

of a superior type. d, the aster peas igea, and sweet peas ilaxy of brilliant color. were heralded by their the building, and hun-rs, the large majority stood enraptured be-sent by John T. Moore, rose gardens are far-

ize for floral arrange-was easily won by S complete appointment of treatment securing . The orchids used as were superb.
ble sections all garden
e exceedingly well reood specimens. SHOULD BE.

gating the shows of the hibition authorities an day that there was noto will be to be t with the laws laid down

ying particular attention ne well-known Hudson e auto purchaser in its transportation building. ing particular attention tor enthusiasts. Besides ate in every detail of or-uction, the Hudson 6-40, mline body lines and flush es many features for a e that are proving inter-n the "One-Man" top, neau seats and a new eld and many other imo numerous to mention.

y is showing the Hudson ible roadster. With top ertible roadster furnishes es of a closed ca to bring down th drop into rece he aid of the new stag-he accommodation of this

ting particular attention Hudson light 6-40. Thi convertible roadster, and urers claim that it is one cominion Auto Company, th headquarters at the y and Temperance streets, nts for the Peerless truck

LE AND SUPPLY CO. rovements in the Hupmo-e to be found in the 1915 at the Exhibition by the stributors, the Automobife Company, Limited, of 22 perance street. It is the the Hupp Motor Company st product is immeasurably any of the older models speed, larger tires and and a five-passenger body upp is certainly unique of its type and price enlargement and improvee engine much more power mived. A new type of carbeen installed. It is bolt-to the cylinder block. Thru the complete evaporation viest gasoline is assured. lling zystem has been imis has been done by a presom the flywheel to the gs. control is one of the new ts, and coupled with a ng wheel and clutch acoperation of the car Other features of the 1915 model from a better driv-int include the placing of

and carburetor control wheel, a new starter that motor non-stallable, the the foot throttle to an imition, larger brakes, the lighting and ignition at the cowl board, non-skid rear e one-man type top. omfort point of view the presents a larger body, for five passengers, deeper r wheels and tires, longer and deeper, softer and full lstery. mobile and Supply Comso agents for the Paige-De-

Henwood model had such last year. They are showeavy service Pierce-Arrow a roadster of the same PROGRAM CREATORE'S BAND.

Matinee Program. -Part First.- Ganne -"Martha" Flotow Isic-"Naila" Delibes --"Au Moulin" Gillet Organ Offertory...Batiste -Part Second.pagnola—"La Feria".. Lacome

"Attila" Schumann Verdi from "Donna Juanita" Signori Catena and Rossi.)

Evening Program.

—Part First.—

'Number Eleven' number Eleven" ... Maucini
-- "William Tell" ... Rossini
from "Mignon" ... Thomas
d Minuet (for reeds are) from "Mignon" ... Thomas
d Minuet (for reeds only)
Boccherini
from "Faust" ... Gounod

'La Serenata" rom "Lucia" Mascagni
Nonizetti
Signori Catena, Troniore, Rossi,
si De Luca and Florio,
slection from "Traviata", Verdi
Signori Catena, Rossi, De ZZO-"L'Amico Fritz"

Oshawa, St. Catharines and Toronto Lodges Unite to Make Protest.

COST IS NOW DOUBLED

W. O. W. Officials Say It Was Impossible to Live Under Old Rate.

Indignation at the raising of the rates of the Woodmen of the World Lodge was expressed at a meeting of the executive of Oshawa, St. Catharines and Toronto lodges, at the Woodman Hall, at 1388 lodges, at the Woodman Hall, at 1388 West Queen street, yesterday afternoon. These purpose to get practically the whole strength of the order behind them in an attempt to make the head officials lower the rates, which were fixed for them early in July. Discontent has been brewing ever since the news became generally known that the members' rates were to be almost doubled. Exhibition time was considered to be the best opportunity to hold a general meeting of the members, and yesterday's gathering was the first of a series of three, which will result in the presentation of an ultimatum to the headquarters of the lodge. One prominent member of the order stated to The World that, unless the schedule of rates is modified, the order will go completely out of existence. J. C. Eagleson of the Parkdale camp said that his previous rates were \$2.28 a C. Eagleson of the Parkdale camp said that his previous rates were \$2.28 a month for a policy of \$2000, while now it is \$2.14 for \$1000. As an instance of how the rank and file of the order are taking the innovation, he said that the Brantford camp, which numbered over 700, and which was the largest in Canada, has dropped down to a membership of only \$20 within the last month. Other camps all over the country, he said, had dropped out of existence entirely. It was the members who belonged to the order prior to 1912 who were affected by the change. Those who had joined since that time had done so under a higher rate, and were not affected by the change. The 15,000 who formed the camps of the Woodmen previous to 1912 were the ones who have to pay the increased rate.

Old Members Suffer. The officials of the lodge claim that the rate which was hitherto imposed was certain to result in failure, as it is actuarially impossible to administer the affairs of the lodge at a profit. They assert that they are making an honest attempt to save the old members from being cast out entirely without a cent in return for the dues which they had been paying in for years. It would be possible paying in for years. It would be possible to pay the rates for a time, but within a few years the entire funds of the order would be exhausted, and the old mem-bers would be unable to get a penny of

their insurance.

The members affected by the change do not take kindly to the increase on this account, and, according to the sentiments expressed at yesterday's meeting will withdraw from the order in a body, and completely decimate it. Consul Commander Walter Mann of Parkdale Camp, who presided at the meeting, said that the members are dropping out by wholesale, and that the few who are left are merely postponing their departure until they see whether or not the supreme officials of the order will take any action rescinding their former decision. As a result of the meetings to be held in Toronto during Exhibition time, a protest ronto during Exhibition time, a will likely be sent to the head

will likely be sent to the head consul commander, Dr. Harrison of London. All Woodmen who are in Toronto are asked to be at the meetings to be held at 1388 West Queen street on the afternoon and evening of Sept. 9.

Want investigation.

The notice for the meeting was sent out by Parkdale Camp, and invites "all members of the craft to attend the special meetings to protest against the dishonest and misleading statement sent out by the head camp, and to arrange some concerted action by the delegates of the by the head camp, and to arrange some concerted action by the delegates of the next head camp, so that all members, especially the older ones, will receive fair and equitable treatment." Charges of mismanagement and incompetency are made by Oshawa Camp. Considerable criticism has been leveled at Dr. Harrison for his action in the matter, and the Oshawa Camp is loud in its demands for a thoro investigation, to the end that a more just apportionment of rates may be

arranged for.
At least they claim that if it is seen that the order cannot be carried on with-out enormous burdens being placed on the shoulders of the older members, who have been the builders of the order, the affairs of the order should be wound up, and the funds, amounting to half a million dollars, should be distributed among the policy-holders.

PLAYHOUSE THEATRE DREW BIG AUDIENCE YESTERDAY Proceeds Go to Patriotic Fund-Miss Adie Sings Today.

A much greater success attended the efforts of the manager of the Play-house Theatre in his efforts to aid the pariotic fund yesterday afternoon.

An exceptionally fine program was supplied, consisting of twelve films, including "The Man on the Box." As an extra attraction, Mrs. Lily Lorell Howard sang "Canadian Jack" and "Rule, Britannia," and Fred Crouch sang "Tommy Atkins," all of which were received with considerable applause by the audience.

Today's program will be contributed to by Miss Agnes Adie, one of Toronto's foremost singers. The matines starts at 2 o'clock and the admission is whatever you care to give.

\$10.00 Return Toronto to Quebec,

Sept. 4 and 5.

desiring to visit friends
Valcartier Military Camp
take advantage of the
excursion, Toronto to at the should low rate low rate excursion, Toronto to Quebec City, on Sept. 4th and 5th, via Grand Trunk Railway System. Return fare only \$10.00 from Toronto. Proportionate low fares from Depot Harbor, Orillia and stations east of Toronto. Tickets valid returning until Wednes-day, Sept, 9, 1914. Unexcelled train service leaving Toronto 9.00 a.m., 8.30 p.m. and 11.00 p.m. Double track To-

ronto to Montreal. Full particulars and berth reservations at city ticket office, northwest corner King and Yonge streets, Phone

REV. S. E. GRIGG RESIGNS.

Rev. S. E. Grigg has resigned the position of superintendent of the Baptist Social Service Board because he thinks present conditions calls for a reduction of the calls upon the pocketbooks of the members of the denomination. The department will probably be conducted by honorary officials un-tul a favorable time for the selection of a successor to Rev. Mr. Grigg as super-

**CLASS FOR TRAINING** OF CAVALRY OFFICERS

FIGHT RATE RAISE Established to Fill Ranks of Mississauga Horse—Enough Chauffeurs Have Enlisted.

> So generous has been the response of Ontario chauffeurs to the call for recruits that the lists closed yesterday with 220 men engaged. These mer with 220 men engaged. These men are now at Stanley Barracks undergoing military drill, and word for them to leave for Ottawa is hourly expected. There the first duty will be to learn the movements of active service and the management of guns mounted on cars. Toronto has supplied the majority of the retruits, and the remainder have come almost entirely from London and Walkerville.
>
> Recruiting continues in the Royal Canadian Rooms, and a class for the training of cavalry officers has been formed, chiefly for the benefit of the Mississauga Horse Regiment.
>
> Other organizations, including the officers' training class and the Osgoode Hall Association, are continuing with

Hall Association, are continuing with

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IN GRAIN TESTS

O. A. C. Twenty-One Barley Took All Prizes in Two Divisions.

YELLOW RUSSIAN GOOD

Captures Several of the Oats Divisions — Dawson's Wheat Successful.

The following are prize winners in the C.N.E. field crop exhibit competition:
OATS—Div. 1—H. L. Goltz, Bardsville Scotch). Div. 2-1, Thos. Cosh, caygeon (Yellow Russian); 2, Geo. J. McBride, Kinburn (Banner); 3, D. D. Rogers, Kingston, R.R. 1 (Yellow Rus sian); 4, Duncan McCuaig, Woodville (Sensation). Div. 3—1, Robt. McCowan, Scarboro (Yellow Russian); 2, And. Schmidt, Mildmay (Abundance); 3, Jno. A. Cockburn, Puslinch, R.R. 1 (O.A.C. 72); 4, Jno. McDiarmid, Lucknow (Abundance).

dance).

BARLEY—Div. 3—1, Alex. Morrison, Creemore, R.R. 2: 2, Howard McCort, Bolton; 3, F. E. Wickam, Walter's Falls: 4, Geo. Simpson, Cainsville, R.R. 1 (all won with O.A.C. 21).

SPRING WHEAT—Div. 2—1, Lewis Galbraith, Renfrew (Marquis). Div. 3—1, R. S. Frisby, Victoria Square (Goose).

FALL WHEAT—Div. 2—1, R. E. Thurston, Bobcaygeon (Sleep and I'll Paythe Rent). Div. 3—1, Wm. Edgar, Ayr. R.R. 3; 2, R. and A. Oliver, Gait, R.R. 4; 3, Alex. Hall, Ayr, R.R. 3; 4, Wm. John-

GRAND TRUNK FLYER **BROADSIDED ENGINE** 

Wreck at Komoka Caused Injury to Fireman and Sixteen Passengers.

Canadian Press Despatch.
LONDON, Ont., Sept. 2.—Running at a high rate of speed in an endeavor to make up lost time, Grand Trunk

stone, Galt, R.R. 7 (all won with Dawson's Golden Chaft).

BARLEY (Sheat)—Div. 3—1, Geosimpson, Cainsville, R.R. 1; 2, S. W. Bingham, Prisbane; 3, Fred A. Clark, Headford; 4, Fred Wiskham, Walter's Falls (all won with O.A.C. 21).

SPRING WHEAT—Div. 1—1, Dan. Mackay, New Liskeard (Fife). Div. 2—1, Lewis Galbrath, Renfrew (Marquis); 2, H. J. Comrie, Beachburg, R.R. 1 (Red Fife). Div. 3—1, R. S. Frisby, Victoria Square); 2, Geo. B. Little, Agincourt, R.R. 1; 3, Howard Malcolm, Brougham (all won with Goose).

FALL WHEAT—Div. 2—R. E. Thurston, Bobcaygeon (Sleep and I'll Pay tie Rent). Div. 3—1, Wm. Edgar, Ayr. R.R. 3; 2, Geo. R. Barrie, Galt. R.R. 7; 3, Wm. Johnstone, Galt. R.R. 7; 8, wan Square); 2, Geo. R. Barrie, Galt. R.R. 7; 8, wan Johnstone, Galt. R.R. 7; 8, wan Johnstone, Galt. R.R. 7; 8, wan Raismith, Falkenburg (O.A.C. 72); 4, E. Naismith, Falkenburg (O.A.C. 72); 4, E. Naismith, Falkenburg (O.A.C. 72); 4, E. H. Boadway, Emsdaile (Reg. Banner). Div. 2—1, Thos. Cosh. Bobcaygeon (Yellow Russian); 2, S. J. Woods, Metcalif (Banner); 3, A. H. Foster and Son, Richmond, R.M.D. 2 (Banner); 4, Urias Nelson, Demorestville (Banner). Div. 3—1, Robt. McCowan, Scarboro (Yellow Russian); 2, R. Mortimer and Son, Honeywood (Abundance); 3, Jno. A. Cockburn, Puscilinch, R.R. 1 (O.A.C. 72); 4, Sam Carr, Paris, R.R. 2 (O.A.C. 72); 4, Sam Carr, Pa view the Canadian expeditionary force in camp at Valcartier. Excellent train service going and returning. Propor-tionately low fares from stations east of Toronto. Full information, reser-vations, etc., from Canadian Pacific Ticket Agents, Toronto City Office, corner King and Yonge streets 456

Steamer Service, Olcott Beach.
Effective Thursday, Sept. 3, steamer
Macassa of the Canada Steamship
Lines, Limited, will resume service on the Olcott division, leaving Toronto at the Olcott division, leaving Toronto at 7.30 a.m. and 2.45 p.m. daily, including Sunday, until Sept. 12. Direct connection will be made at Olcott with International and B. L. and R. Railways for Buffalo and Rochester and intermediate points. Ticket office, 46 Yonge street, corner Wellington street, or Yonge street dock.

FOR THE WOMEN WHO WEEP

tive.

Need Pay Offices.

All this but tends to prove that pay offices established by the government should be among the very first provisions made at the first sign of a call to arms of the men of a country. Wives and mothers, or others dependent on men, whose time is now altogether taken with the calls of military duties, should be attended to by those who have called them to that service: This would be just and at the same time economic. These women with an assured weekly salary would be in an altogether different position from women waiting until the machinery of things would settle before they could make an application for assistance.

Should be Automatic.

Military pay offices and the tread of martial men. These are things that should spring into existence at the same moment. If men are drilling and manoeuvring at the time when war is in the air, and for the purpose of answering the bugle call, when its first commanding note is heard, then as an inevitable consequence it should be known that many will be left at home deprived of their legitimate supporters and at the mercy of such provision as may be made for them by those far away from the fighting line.

In the present emergency the public generally have responded to the epatricitic call for financial and other aid in a manner that has simply warmed the heart of the Canadian people as nothing before ever had power to do. The different patricitic organizations have done and are doing things which are simply great, but a large portion of this is for the men in preparation for their campaign, and the rest which has the good of the women and children in view, is still in a measure tied up and unoperative.

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BUSINESS WOMEN APPEAL.

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Should be Automatic.

The very word application puts these women in a false position. Mothers, wives or sisters of soldiers should stand with the men themselves on the highest plane in the community. An assured inventor of the canadian Business Women's Ciub, under the auspices of the Toronto Women's Patriotic League, are doing Red Cross work at the home of Mrs. MacDougall, 318 Roncesvalles avenue. Tel. P. 2373. Members of the club wishing to do work may go there from 3 p.m. to 10 p.m. Donations will be received at any time. Owing to the fact that the work should be finished by September 7 it is requested that no one will delay in making any contribution they wish to make, whether of work or money.



## "England Expects Every Man (and Man-ufacturer) Will Do His Duty"



In times of national crises it seems especially appropriate for Canadian manufacturers to declare their policies.

We are, therefore, pleased to announce that:

There will be no increase in the price of Dunlop Rubber Goods unless future advances in the crude rubber market make this imperative to the company.

As in the past, we will continue to select Made-in-Canada Goods in all our purchases of products obtainable in Canada.

We also endorse the sentiments of other Canadian companies who have, in effect, so splendidly said to the people of this country:

"The question of whether prices ascend or descend, whether you are to be employed or unemployed is in nearly every case in your own hands."

If it is incumbent on the manufacturers of the Dominion to be courageous and generous as they never were before, it is tremendously more incumbent on the people of the Dominion to have a passion for purchasing goods made in Canada that they never had before.

Millions of dollars' worth of tires and general rubber-made goods are imported into Canada each year, and this is true of many other lines of manufacture. That money can be kept in Canada from now on if you say the word. As ably pointed out by Canadian newspapers, we cannot avoid the issue. We Canadians must seize the opportunity to cash in on the Made-in-Canada idea or forever forget about it. Think of this before you make a single purchase.

The Dunlop line of rubber-made goods is as complete in its variety as it is unexcelled in its quality. There is the famous Traction Tread Auto, Motorcycle, and Bicycle Tires, which have a Continental reputation for efficiency; Dunlop Motor Truck Tires, which lead in every big city in Canada; Pneumatic Carriage and Bike Wagon Tires, which have been used and endorsed for nearly two

decades; Belting, Packing, and Hose for every known purpose, which are to be found giving continuous and satisfactory service in railroads, mines, and in general manufacturing corporations; Horse Shoe Pads, where the crying need is to meet the demand; "Peerless" Rubber Heels, which are now sweeping everything before them from coast to coast; Rubber Mats and Matting, which have reached the highest standard of excellence; and Dunlop General Rubber

No other rubber goods manufacturing plant in the world can offer you advantages either in efficiency of equipment or skill of artisans which is not to be found in equal measure in the Dunlop organization. The I had at said

# 11 MY . . . . In fact, Canadians have for so long exacted so many merits in the rubber products they buy that the very existence and continued growth of our company is proof that man for man, plant for plant, no one in the rubber business in this country need take a back seat to the world's best.

On all sides people are asking: "What can I do for the Mother Country? How can I give vent to my patriotism?"

tel det due l' . . . . Here is our suggestion:

RESOLVE that, no matter if it costs you a little more at first, you are once and forever going to say "Good-bye" to the old illusion that only good things come from other countries. THAT you will eat Canadian foodstuffs, wear Canadian clothing, read Canadian newspapers and magazines, ride in Canadian automobiles, use Canadian materials and manufactures wherever and whenever you can,

In short, when there is a world-wide desire to capture something, That you will contribute your quota towards helping the Canadian manufacturer capture the entire Canadian market. That is the surest way, the speediest way to bring back normal times. It is the only certain way to make employment sure for every man.



## **Dunlop Tire & Rubber Goods** Co., Limited

Head Office and Factories: TORONTO, Canada

BRANCHES: Victoria, Vancouver, Edmonton, Calgary, Saskatoon. Regina, Winnipeg, London, Hamilton, Toronto, Ottawa, Montreal, St. John, N.B.

