

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. RAILROADS

Continued From Page 7.

Clark is an inspiring example of what a man can do in a democracy of opportunity 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 speech. He made one of his swift, sane, temperate speeches, urging his hearers to be square and frank, and to earn their promotions by merit rather than by agitation. The president, Mr. Roosevelt, who was on the platform, congratulated him warmly.

That was the year of the great anthracite strike. All strikers the conflict had dragged along with no apparent hope of settlement. Down in the hard coal region, nearly fifty thousand people were idle. The eastern seaboard, the coal-bins were almost empty, and there was serious apprehension for the future. Suddenly the operators, assailed to arbitration, and Mr. Roosevelt named his famous

How to Destroy the Dandruff Germ

By a Specialist.

That the dandruff germ is responsible for nearly all the diseases to which the scalp is subjected, as well as for hair loss and premature 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 thoroughly and after standing 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 put it up for you: 4 ozs. Bay Rum, 2 ozs. Lavender Compound, 1/2 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 performed, and half to one teaspoonful of Talcum Powder, which unites perfectly with the other ingredients. This preparation is not a dye, but is unequalled for promoting a growth of new hair, and for restoring grey hair to its original color. CAUTION: Do not apply where hair is not desired, and be sure to avoid tonic containing poisonous wood alcohol.

draw a letter of approbation from Theodore Roosevelt, then civil service commissioner. Carefully enough, he voted for the act creating the Interstate Commerce Commission, little dreaming that some day he would be a member. He was appointed by President 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 courteous of manner.

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. Clendenen, 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, 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, where he was a star all-round athlete. He was on the varsity football 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 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 upholding appeals 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 institution 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 commission.

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

MONTREAL OPERA COMPANY

Rather Unusual Success for a Young Institution.

With the Ritz Hotel people raising over themselves to build a new 40-box opera house, and the people of Rochester and Syracuse trying to get into the syndicate and secure an annual opera season for themselves, the Montreal opera is having rather an unusual success for an institution only a few months old.

Both of the strikingly new theatres, the two Toronto millionaires have not yet been sounded as to the extent of their willingness to co-operate and make this a really Canadian opera season. But there is not much doubt that when the company and Mr. A. Clark Jeannette, its energetic young director, arrive in the city, they will find a very sympathetic reception. The company is already assured of the highest social patronage here, which will go a long way. Lt.-Gov. Gibson has extended his patronage to the Toronto performances, as has the Excellencies of the Governor-General and Countess Grey did to the Ottawa series (every one of which, by the way, they have attended). Sir C. Pelletier did not officially dignify the Quebec 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 authorities of the diocese.

The plan of the American cities interested in the new foundation is to provide a chain of dates on the south side of the lake, so that the company could make complete circuit during its tour of Montreal bookings. If the Canadian cities take up sufficient of its time, however, the Americans will not be accommodated, as the design of the promoters has all along been a purely Canadian one. The program to be given in Toronto, commencing Monday week, is as follows: Monday, "Carmen," with Edmond Clement; Tuesday, "La Bohème"; Wednesday, "The Merry Widow"; Thursday, "Lakme"; Friday, "Madame Butterfly" (first time in Italian); Saturday 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 hymn of international peace that he prefers to "America." The motto is the same, but also he prefers the new words he does not urge them as a substitute.

It was written by a young man, Dunlop, formerly librarian at Carleton College, Northfield, Minn., who retired some years ago on a pension from the Carnegie Foundation. Two stanzas read:

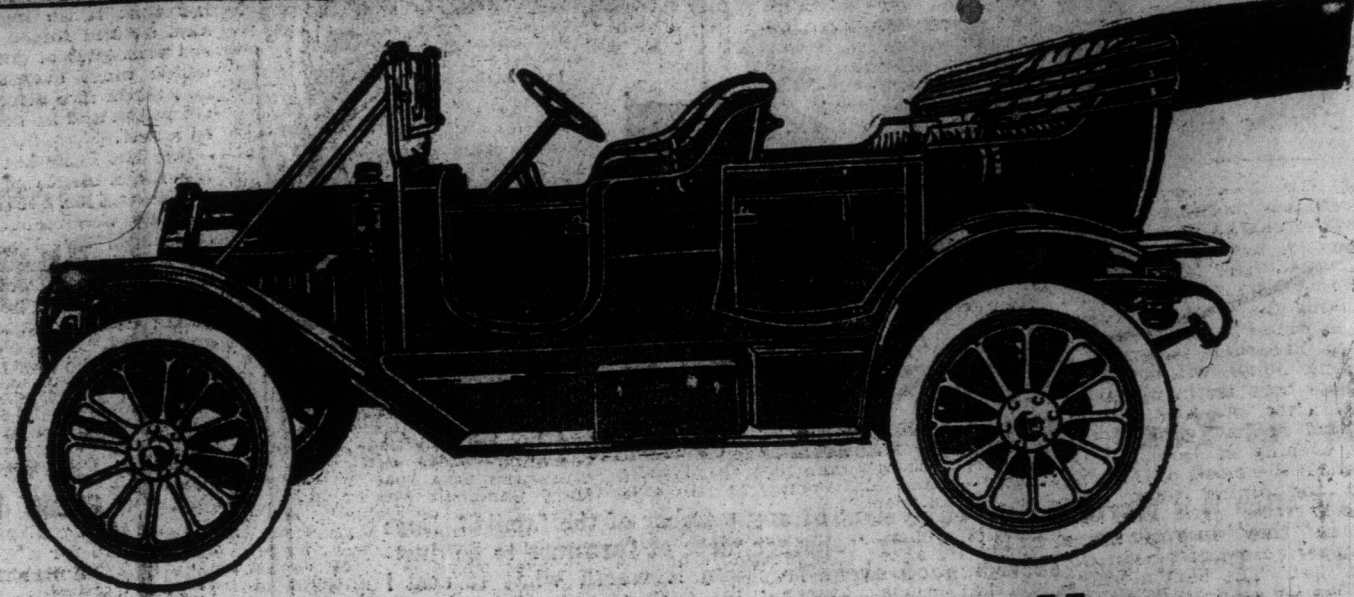
Two empires by the sea,
Two nations great and free,
One anthem raise,
One race of ancient fame,
One tongue, one faith, we claim,
One God, whose glorious name
We love and praise.

The deep sea and the wide,
Twixt realm and realm, its tide
Binds strand to strand,
So be the gulf between
Grey coasts and islands green,
With 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 over a million boxes a month. It's the biggest seller because it is the best bowel and liver medicine ever made. No matter what you're using, just try CASCARETS once—you'll see.

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

It 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 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 Response

It is well within the mark to say that the McLaughlin Buick has proved the car 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 exceeds any other make of cars of equal value. McLaughlin-Buicks—and giving complete satisfaction to their owners.

Why This Big Success?

Here's the answer—under the four important heads that govern Motor Car value:

The Plant

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 better guarantee of satisfaction to the motorist than any mere printed guarantee we have ever seen.

The Car

By adhering to the time-honored McLaughlin motto—"One grade only and the best," we have so maintained the standard that every car we turn out—every

Specifications of the McLAUGHLIN BUICK MODEL No. "21," 1911

Five Passenger Touring Car with Four Doors

Body—Exceptionally beautiful outline. Roomy, exceedingly comfortable. Four doors can be detached for summer driving.
Wheel Base—110 inches.
Brakes—On rear hub, internal expansion; also external contracting.
Springs—Semi-elliptic front; long, easy three-quarter elliptic rear.
Horse Power—30-35.
Cylinders—Four, 2 1/2 inches in pair, valves in head Buick patent.
Cooling—Water pump and fan.
Carburetor—Schober's automatic.
Lubrication—Splash system; gear pump forcing oil to all engine bearings automatically.
Motor Control—On top of steering wheel, with foot accelerator.
Transmission—Sliding gear, sensitive type.
Speeds—Three forward, one reverse.
Drive—Shaft.
Price—\$1,900, f.o.b. factory, including oil, tail and side lamps, generator, two gas head lamps, horn, wheel jack, pump and tool equipment, robe rack, foot rest, Johnson half length foot rest in front.

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

Branches and Dealers: TORONTO—122 Church Street. HAMILTON—George and Bay Streets. LONDON—Richmond and Bathurst Streets. PETERBORO—Main Street. SHERBROOKE—Main Street. WINNIPEG—Main Street. REGINA—Main Street. CALGARY—Main Street. VANCOUVER—Main Street. MONTREAL—Main Street. QUEBEC—Main Street. SHERBROOKE, Que.—Le Baron & Son. ST. JOHN, N.B.—Union Street. AMHERST, N.S.—Atlantic Auto Co. HALIFAX, N.S.—Main Street.

THE DAWNING OF THE YEAR.

Waiting near by are tears to dry,
And troubled hearts to soothe,
Lips to caress, and hands to press,
And roughed ways to smoothe.
God grant a happier New Year
May gladden this dear earth.
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.
—Selected.

The population of Japan increases 500,000 a year.

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 desolated,
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 wine!
All came to the rare old fellow,
Who laughed till his eyes dropped
brine,
And he gave them his hand so yellow,
And pledged them in Death's black
wine.
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
manjure his brains.

You'll Have a Happy New Year

If You Use 1911 Straight Wall "Oversize" Dunlop Tires

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.

DUNLOP Tire & Rubber Goods Company, Limited.

Head Office and Factories—Toronto
Branches and Repair Depots:
Toronto, Montreal, Winnipeg, Vancouver, St. John, N. B.,
Calgary, Victoria, London, Regina