HATTH

Evidence

got up.

AHLGREN'S

Ladies' Fine Costumes

All coats and costumes are not alike. An Ahlgren costume made to your measure is very different to any other. The artist touch shows itself in every detail of manufacture.

This is why ladies everywhere are wisely taking advantage of the Ahlgren Clearing Sale—a very different kind of sale to any ever before announced.

We have yet to point to a single dissatisfied customer wearing an Ahlgren costume. We will not allow them to be dissatisfied, because we see to it that everything is made right, if perchance something is wrong.

Here is our offer once more told: Select any material in the house-some goods run up to fifty dollars. New models for spring are now here. The garment is cut to the latest, silk-lined, and perfectly finished. Mr. Ahlgren himself sees to the fitting. A costume of any material you select

"Fits like a glove"—"Looks as though one might have been poured into it." These are some of the expressions of delight that customers indulge in. While the sale lasts the opportunity is yours.

Ahlgren's Limited

97 KING STREET WEST, TORONTO, CAN.

FRANK BURTON, men's tailor, Managing Director.

J. AHLGREN, formerly of O'Brien's, Ladies' Tailors, Director of Cutting Department.

> AHLGREN'S Tailor - Made Gowns

THE SUPREME COURT OF THE U.S. RAILBOADS

rebra

in be

Continued From Page 7.

Clark is an inspiring example of what portunity such as ours. He has coupled cars, flagged trains, and ridden the tops of freights thru sleet and storm, and now he passes judgment on the roads that once employed him. In his life, as in so many others, an

apparently trivial event shaped and changed his whole future. At Chattanooga, in 1902, President Roosevelt was made an honorary member of the Brotherhood of Locomotive Firemen at their national convention. As head of an affiliated body, Mr. Clark was present, and was called upon for a He made one of his swift sane, temperate speeches, urging his hearers to be square and frank, and to earn their promotions by duty rather than by agitation. When he concluded Mr. Roosevelt, who was on the platform, congratulated him warmly

That was the year of the great antracite coal strike. All strimer the conflict had dragged along with no apparent hope of settlement. Down in the hard coal region, nearly fifty thou-sand people were idle; in the eastern seaboard towns, the coal-bins were al-most empty, and there was serious apprehension for the future. Suddenly the operators assented to arbitration, and Mr. Roosevelt named his famous

How to Destroy the Dandruff Germ

By a Specialist.

That the daudruff germ is responsible or nearly all the diseases to which the calp is neir, as well as for baldness and scalp is helf, as well as for baldness and prematize grey hair, is a well-known fact, but when we realize that it is also indirectly responsible for many of the worst cases of catarrh and consumption, we appreciate the importance of any agent that will destroy its power. We are, therefore, particularly pleased to give herewith the prescription which an eminent scientist and specialist states he has found. tist and specialist states he has found, after repeated tests, to completely destroy the dandruff germ in from one to three applications. This prescription can be made up at home, or any druggist will pit it up for you! 6 ozs. Bay Rum, 2 ozs. Lavona de Composee', ½ dr. Menthol Crystals. Mix thoroughly, and after standing half an hour it is ready for use. Apply night and morning, rubbing into the scalp with the finger tips. If you wish it perfumed, add half to one teaspoonful of To-Kalon Perfume, which unites perfectly with the other ingredients. This preparation is not a dye, but is unsqualed for promoting a growth of new hair, and for restoring grey hair to life original color. CAUTION: Do not apply where halt is not desired, and be sure to avoid tonics not desired, and be sure to avoid tonics

restigation and suggesting some settlement as a basis for future operations. Both of the warring sides agreed to

abide by the decision

For one member the president wanted a man of the people, who knew what it was to work with his hands, who had been thru the grilling self-made pro-cess, who had emerged with no feeling of bitterness, and who was big enough to see every side of the controversy. Looking over the field, he bethought him of the square-jawed conductor who had made the constructive speech at Chattanooga. This is why it hap-pened that Mr. Clark sat in the Anthracite Commission alongside of Judge George Gray, General John M. Wilson Carroll D. Wright, and Bishop Spauld-

One of the first motions before the commission was made by Mr. Clark, and it was typical of his judgment and point of view. It was to the effect that the strikers should go to work at once, at the old scale, pending the inestigation. This prevented a winter of hardship and suffering for the miners, and insured a coal supply for the east. Thru all the deliberations of the commission Mr. Clark impressed his foresight, the value of his long experlence with unionism, and his sense f fairne

That Mr. Roosevelt still had his eye on him was evidenced in 1906, when the president named him for the Interthe only member who is not a lawyer, and yet he brings to his work something that all the legal experience of his colleagues cannot supply-an intimate knowledge of the mechanism of the railroads, gathered from the inside machine. It has been of the

Another Soldier of the South.

For the next commissioner you must once more turn to the south. In Judson C. Clements there is another link with the confederacy. He was born on Georgia farm, in a house where he could sit on the front porch and see the mists swirling around Lookout Mountain forerunner of the grim smoke of battle

that was to cloud it later.

For years his district had been rep resented in congress by a certain rich man whom it had been impossible to dislodge. Even a one-armed con-federate—usually a very effective instrument in such emergencies—had failed to defeat the incumbent. When every other eligible person had refused

the nomination, young Clements tool Everybody felt sorry for him, for he was a likely lad. His friends said that it was a pity for him to spoil a promising career just at the start. But they did not reckon with the tall, raw-boned boy who had helped to repulse the federal charge on Kenesaw Mountain. He challenged his opponent to tolar He challenged his opponent to joint debate, and, when he refused, drew him cleverly into an argument at a barbecue, and riddled him. Clements | CASCARETS once-you'll See. was elected by a small majority the first time, but on his re-election he had

In congress, he was so active in his support of the civil service bill that he

commissioner. Curiously enough, he voted for the act creating the Inter-State Commerce Commission, little dreaming that some day he would be a member. He was appointed by President He wisco. dent Harrison.

Personally, Mr. Clements typifies the

traditional southerner of an earlier day, for he is big and broad, with commanding presence, and yet gentle and

The Son of Justice Harlan It remains only to speak of one more commissioner, the youngest in point of service, and the second youngest in years—James S. Harian, of Iowa. He comes by his judicial right naturally, for he is a son of the stalwart Justice John Marshall Harlan, of the United States Supreme Court, Like his father.

John Marshall Harlan, of the United States Supreme Court. Like his father, he is big of bone, with the typical Harlan face and presence.

Practically all of the Harlans are Kentucky-bred, but the commissioner happened to come into the world just across the Ohio, in Evansville, Indiana, where his mother fled just before the bombardment of Frankfort, Kentucky. Mr. Harlan was first sent to school in Louisville, and later went to Princeton. Louisville, and later went to Princeton, where he was a star all-round athlete. He was on the 'varsity foothal teams of 1880, 1881, and 1882, and was captain of the baseball team in his senior year.

He then entered the law-office of the

He then entered the law-office of the late Chief Justice Melville W. Fuller, in Chicago. After his chief went on the federal bench, in 1888, Mr. Harlan formed a partnership, and seemed destined to a quiet professional life, when President McKinley appointed him attorney-general of Porto Rico. It was immediately after the close of the war with Spain and the task of the war with Spain, and the task of upbuilding appealed to him.

Mr. Harlan gave the island a whole

new legal structure, one feature of which was the introduction of the jury system. At first this unfamiliar in-stitution was regarded with great suspicion by the natives, especially after a verdict of "guilty" was rendered. But as soon as there were several acquittals, the process became suddenly popular. Mr. Harlan likewise established a sanitary board and organized the island police. Upon his retirement from insular service, he went back to law in Chicago, when Mr. Roosevelt appointed him to the com-

This completes the series of personal sketches of the members of the seven-headed tribunal that rules our railroads. Whatever other comment may be made upon them, it would certainly be difficult to match this interesting group of men in real Americanism, or in the variety of their types and tem-

MONTREAL OPERA COMPANY

Rather Unusual Success for a Young

With the Ritz Hotel people falling over themselves to build a new 40-box opera house, and the neonle of Rochester and Syracure trying to get into the syndicate and secure an annual opera season for themselves, the Montreal opera is having rather an unusual suc-cess for an institution only a few months old. Evidently it was started at the psychological moment. The Tononto millionaires have not yet been sounded as to the extent of their witlinguess to co-operate and make this a really Canadian opera syndicate, but there is not much doubt that when the company and Mr. A. Clerk Jeannette. the city, they will find a very sympa-thetic reception. The company is already assured of the highest social pat ronage here, which will go a long way ronage to the Toronto performances, at Their Excellencies the Governor-Gen eral and Countess Grey did to the Ut tawa series (every one of which, by the letier did not officially dignify the Que bec visit, but then, for one thing, he is an invalid and absent, and for another the Quebec performances did not meet with the approval of the church au-thorities of that diocese.

The plan of the American cities in terested in the new foundation is to provide a chain of dates on the south side of the lake, so that the company could make a complete circuit during its out-of-Montreal bookings. If the Canadian cities take up sufficient of its be accommodated, as the design of the Canadian one The program to be given in Toronto, commencing Monday week, is as follows: Monday, "Carmen," with Edmond Clement; Tuesday, "La Bohame"; Wednesday, "La Tosca"; Thursday, "Lakme"; Friday, "Madah Butterfly" (first time in Italian); Saturday, wetines, "Lakme" and Saturday. urday matinee, "Lakme," and Saturday evening, "Fedora."

The sum total of goodness is to be found in 1911 Dunlop Automobile Tires.

Carnegie's Hymn of Peace

Andrew Carnegie has found a hynn of international peace that he prefers to "America." The metre is the same, but altho he prefers the new words he does not urge them as a substitute It was written by Prof. George Huntington, formerly librarian at Carleton College, Northfield, Minn., who retired some years ago on a pension from the Carnegie Foundation. Two stanzas

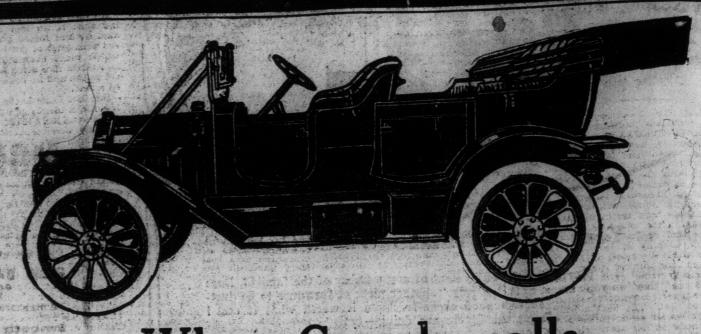
"Two empires by the sea Two nations great and free, One anthem raise. One race of ancient fame, One tongue, one faith, we claim, One God, whose glorious name We love and prais

Tho deep the sea and wide. Twixt realm and realm, its tide Binds strand to strand. So be the gulf between Grey coasts and islands green, bonds of peace serene And friendship spanned.

Millions Say So

When millions of people use for years a medicine it proves its merit. People who know CASCARETS' value buy bowel and liver medicine ever made. No matter what you're using, just try

CASCARETS 10c a box for a week's treatment, all druggists. Biggest seller in the world. Million boxes a month.



When Canada calls McLaughlin's respond

CANADA'S CALL

T is just about three years since the Canadian public first showed a real inclination to use Motor Cars—just about three years since it began to be evident that there was a need for some responsible Canadian firm to produce a line of cars suitable for Canadian conditions. "The Car," said sible Canadian firm to produce a line of cars suitable for Canadian conditions. those most capable of judging the needs of Canadian Motorists, "must be simple, durable, economical, powerful—and, above all, reasonable as to price."

McLaughlin's Responded

It is well within the mark to say, that the McLaughlin-Buick has proved the oar that fully answers the above requirements. We were pioneers in eliminating for Canadians, the large overhead expenses entailed in experimenting for we adopted a tested and proved product. We selected the Buick' as our pattern, because it, more than any other car made, seemed to satisfy the needs of this country.

We Were Right in Selecting the Buick Three years of success has proven the correctness of our choice. To day the aggregate value of McLaughlin-Buick Cars in use in Canada succeds any other. Everywhere you go you see McLaughlin-Buicks—and giving complete eatlefaction to their owners.

Why This Big Success? Here's the answer—under the four im-portant heads that govern Motor Car value:

We have the largest and most complete automobile factory in the Dominion—few even in the United States excel it in size or completeness. Only in a plant like ours can cars of real value and real merit be produced. A plant like this behind a car is a setter guarantee of satisfaction to the motorist than any mere printed guarantee we have ever seen.

The Car hering to the time-honored Mo-Motto-"One grade only and that we have so maintained the Stand-eyery car we turn out—every re-

Specifications McLAUGHLIN BUICK MODEL No. "21," 1911

Five Passenger Touring Car with

Body - Exceptionally beautiful outlines.
Roomy, exceedingly comfortable. Fore doors can be detached for summer drivins.
Wheel Bese-110 inches.
Brakes-On rear hub, internal expanding:
also external contracting.
Springs-Semi Billiptic front; long, easy three-quarter Elliptic rear.
Hotse Fewer - 30-55.
Cylinders-Four, 42 x 49 inches, in pairs, valves in head Buick patent.
Cooling-Water, pump and fan.
Carbureter - Schebler, "automatic.
Lubrication Splash system; gear pump forcing oil to all engine bearings automatically.

matically.

Mor Control On top of steering wheel with foot accelerator.

rive—Shaft fee: \$1,900, f.o.b. factory, including tail and side lamps, generator, two phead lamps, hern, wheel jack, purand teol equipment, robe rail, foot in fromeau half length foot rail in fromeau half length foot rail in fromeau.

Elimination of all imnecessary ornamentation and gaudy frippery—careful buying of materials—large plant and production—these are the features that enable us te produce the cars we do at the prices we ask—prices that are enabling Canadian Motorists to own cars at a minimum expenditure, and, equally important, cars that are economical of operation.

The Firm The name McLaughlin has become significant of, "A square deal to all." It is known wherever carriages or motor cars are known, that we spare neither pains not rational expense to attain our high ideals of a worthy Canadian product. By establishing branches in the most important centres we are in a position to readily, quickly supply all necessary parts. In brief, it is no exaggeration to state that

This Firm Has Met The Call We're filling the needs of Canadian Me-ordom as no other manufacturer is at-

We want you, if you are an intending pur-ohaser, to go to the nearest McLaughlia Garage—and make us preve it.

THE McLAUGHLIN MOTOR CAR CO., Limited, OSHAWA, CANADA

Branches and Depots: FORONTO 128 Church Street. HAMILTON-George and Bay Streets. LONDON-Richmond and Bathurst Streets. PETERBORO-Ont.

BELLEVILLE-Out. WINNIPEG Man. REGINA Sask. CALGARY-Alta. VANCOUVER, B.C. MONTREAL-Notre Dame Street and Comet Motor Co.

BELLEVILLE-Out. WINNIPEG Man. REGINA Sask. CALGARY-Alta. VANCOUVER, B.C. MONTREAL-Notre Dame Street and Comet Motor Co.

BELLEVILLE-Out. WINNIPEG Man. REGINA Sask. CALGARY-Alta. VANCOUVER, B.C. MONTREAL-Notre Dame Street and Comet Motor Co.

THE DAYNING OF THE YEAR.

I wish you a Happy New Year!
I pray its course may bring.
A caim contentment to your heart—
Life's richest offering.
May griefs be few, may friends be
true;
May hopes burst into flower.
May vanished cares and answered
prayers
Lighten each passing hour.

hope a blessed New Year May glorify your way, and that yould make some heart, so life The happier for your stay.

Because in your heart and in mine
Kind thoughts have gentle birth.
I trust that when the year shall wane
Our lips may softly say:
Some sweet joy thrives in other lives Because we passed their way.

The population of Japan increases

KING DEATH.

King Death was a rare old fellow, He sat where no sun could shine, And he lifted his hand so yellow And poured out his coal-black wine Hurrah! for the coal-black wine

There came to him many a maiden
Whose eyes had forgot to shine,
And widows with grief o'erladen,
For a draught of his coal-black wine.
Hurrah! for the coal-black wine!

The scholar left all his learning,

The poet his fancied woes,
And the beauty her bloom returning.
Like life to the fading rose.
Hurrah! for the coal-black winel

Who laughed till his eyes dropped and he gave them his hand so yellow, And pledged them in Death's black

Hurrah! for the coal-black wine!
—Bryan W. Proctor.

Out of the hopper-No man needs to be dull who can find a way to manicure his brains.

You'll Have a Happy New Year



With Dunlop Straight Wall There is:

1. No rim cutting.

2. No necessity for lugs nor bolts.

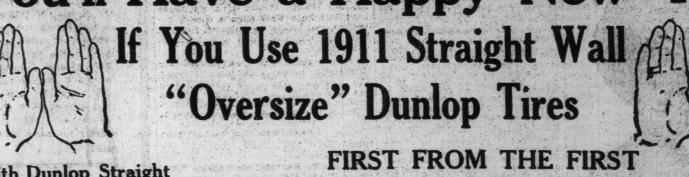
3. No pinching of the

4. No trouble detach-

5. No blowing off the rim when subjected to severe strains.

Booklet Free.

If you are one of the few who have never used Dunlop Tires, make a New Year's resolution to write to our Head Office, or nearest branch, for literature.



FIRST FROM THE FIRST

We were the first to introduce the Straight Wall Type of Tire in Canada. Most Motorists are familiar with the original Perfected type Tire now made in all standard sizes, and known as the Perfected Universal, or Straight Wall Dunlop. You cannot detach that name from general satisfaction wherever Motor Tires are used.

DUNLOP UNIVERSAL IS "OVERSIZE"

While we have not generally advertised the fact, the Dunlop Perfected Universal Tire is, and always has been, "Oversize." This reserve capacity in the Dunlop Perfected Universal is just that many points for longer wearing service and reduction of repair costs.

THE SUM TOTAL OF GOODNESS

It is not our desire to claim perfection, for we, too, have profited by experience, but in our 1911 Tire we believe we have the equal of any imported Tire and the superior of all Canadian-made Tires. If you have tried other Tires, we expect your order again on merit.

Branches and Repair Depots: Montreal, Winnipeg, Vancouver, St. John, N. B., Calgary, Victoria, London, Regina