445	60,561
Centre Star	1800	33,653
War Eagle	730	11,190
Le Roi No. 2	770	8,489
Rossland G. W.	443	3,481
Iron Mask	80	1,653
Velvet	....	583
I. X. L.	....	119
Evening Star	....	74
Spitzee	....	60
Giant	....	52
Portland	....	34
Totals	8,258	120,119

Indigestion Can't Stay where Dr. Von Stan's Pineapple Tablets are arrayed against it. Thomas Smith of Dover, Ont., says: "I am delighted with them—from almost the first using I have been entirely relieved of the pains of indigestion—I have the greatest confidence in the Tablets and heartily recommend them to any and every sufferer from stomach troubles." 35c.—112

CURE YOURSELF!
Use Big G for Gonorrhoea, Gleet, Spermatorrhoea, Whites, unnatural discharges, or any inflammation, irritation or ulceration of mucous membranes. Not astringent or poisonous.
Sold by Druggists, Circular sent on request
BIG G CURES in 1 to 5 days. Guaranteed not to stricture. Prevents contagion. THE EVANS CHEMICAL CO. CINCINNATI, O. U. S. A.

CONCORD GRAPE JUICE
Unfermented and slightly carbonated. This season's juice is the finest we have yet produced.
15c Per Quart Bottle
(Small deposit on bottle until returned.)
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Manufacturing Chemist, 136
151, 153, 155 Sherbourne St.

DALE'S BREAD
LIGHT, DELICIOUS, WHOLESOME.
CORNER QUEEN & PORTLAND STS.
A Postcard will bring one of our drivers to your door. 135 R. F. DALE.

Public Amusements

"On the Suwanee River" at Toronto

Stephen C. Foster's beautiful song, "The Old Folks at Home," or, as it is better known, "The Suwanee River," has long been one which arouses the pathetic side of almost every nature. There is in its quaint melody and mournful words a life picture of the sunny South, of which so many in the north know little. The late William E. Stirling, the author of "On the Suwanee River," now in its fourth season, which is the attraction at the Toronto Opera House this week, has taken as the locality of this new play the region about the little village of Suwanee, on the banks of the famous old stream, and he presents to us the story of the family of Clayton, one of the first settlers in Florida. The characters are well presented by a capable cast, and an interesting home play is promised. The usual matinees will be given on Tuesday, Thursday and Saturday.

Mme. Herrmann at Shea's To-Day.

As the top-liner for this week, Mr. Shea has signed Mme. Herrmann, widow of Herrmann the Great. Mme. Herrmann has the most handsomely staged and best magic act in the country to-day. Nat. M. Wills, the happy tramp, has stories and parodies that are new and, best of all, original. He has made the biggest hit of any monologist in vaudeville this season. George W. Monroe of Aunt Bridget fame is very funny and keeps his audience amused for the time he holds the stage. Emily Lytton and Charles Bowser will be seen in "A Wise Guy," by George M. Cohan. Cacledo is the most daring and sensational wire performer in the world and is justly deserving of the title, King of the Wire. The Reed Trio have a refined musical act and Williams and Adams, comedians, complete a very strong bill.

Princess Souvenir Night.

Mr. Harry Glazier, the Valentines' popular leading man, will be the recipient of a compliment to-night, as he will be the subject of especially pretty souvenirs, which will be presented patrons of the Princess Theatre. The souvenirs are said to be especially fine, and there will be a rush to secure them by the admirers of Mr. Glazier. The Valentines expect one of the largest week's business of the season with their first production of "The Electrician." It is said to be a stirring story of the West, with plenty of action and many exciting scenes. The Valentines have prepared a fine scenic production, and their enlarged cast of no less than 17 people will all be employed.

Miss Emily Gerhard-Heintzman.

Miss Emily Gerhard-Heintzman, who appears in joint recital with Mr. J. D. A. Tripp at Association Hall on Tuesday, the 23rd inst., is a native of Toronto, and a daughter of Mr. Gerhard Heintzman of this city, but received her musical education abroad. Her appearance in Toronto will be the culmination of her first Canadian tour, and if she should make as great an impression here as she has already made in other centres it will be reason for congratulation not only to the young artiste herself but to Torontonians generally. The desire to hear her has daily grown stronger, and those who have not already done so should lose no time in securing seats at Messrs. Gourlay, Winter & Leeming's, 188 Yonge-street.

THE ROBERT **SIMPSON** COMPANY, LIMITED

Emancipation Suits
For Men and Boys.

Winter's last great effort on behalf of overcoats and wraps is past. "Confound the heavy old overcoat" need be heard no longer from boys eager to run and turn handsprings on the turf. To-morrow men and boys may celebrate emancipation by donning a brand new Suit. No chance now to cover up the threadbare one. Spring is here and we've met the emergency by making Tuesday Spring Suit Day with such values as these:

Men's $7.50, $8, $10 $12 **Suits** on sale Tuesday at **$5.95**

61 only Men's Single-breast Sacque Suits, fine Scotch and English tweeds, in brown, mixed broken checks and plaid, also fine navy blue worsted finished serges, purely all wool, fast color, made with deep facings extending under the arm, fine Italian linings, sizes 35 to 44, our regular prices ranged from 7.50 to 12.00, special Tuesday at..... **5.95**

Boys' Fine English Tweed Three-piece Knicker Suits, handsome dark grey shades and greenish mixtures, lined with good Italian cloth and perfect fitting, sizes 28-33, special..... **5.00**

Boys' Fine Worsted Serge Three-piece Knicker Suits, navy blue, in single and double-breasted style, well lined and trimmed, sizes 28-33, special..... **4.50**

$1 and 75c Shirts for 49c.

"It's an ill wind that blows nobody good," and the good fortune in this case come only to men who can wear sizes 16 to 17 1-2. The following description of the Shirts themselves will give you an idea of the splendid value represented in this small Tuesday price:

Men's Fine Cambric and Zephyr Shirts, soft or laundried bosom, few with separate cuffs, some with two separate collars, well assorted patterns and extra good value, sizes 16, 16½, 17 and 17½ only, regular 1.00 and 75c, Tuesday, special to clear **.49**

Men's Fancy Cotton Hose.
A great bargain at 25c.
Men's Fancy Socks, in extra Fine maco cotton, double heel and toe, warranted fast colors, shades tan and blue with white spots, red with black spots, regular 35 and 50c, special Tuesday..... **.25**

Boys' 40c, 50c and 75c Felt Turban **Hats** on Sale Tuesday at **25c**

Here's a chance for mother to equip the small boys with good serviceable Hats at a very small outlay on Tuesday:

25 dozen Fine Quality Felt Turban Hats, neat rolling brim and crown, very suitable for the small boys from 2 years to 8 years of age, fine quality silk bands and solid leather sweats, colors brown, black, navy or fawn, regular prices 40c, 50c and 75c, Tuesday, to clear for..... **.25**

Men's Superior Quality English Fur Felt Stiff and Soft Hats, correct and up-to-date styles, large range of the newest colors, also black, best finish, Tuesday, special..... **2.00**

Sturdy Boot Styles
For Men and Boys.

You'll have no cause for regret if you make a selection from either of these items. They're good honest footwear under-priced for Tuesday:

Men's Canadian Calf and Dongola Lace Boots, English backstay, good solid soles and excellent wearing boots, regular 1.75 and 2.00 value, sizes 6 to 10, Tuesday at..... **1.45**

Boys' Fine Dongola and Box Calf Lace Boots, sewn soles, all made on neat lasts, an excellent shoe for summer wear, sizes 1 to 5, regular 1.75, Tuesday..... **1.45**

A Wall Paper Special.

2500 rolls Gilt Wall Paper, in scroll, floral and conventional designs, in green, cream, buff and blue colorings, with match ceilings and borders, suitable for any room or hall, regular prices 10c and 12½c, on sale Tuesday **8c**

9-inch Borders, per yard Tuesday, 3c.
18-inch Borders, per yard Tuesday, 5c.

The Mission of Our Catalogue.

Our idea in getting out these comprehensive volumes every six months is to keep you posted on all the latest ideas and changes. We mail them free to any address furnished and know you will appreciate a copy of the 1901 summer edition. Send in your name for it.

Directors— H. H. FUDGER. J. W. FLAVELLE. A. E. AMES.
THE ROBERT SIMPSON COMPANY LIMITED
Monday, April 22.

DR. W. H. GRAHAM (Late of 198 West King St.)
No. 1 Clarence-square, corner Spadina-avenue, Toronto, Canada, treats Chronic Diseases, and makes a specialty of Skin Diseases, as Pimples, Ulcers, Etc.
Private Diseases as Impotency, Sterility, Varicocele, Nervous Debility, etc. (the result of youthful folly and excess), Gleet and Stricture of Long Standing, treated by galvanism, the only method without pain and all bad after effects.
Diseases of Women—Painful, profuse or suppressed menstruation, ulceration, leucorrhoea and all displacements of the womb.
Office Hours—9 a.m. to 8 p.m. Sundays 1 to 3 p.m. 135

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Money
Money
Money

If you want to borrow money on household goods, pianos, organs, horses and wagons, call and see us. We will advance you any amount from $10 up same day you apply for it. Money can be paid in full at any time or in six or twelve monthly payments to suit borrower. We have an entirely new plan of lending. Call and get our terms.

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