CATTO
DRY GOODS ONLY

# Visitors

should see the exhibition of Tourist Requisites and Traveling Comforts on display in our mantle department.

—Steamer Rugs
—Wrap Shawls
—Silk Shawls
—The "Kelvin" Cape
—The "Strathcona" Wrap

All these shown in reversible cloakings in the

**Scottish Clan and Family Tartans**

We also show some very useful boating and verandah shawls, in honeycomb and fancy knit styles—white, cream, black and colors. An unequalled display of

**Real Shetland Hand-Knit Wool Shawls and Spencers**

## Millinery

is being prepared. Trimmings, laces, feathers, shapes being made into exquisite models of every style. British, French and American patterns will complete the array. Announcement of "opening" will shortly follow.

**Shirt Waist Silks**

Shirt Waist Silks in handsome black and white effects. Taffetas in fancy stripe, check and spot patterns.
Very fine values in black silk department at $1, $1.10, $1.25 yard.

## Suitings

**and Dress Fabrics—Black and Colored**

being opened out in large quantities daily.

**Fancy Lace Neckwear**

Jabots, Chiffon Bows, Scarves, Ties, Knots, Mantillas and Fichus.

**Shaped Laced Skirts**

**Mail Orders**

are filled promptly and accurately.

JOHN CATTO & SON
King-street, Opposite Postoffice.


## BARNARDO BOYS DO WELL.

**The Founder of the Great Institution Was in Toronto at the Annual Reunion.**

Not since 1894 has Dr. Barnardo been present at the annual reunion of his boys in Toronto until last night. These annual gatherings at the central depot in Canada are arranged in accordance with the policy pursued by Dr. Barnardo of following up the boys, looking after their material welfare, and maintaining the esprit de corps by an annual outing, at which are present boys from all over the Province, and points even farther distant. Two hundred and forty of these boys registered at the home at 214 Farley-avenue yesterday, including some who have been in Canada for eight and ten years, and are doing well. The boys are spending a few days in town seeing the Fair, and other sights of the town.

**Moonlight Excursion.**

Last night they were taken for a moonlight excursion on the Lakeside, Dr. Barnardo being among the number. After a pleasant cruise about the lake, they returned refreshed and rested from their trip. About 100 of the girls from the home were entertained to a garden party at Farley-avenue on Tuesday.

In conversation with a World reporter, the Doctor said the prospects in his industry were never better. It was a case of being unable to meet the demand.

**Dr. Barnardo's Views.**

He expressed the liveliest satisfaction with the character of the legislation lately enacted in Ontario for excluding the undesirable class of immigrant boys, saying it was just what he has been advocating for the last 15 years. He had everything to gain and nothing to lose by maintaining a high standard among the class of boys sent to Canada.

**Canadians Stand High.**

Speaking of the standing of Canadians in England at present, the Doctor said they are received with the greatest enthusiasm wherever they appear. Englishmen appreciate their services to the Empire at a critical time, and do not hesitate to express it. Incidentally, he referred to the fact that 25 Barnardo boys are at the front in South Africa.

Dr. Barnardo sees many evidences of progress in the country since his last visit to Canada, six years ago. He will probably go from here to Winnipeg and the Northwest, in the interests of his home, and may even continue his trip to the coast.

**Spanish River Pulp Co. Deal.**

H. E. McKee, formerly of the Sturgeon Falls Pulp Company, was at the Rossin House yesterday morning, and left for Montreal later in the day. He is interested with others, notably W. J. Sheppard of the Spanish River Pulp and Paper Company, in the Montreal arbitration, which is expected to be favorable to Canadian interests. Mr. Sheppard has been in town for some time, and if the Montreal award is favorable it is rumored that the Spanish River plant and property will be turned over to an English syndicate.

**Looking for New Ideas.**

Horace Hart, M.A., controller of the University Press, Oxford, is on a visit to Canada and the United States to pick up any new ideas in the latest printing presses. He expresses himself as highly pleased with his visit to Canada.

**Hoboes in Hard Luck.**

Cornwall, Ont., Sept. 5.—Charles O'Brien and Frank Burns, two hoboes, were to-day sentenced to five years each in the Kingston Penitentiary for entering and robbing the house of Alex Godbois, Cornwall Township, last week.

## CANADIAN PACIFIC'S SIDE

### Of the Great Controversy Between the Transcontinental Road and the Intercolonial.

### WHAT MR. SHAUGHNESSY WANTS.

**A Scheme to Give the C.P.R. Rights to and From St. John, Giving the I.C.R. a Mileage.**

St. John, N.B., Sept. 5.—(Special.)—The Sun contains the following statement from a prominent railway man, who says he is not connected with either of the roads, respecting the controversy between the Canadian Pacific and the Intercolonial:

"This dispute, which is exciting so much interest, has not, I think, been quite fairly presented in some western newspapers. Altho the Intercolonial, that is to say, Mr. Blair, is a party to it, there is no reason why it should be made a political issue. It is a railway question gravely affecting the Maritime Provinces, and should be discussed as such without reference to politics. The newspapers referred to make out that Mr. Blair is standing up for the public interest, whilst the Canadian Pacific is fighting for its own hand against the public interest. It is unfortunate that partisan claptrap of this sort should be employed to obscure the truth.

**Certain Undisputed Facts.**

"There are certain undisputed facts, namely, that the Canadian Pacific was compelled to build its line to St. John by the action of the Maritime members at Ottawa, who did not wish to see Boston become the winter port of our transcontinental road; that by the Act of 1885 Parliament voted the line a subsidy of $186,000 a year for 20 years; that the company forthwith began to develop an export business at St. John, and that to encourage it still further in that patriotic work Sir John Macdonald made an arrangement with it whereby it got a share of the passengers and freight coming here from and going hence to the western provinces.

**Intercolonial Gets Local Fares.**

"Certain newspapers maintain that this arrangement was unfair to the Intercolonial; for instance, that the Canadian Pacific trains running between Montreal and Halifax pocketed the local fares along the route between St. John and Halifax and Halifax and St. John, so that the Intercolonial was literally fleeced. This is entirely untrue. All local fares collected on Canadian Pacific trains between these points go into the treasury of the Intercolonial. The Canadian Pacific gets nothing save and except the fares of its sleeping or parlor cars and a mileage rental for per use of its trains, which, by the way, is less than the mileage paid under similar circumstances on other eastern railways. I mention this matter to show how far astray those western papers have gone which have imported the bias of partisanship into the argument. Canadian Pacific trains are run thru from Montreal to Halifax and from Halifax to Montreal simply for the convenience of the public, and the receipts from thru tickets are divided in the usual way. But, as said, every cent received from local passengers and the mileage proportion of fares paid by thru passengers using Canadian Pacific trains within the territory of the Intercolonial, goes into the coffers of the Intercolonial.

**What Parliament Did.**

"Parliament subsidized the line to St. John because no set of men in their senses would have built it without public aid. In the first place, distance is against it.

| | Miles. |
|---|---|
| Montreal to Portland (Grand Trunk)..... | 297 |
| Montreal to Boston (C.P.R. and B.& M.) | 342 |
| Montreal to St. John (Short Line)..... | 481 |

Thus a car containing export freight for St. John has to travel, coming and returning, 368 miles farther than a car on the Portland route, yet the export rate to St. John must not exceed the export rate to Portland. Again, there is no export traffic to St. John in summer, Montreal getting it all, and little local traffic at any season of the year, Northern Maine being a wilderness. The subsidy runs out in five or six years, and then the Canadian Pacific will have to meet the fixed charges on the Short Line, which amount to $600,000 a year, without assistance from any quarter.

**To Build Up St. John, N.B.**

"Sir John Macdonald made the traffic arrangement I have spoken of because he considered it was advantageous, on the whole, to the Intercolonial, and also because he felt that the Dominion Government had a common interest with the Canadian Pacific in building up St. John as a winter port. In pre-Confederation days the Grand Trunk had established itself at Portland. That road was designed to open up Upper and Lower Canada, and had no interest in the Maritime Provinces. But on the completion of the Short Line the C.P.R. set itself to develop a winter port in Canadian territory, and the Government of the day felt bound to co-operate. Very little import traffic (traffic from Europe) comes by way of St. John, the bulk of such traffic destined for the western provinces arriving at Portland, Boston or New York. Hence the Short Line was likely to be what railroad men called a one-way road for an indeterminate period, and this consideration moved Sir John to give it a fair share of the local freight going west from the Maritime Provinces. He wanted to see St. John a winter port worthy of the name. There are state reasons why Canada should not be dependent altogether upon Portland or New York.

**Intercolonial Export Traffic.**

"The Intercolonial is in no position, however, to carry export traffic to St. John, the distance from Montreal to St. John via the Intercolonial being 740 miles, as against 481 via the Canadian Pacific, and 297 from Montreal to Portland. The only possible way, then, in which the Intercolonial can help to promote the export business of St. John is to make a traffic arrangement of some sort with the Canadian Pacific, so that the latter may get as much return freight as possible from St. John, in order to help it to overcome the handicap of distance and the further disadvantage of being a one-way line. Sir John perceived this and made the arrangement accordingly.

**The Arrangement Broken.**

"Mr. Blair came along, however, and, having extended the Intercolonial to Montreal, terminated the arrangement with the Canadian Pacific. Traffic originating in the Maritime Provinces and destined for Western Canada is now carried by the long route of the Intercolonial to Montreal and handed over there to the Grand Trunk and its American connections beyond. Of course Mr. Blair is quite right in making all he can for the Intercolonial; that is his plain duty. Only he ought to be sure that the traffic he hauls pays for the hauling, and is not carried in part at the taxpayer's expense. He must confess with the rest of us that, whether the traffic pays or not, it is a curious sight to see our Government Railway feeding a line which for half the year does its best to divert Canadian business from a Canadian port to a port in the United States. If he is promoting the interest of the Intercolonial he is certainly not promoting the interest of St. John or Halifax or helping to bring about a united Canada.

**A Novel Feature.**

"There is a feature of the case which is a novel one in railway disputes on this continent. In some European countries where the ownership of railways is mixed, it has been found that injustice resulted from the competition of the State-owned lines with the lines owned by companies, and various devices have been adopted to get over the difficulty, such as the parcelling of territory, the purchase by Government of the private lines affected and so on. But this is the first time such a conflict has arisen in America. So long as the western terminus of the Intercolonial was at Levis, the Intercolonial was not a competitor in anybody's way, but its entrance to Montreal at once brought it into competition with the Canadian Pacific, that is, with the only road which has it in its power to make St. John a place of importance.

**Government Has the Advantage.**

"Obviously the Government has a tremendous advantage over a company, as over an individual in any business in which it may engage. In railroading, for instance, it obtains its rolling stock and supplies free of duty and can do pretty much as it pleases in other respects. No one expects it to earn a dividend; indeed the Intercolonial is not even expected to make revenue meet expenses. Such a feat has occasionally been accomplished, but the Opposition, now the Liberals, now the Tories, have in each instance pointed out that it has been due to legerdemain in bookkeeping. Competing with a Government railway, which can draw at will on the resources of the country, resembles nothing so much as the case of a private trader competing with a rival who does not care whether he goes bankrupt or not. The Minister of Railways, whoever he may be, can quote rates from the Maritime Provinces to western points which the C.P.R., even with its shorter route, would be hard set to meet, by the simple process of making good the loss by charging items to capital which by rights should be charged to revenue. He can procure lots of business in that fashion, and newspapers will praise him for swelling the receipts of the Intercolonial, without, however, telling the people that they are paying thru the nose for it.

**C.P.R. Will Meet Reasonable Rates.**

"As I understand it, the Canadian Pacific is ready to meet any reasonable rates the Intercolonial chooses to make. But Mr. Blair flatly refuses to permit our business men to choose for themselves whether to ship to the west via the Canadian Pacific or via the Intercolonial and the Grand Trunk. He has established a boycott against the Canadian Pacific as regards westbound freight from the Maritime Provinces, and yet expects it to supply St. John with export traffic against the competition of Portland—to carry the longer distance for the same rate and haul back empties into the bargain. Speaking for myself, his attitude is neither fair nor logical. What are we Maritime men going to do about it? Many we see St. John decay and the fast line project be given up forever merely that Mr. Blair may have the satisfaction of feeding the Grand Trunk, which in turn is the mainstay of Portland?

**What Mr. Shaughnessy Offers.**

"Mr. Shaughnessy does not ask the Government to restore the traffic arrangement which Sir John Macdonald made and Mr. Blair terminated. Time and events have put that out of the question. What the Canadian Pacific offers is, briefly, to make it worth while for the Intercolonial to permit shippers to send freight to and from the West over its line from St. John, by giving the Intercolonial an arbitrary or constructive mileage. This is done every day in the railway world, where, as in this instance, two roads of unequal length are seeking to draw traffic from a common territory. The Canadian Pacific is willing to concede the Intercolonial a minimum mileage of 330 miles in the division of receipts whenever that allowance does not exceed local rates. In very many cases it would pay the Intercolonial better to accept these arbitrary terms than to handle the freight over its long route, for example, the rate for a carload of flour from Guelph to Halifax via the Grand Trunk and Intercolonial is $63, or 21 cents per 100 pounds. The Intercolonial proportion is $30 for a haul of 337 miles, or .31 of a cent per ton mile. If a carload were routed via St. John the thru rate would be the same, but the Intercolonial, for its service from St. John to Halifax, 275 miles, would be paid for 330 miles, and receive $17.25 or .43 of a cent per ton mile. Contrarwise, on a carload of fifth-class freight from Moncton to Toronto via Levis, Montreal and the Grand Trunk, the Intercolonial receives $4.28 per ton for a haul of 801 miles, or .66 of a cent per ton mile. If the same freight were sent via St. John and the Canadian Pacific, the Intercolonial would be paid for 330 miles, altho the distance from Moncton to St. John is only 88, and would receive over two cents per ton mile.

**How It Would Pay Intercolonial.**

"I contend, and am sure every competent railroad man will agree with me, that such an arrangement as this would be of direct benefit to the Intercolonial; that is, it would pay it to turn over a fair proportion of the freight going West from the Maritime Provinces and coming east from the Western Provinces to the Canadian Pacific under this minimum mileage, rather than to do the hauling over its long route for bare cost or less.

**St. John Should Be Maintained.**

"The prime consideration, however, is that the Government ought to co-operate with the Canadian Pacific in maintaining St. John as the Canadian winter port, and ultimately in running a fast line from Halifax. The only way in which the Government can be of assistance lies in its giving the Canadian Pacific a fair proportion of the business between the Maritime Provinces and Western Canada, as large a proportion as it can concede without doing injustice to the Intercolonial; and I am certain that public opinion will support it in thus standing by the interests of Canada."

**Pianola Recital for Visitors.**

The following selected program will be given at the recital this (Thursday) evening, at 8.15 o'clock, in the Mason & Risch warerooms, 32 West King-street:

(1) Rossini, William Tell Overture, Orchestrelle; (2) Wollenhaupt, The Last Smile; (3) Verdi (Fantasie by Leybach), Un Ballo in Maschera; (4) Bohm, Silver Stars Mazurka, Pianola; (5) Wagner, Rienzi Overture, Orchestrelle; (6) Gates, Italian Mandolin Polka; (7) Wieniawski, Valse de Concert; (8) Liszt, Rhapsodie No. 6, Pianola.

A cordial invitation is extended to all. Admission on presentation of visiting card.

**Y.M.C.A. Notes.**

Mr. J. Howard Crocker, the new physical director at the Central Y.M.C.A., has arrived, and has already begun the formation of gymnasium classes. Everything points to a very successful season, in the work of the association, and extensive plans are being prepared for the addition of several new features.

At to-night's men's meeting, Rev. John Rutherford, B.D., of Lewes, England, will speak on "Work among the Mohammedans in North Africa." Visitors in the city are cordially invited.

**Alexander King Must Die.**

Ottawa, Sept. 5.—Alexander King, who had trouble with Herbert Devenport over the floating of a scow near the White Horse Rapids, shot and killed Devenport, and was tried and sentenced to be executed on Oct. 2. King was tried by Justice Craig at Dawson City. An order-in-council has been passed allowing the law to take its course, and King will be hanged at Dawson on the day appointed for the execution.

ORIGIN OF TRADE MARKS

Trade marks were used as far back as the 16th Century.

They originated from the signs that, in the early ages, were hung over the shops telling of the wares inside. To-day the trade mark is branded on the goods themselves, enabling the purchaser to identify the good from the bad and indifferent.

On a Slater Shoe the name and price appear on the sole in a slate frame, $3.50 and $5.00. Every pair Goodyear welted.

THE SLATER SHOE STORES,
89 King Street West and 123 Yonge Street.

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is made in one grade only, that's the very best, and it costs less than other tobaccos. A 5c plug is almost as big as a 10c plug of other brands.
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Sold everywhere
5 and 10c Plugs

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# Bicycles - Bicycles

at less than Auction Prices, consisting of almost all the leading makes.

## New and Second Hand

Must be cleared regardless cost within the next few days. New E.&D., New Clevelands, New McBurney-Beatties, also boys' and girls'. Over 200 wheels to choose from.

McKendry, 218 Yonge-St.,
CORNER ALBERT.

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ALL KINDS OF
ENGLISH AND AMERICAN HARNESS

Ladies' and Gentlemen's Riding Saddles, Bridles, Hunting Crops, Spurs, etc. Racing Goods a Specialty.

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Horse Clothing at All Prices.

The E. B. EDDY COMPANY

Beg leave to announce that they have arranged to supply THE TRADE with

*Matches, Woodenware, Indurated Ware, Etc.*

And will be pleased to serve their Old-time Customers as in the past. 246

# W. A. MURRAY & CO., LIMITED

## A Bargain List of Undoubted Excellence

ATTRACTIVE ALIKE TO RESIDENT AND OUT-OF-TOWN BUYERS

There's nothing like studying every economy chance. It may not be that you're compelled to hold back for favorable price conditions, for the average buyer isn't tied down hard and fast in matter of money-spending—few of us though that don't like to make a saving whenever the chance occurs. This collection of Friday Bargains would easily win buyers at an all-round advance of a third more. Means considerable to your pocketbook, doesn't it?

**SILKS and DRESS GOODS.**

That Murray's Silk values are always unapproachable is the impression that prevails everywhere. Here's an item or two that will serve to strengthen the conviction:

3800 yards newest style in Shirt Waist Silks: French Taffetas, in dainty checks, stripes and figured effects, a collection of lines worth 75c and 85c, Friday, per yard ..... .50

1500 yards Black Silks for Shirt Waists and Dresses, including satin merveilleux, surah and rich brocades, average value 85c yard, Friday, per yard ..... .50

42 inch Silk Mixed Fancy Tartan Plaids, suitable for shirt waists, regular 50c and 65c per yard, Friday ..... .35

200 yards 44 inch Homespun Suitings and Dressy English Tweeds, for tailor-made dresses, regular 75c and 85c, Friday, per yard ..... .50

800 yards elegant Novelty Dress Stuffs of Parisian Designing, medium dark and dark effects, lines that under ordinary conditions would be priced $1 yard, on sale Friday, per yard ..... .50

**HOSIERY and GLOVE ITEMS.**

Children's Plain Black Cashmere Hose, spliced heels and toes, full-fashioned, sizes 5 to 8½ inches, regular 25c, Friday, pair ..... .18

Women's 2-1 Ribbed Black Cashmere Hose, winter weight, double heels and toes, high-spliced ankles, full-fashioned, regular 50c pair, Friday 3 pairs for ..... 1.00

Women's Natural Ribbed Merino Vests, buttoned front, high neck, long sleeves, with drawers to match, ankle length, special for Friday, each ..... .25

Women's French Kid Gloves, "Alexandre" make, 7 hook lacing, black, browns and fawns, odd sizes only, regular $1.35, Friday, pair ..... .65

Women's French Kids Gloves, Fownes' and Perrin's make, 2 and 3 dome fasteners, black, browns, fawns and modes, odd sizes only, regular $1.50 pair, Friday, to clear, pair ..... .75

Women's 2-dome Fasteners French Kid Gloves, Perrin's make, in all the newest shades and black, regular $1.35, Friday, pair ..... 1.00

**BELTS, 5c.**

Friday will be clearing up day for several lines of Women's Belts in leather, canvas, metal and Roman ribbon styles, usual price 25c, to clear, Friday ..... .5

**REGULAR $1.50 SILK VELVETS, Friday, per yard, 50c.**

Most surprising news, isn't it? You can buy dollar fifty velvets for a third the price! These are all new velvets and most desirable colorings, some fancies in lot:

1600 yards 18-inch richly finished Silk Velvet Shades of Myrtle, Cardinal, Violet, Dahlia, Bronze, Navy, Electric, Poppy and Black, on sale Friday, per yard ..... .50

700 yards Handsome Plaid Silk Velvets, also two tone Lyons Velvets, black shot with colors, regular $1.50 and $2.00, Friday, per yard ..... .50

**ELEGANT DINNERWARE.**

25 only very fine Dinner Sets, a group of high-priced kinds, some elegant Porcelain sets in the lot, 113 pieces, average value $18.00 set, to clear Friday, per set ..... 12.50

**CURTAIN ROOM—First Floor.**

20 pairs only Real Brussels Lace Curtains, 50 inches wide, 3½ yards long, priced formerly up to $6.00 pair, to clear Friday, pair ..... 4.50

30 pieces lovely patterned French Cretonne that were mostly 40c per yard value, to clear Friday, yard ..... .20

**IN THE BASEMENT.**

2700 yards very soft finish, prettily patterned English Flannelettes, also 32 inch plain colored flannelettes, regular 7c value, Friday, per yard ..... .5

2000 yards Printed Dimities, Navy and White, Pink and White, Sky and White, Red and Black, also four hundred yards White Swiss Spot Muslin, regular 12½c, to clear, Friday, per yard ..... .7

**MEN'S FURNISHINGS.**

Men's White Unlaundred Shirts, linen fittings, open back, wrist bands only, continuous facings, 14½, 15, 15½ only, regular 75c, Friday each ..... .25

Men's Silk Puff Ties, newest English shapes, all the popular colorings of royal, navy, green, cardinal and khaki, regular 50c, Friday, each ..... .25

**JET BELTS, 25c Each.**

180 New Jet Elastic Belts, with black jet clasp, regular value 50c, to clear, Friday in the trimming section, each ..... .25

**WOMEN'S FINE SHOES.**

Just now the Shoe Man can afford to be enthusiastic—never had more tempting inducements, never more complete assortments—two lines for Friday, as follows:

172 pairs Women's New Fall Lace Boots, made of box calf, new round and bull dog toes, military heels, extra heavy McKay sewn and Goodyear welt soles, dull soft tops, American made, every size and width, special for Friday, per pair ..... 2.50

210 pairs Women's Extra Soft Fine Kid Button and Lace Boots, American makes, new round toes, very latest fall shapes, extension soles, kid tips, all sizes and widths, special for Friday, per pair ..... 2.50

**IN THE PRINT SECTION.**

33 inch pretty Striped Flannels, English make, very soft texture, regular 10c, Friday, per yard ..... .8½

36 inch English Flannelettes, in dainty stripes and pretty solid colors, very soft finish, also cream and white, regular 12½c, Friday, per yard ..... .10

40 inch Solid Black Moreen Skirting, with graduated stripes of solid black, regular 40c yard, Friday, per yard ..... .25

**IN THE CORSET ROOM—First Floor.**

Women's Lovely English Flannelette Night Robes, soft texture, yoke back and front, sleeves, neck and front trimmed with frill, regular $1.35, Friday ..... 1.00

Women's Short Dainty Underskirts of Soft Fluffy Eiderdown, elegant colorings and fancy tinted stripes, made on white cotton, yoke shaped, 15 inch frill, trimmed with button hole edge, regular $1.50, Friday ..... 1.00

Women's English Ceylon Flannel Short Petticoats, made on deep yoke of white cotton, trimmed with deep frill of self, embroidery, in soft pink shade only, regular $1.25, Friday ..... 1.00

**BOYS' CLOTHING.**

Boys' Sailor Suits, in navy, serge, English make (blouse and pants), flannel front, "Lanyard and Whistle," pants lined, sizes 22 to 26 chest measure, regular $3.50, Friday, per suit ..... 2.50

Boys' 2-piece Suits (coat and knicker), in strong and durable tweeds and serges, plain or pleated front and back, a splendid school suit, Friday, per suit ..... 2.00

**BELTS and BUCKLES.**

69 only Satin Ribbon Pulley Belts, a good assortment of colorings, regular price $1.00, Friday, each ..... .50

240 Fancy Ribbon Belts, buckles in gilt, silver and oxidized, usual price 25c, Friday, each ..... .10

W. A. MURRAY & CO., LIMITED, 17 TO 27 KING ST. EAST, 10 TO 16 COLBORNE ST., TORONTO, ONT.

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32 King Street West.

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## CANADIAN EMBALMERS.

**Successful Candidates at the Examinations—Officers for the Year Elected.**

The Canadian Embalmers' Association, who have been in session since Monday, concluded their business last night. At the morning session the president and secretary submitted their reports, showing that the association is in a prosperous condition. The membership is now 447 and the cash receipts of the past year amounted to $500. Several lectures and demonstrations were given by Messrs. J. P. McIntyre of St. Catharines and Alex. Millard.

The following officers were elected for the ensuing year: President, Edward Hopkins, Toronto; vice-president, J. Stevenson, Clinton; secretary, W. H. Hoyle, Cannington; treasurer, J. B. McIntyre, St. Catharines; Board of Examiners, C. D. Blachford, Hamilton; A. Dodds, Bolton; W. J. Verney, Tottenham. During the afternoon and evening 14 candidates wrote on the examinations, 11 of whom were successful. They are: W. H. Taylor, Cannington; W. T. Curtis, Havelock; Mrs. Myrtle Hamon, Ottawa; F. J. Martyn, North Bay; George W. Thompson, Perth; A. Johnke, jr., Chatham; J. Comstock, Peterboro; Ed. T. Ratz, Wellesley; John J. P. Whelan, Ottawa; J. G. Frost, Tweed; J. Jackson, Bancroft. They are all now full-fledged embalmers.

The association will meet in this city next year, during the month of September. The convention just closed was the most successful in the history of the association; 88 students from Ontario and Quebec having attended the lectures.

## GRAND PRIORY KNIGHTS TEMPLAR.

**Supreme Grand Master Ellis of St. John, N.B., Presided—An Address of Welcome.**

Kingston, Ont., Sept. 5.—There is a good attendance at the Grand Priory of the Knights Templar, now in progress in this city. The gathering marks the establishment of the Knights Templar in Canada, the premier lodge being founded in Kingston just 100 years ago. It is, therefore, appropriate that ceremonies should mark the centenary of the order's growth and progress. This morning the members of Coeur de Lion Preceptory, Montreal, exemplified the work by initiating two candidates—W. T. Minnes and Abraham Shaw. This work occupied three hours, and was creditably performed.

**The First Convention.**

At 2 o'clock the first session of the convention was called to order in the Masonic Temple, Most Eminent John Valentine Ellis, M.P., St. John, N.B., Supreme Grand Master, presiding.

Proceedings were opened by an address of welcome by Mayor Minnes, on behalf of the corporation, in the course of which he tendered the visitors the freedom of the city, which was very prominent in the establishment of Masonry in Canada.

W. J. Renton, master of Hugh De Payens Premier Preceptory, also welcomed the delegates, and referred to the close connection of Kingston with the Knights Templar, the Limestone City having the honor of maintaining the Premier Preceptory.

**Grand Master Ellis Replied.**

Supreme Grand Master Ellis replied to both addresses, and then delivered his annual address. There was an increase in membership last year of over 100. Receipts show a gratifying increase. Thirty years ago there were 13 preceptories in Canada; now there are three times that number. There are two uniformed encampments present—one from Montreal and one from Toronto.


**ESTATE NOTICES.**

NOTICE TO CREDITORS—In the matter of the Estate of Alexander Gemmell, deceased.

Notice is hereby given, pursuant to R. S. O., 1897, chap. 129, that all creditors and others having claims against the estate of Alexander Gemmell, late of the City of Toronto, in the County of York, merchant, deceased, who died at the Township of York, in the said County of York, on or about the 3rd day of April, 1896, are required, on or before the 3rd day of November, 1900, to send postpaid, or deliver to the undersigned, George Macgregor Gardner, Quebec Bank Chambers, 2 Toronto-street, Toronto, solicitor for John Gemmell, of the City of Toronto aforesaid, architect, executor, and Amelia Gemmell of the Township of York, in the County of York, spinster, executrix, of the estate of the said deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, and statement of their accounts (if any), and the nature of the securities (if any), held by them.

And notice is further given that after such last-mentioned date the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they shall then have notice, and that the said executors will not be liable for the said assets, or any part thereof, to any person or persons of whose claims notice shall not have been received by them at the time of such distribution.

Dated this 5th September, 1900.

4444 G. M. GARDNER,
Solicitor for Executors, Quebec Bank Chambers, 2 Toronto-street, Toronto.

ALL it costs you to secure the best Ale or Porter all the time is to ask for

Carling's

Your dealer will then know you know good Ale.

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**A Letter From Gen. Buller.**

Henry Watts, 168½ Yonge-street, wrote to Gen. Buller, wishing him success, and inquiring after the welfare of Canadians at the front. Gen. Buller has replied as follows:

Standerton, July 30, 1900.

Dear Sir,—I have to thank you for your letter of the 6th June and your kind words. The only Canadian corps I have actually under my command is Strathcona's Horse, and very fine fellows they are.

Yours faithfully,
Redvers Buller.


**ELECTRIC CABLES for general use, but specially adapted for telephonic transmission and for electric light service.**

**CANADIAN PATENTS**
Nos. 54432 and 55074.

Cables manufactured in accordance with the above-mentioned Patents have been introduced by Messrs. Felten & Guilleaume Carlswerk Achen-Gesellschaft, of Mulheim, A.R., Germany, and are at the present time in extensive use.

Any person desirous of purchasing the said Canadian Patents, or of acquiring a license to manufacture thereunder, is invited to communicate with the undersigned, agents for the owners, from whom all particulars may be obtained.

ARNOLDI & JOHNSTON,
Barristers, Solicitors, etc.,
46 103 Bay Street, Toronto.


**Prohibition and Moral Reform.**

The Standing Committee on Prohibition and Moral Reform of the Methodist Church in Canada (Ontario section) met in Richmond Hall last night, with Rev. William Kettlewell in the chair. Subjects of general interest to the committee were discussed, and the following committee was appointed to draft a resolution on the temperance situation, which will be submitted to the committee at a session this morning: Rev. William Kettlewell (chairman), Rev. Dr. Ross (Guelph), Rev. Dr. Brethour (Tilsonburg), L. M. Jackson (Newmarket), N. W. Rowell, Rev. C. T. Scott (Aylmer), Rev. T. H. McCallum (Cobourg), Rev. Dr. Carman, Ald. F. S. Spence, Rev. H. M. Matthews (Davenport) and F. [illegible] Drews.


# During July and August,

the warmest months of the year, most people have difficulty in keeping cool.

By clothing lightly, dieting lightly and refraining from alcoholic drinks, a long step towards physical comfort is made. But the most satisfactory refrigerant is

## Abbey's Effervescent Salt.

A teaspoonful of this delightful preparation in a glass of ordinary cool drinking water reduces the temperature of the blood, and quenches thirst in a natural manner without chilling the stomach suddenly. It stimulates the digestion and refreshes the body.

A pamphlet explaining the many uses of this fine preparation will be mailed free on application to The Abbey Effervescent Salt Co., Limited, Montreal. For sale by all druggists, 25c and 60c a bottle.