

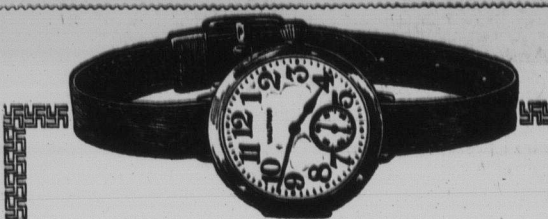
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Japanese Lunch Baskets . . . 60c, and 80c.
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Santal Oil Quarts, consisting of Soap, Bungalow Apron and Cap for . . . \$1.25
Baby Yards . . . \$2.00
Oval Trays, in mahogany or Circassian Walnut Finish . . . \$1.75

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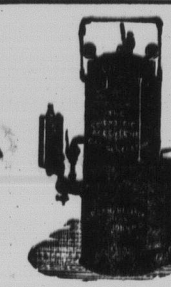
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SPECIAL FARES TO TORONTO EXHIBITION.

Via Canadian Government Railways.

The Canadian National Exhibition at Toronto which opens on Saturday, Aug. 25th, and closes Monday, Sept. 10th, will with many new features this year attract thousands of visitors from all over Canada and from many points in the United States.

For the benefit of Maritime Province

visitors the Canadian Government Railways will issue round trip tickets at special rates from August 27th until September 10th, good for return up to September 12th. There will be a special excursion fare issue on August 30th good for return September 6th, and on September 4th good for return September 11th. Particulars regarding these special fares will be furnished by local and station ticket agents, who will also arrange for sleeping car reservations, etc.

The through express trains via the Canadian Government Railways, the "Ocean Limited" and the "Maritime Express," make connection with morning and evening trains respectively from Montreal to Toronto, affording the traveller a fast and comfortable journey by train the equal of any on the continent.

See that all tickets read via Canadian Government Railways.

Cobalt, Ont., Aug. 18—Bullion shipments during the second week of July from the Cobalt camp were heavy, mining corporation alone sending out a little over a quarter of a million ounces and with 113,871 ounces to credit of Nipissing. Ore shipments were about the average. Nipissing with four cars heading the list. For the seven months ended July 31 Nipissing has mined one of an estimated net value of \$1,765,167.

Unusual light promises to be thrown on the affairs of Tompkins, in that certain shareholders of that company have suggested that a report other than that of the management which was comparatively unfavorable be made by a disinterested party.

Free For All.

Bob Mac, 2.134, Simon Bros. 1 1 1

Cope, 2.094, P. A. Belliveau 2 2 2

Lola Burns, 2.134, J. V. Monahan 3 3 3

Tross, 2.134, L. T. Dryden 3 3 3

Elise E., 2.084, F. Duncan 4 4 4

Wells, 2.134, J. G. Decker 5 5 5

Corwin Hal, 2.134, R. A. Rockford 5 5 5

PLENTY OF EXCITEMENT ON OLD MOOSEPATH TRACK

Driver Rockford Removed from Sulky by Police—Refused to Obey Judges and Held Up Racing—Bob Mac Won Free-for-All—The 2.19 Class Went to Jessie H.—Large Crowd Present.

There was a good crowd of people at Moosepath Park yesterday afternoon who were more than pleased with the racing by some of the best horses in the Maritime Provinces. The weather was cold and uncomfortable, but the hundreds of spectators overlooked that fact because every heat proved a horse race, the finishes in nearly every case were close and while the time was not of the record breaking class it would have no doubt been faster had the track not been so heavy.

There was only one feature to mar the afternoon's pleasure and that was the actions of S. A. Rockford, the owner and driver of Corwin Hal, in the free for all class, when he refused to obey the instructions of the judges and had to be forcibly removed from the track by the police.

There were several starters in the free for all which was won in straight heats by Bob Mac, driven by Thomas Raymond. In this event La Copea won second money; Lola Burns third money, and Tross fourth money. The fastest heat was in 2.19.

The 2.19 class brought five starters to the wire, and it took four heats before Jessie H., piloted by Thomas Raymond, was captured. The fastest heat was won by the Mason, third money, and Oakley H. fourth money. The fastest heat in this race was 2.21.

Free For All.

In the first heat of the free for all, Bob Mac was in third position, going into the back stretch with La Copea in the lead, and Tross in second position. There was not very much difference between these horses when they reached the half although it could be seen that Bob was closing up.

As the horses raced down the back stretch Bob Mac passed the Dryden horse and at the three-quarter pole romped ahead of La Copea and took first position.

Up the home stretch Bob Mac was never in danger, but it was a real race between La Copea and Tross for second place, the former beating out the St. John horse by a neck. Time 2.20.

Second Heat.

While the second heat was not as exciting as the first, the horses went steady and were well bunched throughout. It was not until the three-quarter pole that the race became a real one, as La Copea second, Lola Burns third, and Elise E. fourth, and the horses kept in this position until the finish. Corwin Hal, owned and driven by S. A. Rockford, finished in fifth position. This horse appeared to have plenty of speed and it was the judges opinion that Rockford was not trying to drive his horse to the wire. He was called to the front of the stand and starter Neil announced that Driver Rockford was to be replaced in the next heat by Mr. Alexander. Rockford objected strongly to this procedure and called out that he would allow Peter Carroll or any man in the ground to stand to drive his horse, but he would not allow any livery stable man to drive that horse. He was called to the front of the stand and starter Neil announced that Driver Rockford was to be replaced in the next heat by Mr. Alexander. Rockford objected strongly to this procedure and called out that he would allow Peter Carroll or any man in the ground to stand to drive his horse, but he would not allow any livery stable man to drive that horse. He was called to the front of the stand and starter Neil announced that Driver Rockford was to be replaced in the next heat by Mr. Alexander. Rockford objected strongly to this procedure and called out that he would allow Peter Carroll or any man in the ground to stand to drive his horse, but he would not allow any livery stable man to drive that horse.

The Third Heat.

When the horses appeared on the track the third heat was not as exciting as the first, the horses went steady and were well bunched throughout. It was not until the three-quarter pole that the race became a real one, as La Copea second, Lola Burns third, and Elise E. fourth, and the horses kept in this position until the finish. Corwin Hal, owned and driven by S. A. Rockford, finished in fifth position. This horse appeared to have plenty of speed and it was the judges opinion that Rockford was not trying to drive his horse to the wire. He was called to the front of the stand and starter Neil announced that Driver Rockford was to be replaced in the next heat by Mr. Alexander. Rockford objected strongly to this procedure and called out that he would allow Peter Carroll or any man in the ground to stand to drive his horse, but he would not allow any livery stable man to drive that horse.

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