





## Cute Little Men

are the ones who wear our make clothes. We think we can clothe your boys right, and particularly if it's sailor suits they wear. Just now, of course, there is a demand for the wash suits, but our regular sailors are always in demand, and so we say no matter the kind you want we can fit the boy—fit your purse with the proper prices—and, above all, please us as you ought to be pleased.

Get the notion you'd like to see your boy dressed in one of our Sailor-suits—\$2.00 to 6.50.



## STEAMBOAT INSPECTOR WAS AFRAID TO GIVE EVIDENCE

Feared to Incriminate Himself in "Slocum" Inquest and Goes to Jail.

New York, June 21.—Evidence of a startling nature, which doubtless will have an important bearing on the ultimate result of the coroner's inquiry into the Gen. Slocum disaster was forthcoming at the inquest to-day.

Perhaps the most unexpected incident was the continued refusal to answer questions of Henry Lundberg, a United States steamboat inspector, who was supposed to have insight into the life-preservers and the method of life-saving used. The testifies on the ground that an answer would tend to incriminate him, and he acted on the advice of his counsel.

The coroner ordered Lundberg to the dock of the Detention House, \$50 bail for his appearance at the hearing to-morrow, which was satisfactory to the district attorney.

A commission, consisting of Lawrence O'Malley, chief secretary of commerce and labor; Major-General John W. Wilson, U.S.A., retired; Commander Cameron McR. Winslow, U.S.N.; Herbert Smith, director of corporations in the department of commerce and labor, and George Ulster, supervising inspector-general of the steamboat inspection service, has been appointed by the United States cabinet to investigate the disaster.

### PRISONER TRIED TO FLEE.

St. Thomas, June 21.—Walter Dewitt, alias Delaney, who on May 20 last was sentenced by Magistrate Gleam to six months in jail for trespassing on a Wagstaff property, made a break for liberty yesterday after he took his trial.

At 1 o'clock Ed Langham, the senior turnkey, took Delaney out to the lawn.

It was the first time he had been out since his confinement, and he confidently expected with a desire for freedom, for after about ten minutes' stay on the lawn he made his bolt for liberty. His flight was noticed by P. J. Fairbridge and his son, and the latter ran into the house, seized his father's revolver and gave chase.

He came upon Delaney in the old English cemetery, and after firing two shots in the direction of the escapee, he ordered him to hold up his hands. Delaney immediately complied.

### ONE MORE UNFORTUNATE.

Lottie Towers, a girl of 21 years of age, unmarried, was brought to the General Hospital on Sunday and her case was pronounced to be one of blood poisoning.

Yesterday afternoon she stated that she had ten or twelve weeks pregnant.

The hospital authorities notified Conner Johnston. The girl lived at 12 Peter-street.

### GEOFFREY TROTTER.

Glasgow, June 21.—The question of how best to make the Imperial Yeomanry efficient soldiers is being solved by some of the British corps.

The men of a force of 100 men will assemble on the estate of the Duke of Atholl to carry on war games under service conditions in the wild glens and forests.

The scheme of training is to have all drill-square formation behind, and to send the main body to work over a given area, fighting against the guerrilla tactics of an imagined foe.

Scouting by the shepherds and deer-stalkers will be an important feature.

The making and destruction of dry docks is to be undertaken, and for the latter purpose the members of the royal estate have been formed into a special section, and are trained to cut down the nearest timber for bridging a stream.

The use of explosives for mining will be indicated by a sapper officer, and quick initiative is being instilled into the men by Lord Thurlow, the secretary of the Leed's Physical Culture unit.

The men of the unit, who are unusually well equipped to all forms of military service, have taken kindly to this practical and natural form of soldiering. They are trained and commanded by the Gaelic tongue.

### Quick Landing of Artillery.

London, June 21.—In order to ascertain how quickly artillery can be landed from a transport ship on a beach, some interesting experiments were carried out at Portsmouth recently.

The trials, which took a position to the front with 12 officers, 150 men and a number of horses and guns belonging to the Royal Field Artillery, on board.

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## Warm Weather Furnishings

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Everything conducive to your comfort  
**Crawford Bros. Limited**  
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## HERMIS STARTS SATURDAY REDFERN IS ON THE WAY

Suburban Winner Goes to St. Louis  
to Run in World's Fair  
Handicap.

New York, June 21.—Hermis will race at St. Louis next Saturday in the \$50,000 World's Fair handicap after all. He is now on his way to the World's Fair city in a special car attached to the Exposition Flyer, one of the New York Central's latest transcontinental trains. He will travel as a thoroughbred who should run in truly royal style and according to sound racing rules. Mr. Thomas received yesterday from Bill Shields, wired from different points up the state, he is enjoying the experience.

Young Shields writes that the horse is doing so well he has small fear he may not land at St. Louis safely and soundly in prime condition to do battle with the best horses the west can produce, before a crowd that will be representative of all the nations of the civilized world, for the richest prize ever hung up west of the Alleghenies for a mile and a quarter race between horses 3 years old and over.

The first report Mr. Thomas got was despatched at once to him at Sheepshead Bay before 2 o'clock. At that time Hermis had become so accustomed to his surroundings that he had failed to be interested, and was lying peacefully down on a bed of clean, fresh straw. This news heartened Mr. Thomas immensely. It was only the fear that a hard trip might make Hermis nervous and fretful that caused Mr. Thomas to hasten about sending his horse west after his Suburban victory.

Hermis began his westward trip at 5 o'clock yesterday morning. Bill Shields like the Arab, silently folded his tent and stole away from Gravesend unaware.

When his sleepy brother tried to get him to stop and have a smoke, he said "I'm going home again."

And they would not believe what the Shields barn and inspected the gallant horse.

Second race—Trotting—Tom King, 36

o'clock yesterday morning. Bill Shields

like the Arab, silently folded his tent and stole away from Gravesend unaware.

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Fifth race—Trotting—Tom King, 36

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Sixth race—Trotting—Tom King, 36

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Seventh race—Trotting—Tom King, 36

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Eighth race—Trotting—Tom King, 36

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Ninth race—Trotting—Tom King, 36

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Thirteenth race—Trotting—Tom King, 36

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Fourteenth race—Trotting—Tom King, 36

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Fifteenth race—Trotting—Tom King, 36

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Seventeenth race—Trotting—Tom King, 36

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Eighteenth race—Trotting—Tom King, 36

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Nineteenth race—Trotting—Tom King, 36

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Twentieth race—Trotting—Tom King, 36

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Twenty-first race—Trotting—Tom King, 36

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Twenty-second race—Trotting—Tom King, 36

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Twenty-third race—Trotting—Tom King, 36

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Twenty-fourth race—Trotting—Tom King, 36

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Twenty-fifth race—Trotting—Tom King, 36

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Twenty-sixth race—Trotting—Tom King, 36

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Twenty-seventh race—Trotting—Tom King, 36

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Twenty-eighth race—Trotting—Tom King, 36

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Twenty-ninth race—Trotting—Tom King, 36

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## The Toronto World.

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THE RAILWAY COMMISSION.

The railway commission now in session in the city hall will be in some respects a useful body. It is superior to the old railway committee of the privy council, in that it can move from place to place, holding its sittings near the point where the complaint arises. In the United States this object is attained by the appointment of state commissions. Iowa is generally conceded to have the model commission, and it does an immense amount of work in settling disputes between railways and their customers and the general public. Since the establishment of this commission, transportation facilities have been immensely improved, especially thru the removal of discriminations against traffic between points within the state. Local industries have been thus greatly benefited. The state commissions vary as to their powers and duties, but most of them are more elastic and less bound by legal rules of procedure than ours. They give advice to parties coming before them, and settle many cases by correspondence. As each has only to attend to cases within a single state, the ground in that state can be more thoroughly covered, and there is no hesitation about bringing before the commissioners matters involving very small amounts in money.

The interstate commerce commission deals with larger questions, as a parliamentarian might deal with them. For instance, W. D. Gregory, representing the Dominion Grange and Farmers' Association, asked the Blair commission to make a thorough investigation of the true value of Canadian railroads, and discover what would be a fair return upon the money expended, also to give a tabulated statement of prevailing rates, such as are prepared by the interstate commission in the States. Mr. Blair said that this was beyond the power of the commission. At another time it was said that a complainant desired to submit certain facts to the commissioners privately, the probable reason being that the persons in possession of the information did not wish to incur the enmity of the railway companies. Mr. Blair decided that this could not be done; and if he is right in regarding himself as the head of a court, it cannot be denied that his decision was sound. In a court the accused person has the right to know and to face his accuser. But in other cases, where a great public wrong is to be fought, it is often necessary that the reformer shall protect those who supply him with information.

This is the point where a railway commission, constituted on the lines of a court, must be defective. Many of the questions to be dealt with are not merely pieces of private litigation. They cannot be disposed of by bringing the company into court as a defendant. The grievance of one shipper may be the grievance of a thousand. The law may be defective and may require amendment.

These and other considerations show that the law creating the commission may require to be modified and enlarged; they show also we must not rely too much on any commission. Parliament and its committees and the government are after all the most powerful agencies for regulating railways and other corporations. Railways are clothed by parliament with such extensive powers that they become almost a law unto themselves, and constant vigilance is required to prevent them from encroaching.

The only real effective system of control over rates and other matters is government ownership. While private ownership remains, parliaments and governments, from whom the railways derive their powers, must see that those powers are not abused.

TRADE OF THE UNITED STATES.

Davis' Review describes industry in the United States as suffering from ultra-conservatism, which it attributes to a notion that a season of depression must come every ten years. Stocks of merchandise have been reduced, preparations for future business are curtailed, railway traffic is lessened, less money is distributed in wages, and capital tends to entrench itself in safe investments. The reaction, it says, is entirely out of proportion to the natural readjustment to the necessities of the case.

The imports for the eleven months were \$909,497,000, against \$943,718,000 for the corresponding period of 1903; but the exports have risen from \$1,325,000 to \$1,367,000. For the month of May alone, however, the showing is different, imports having increased by \$1,437,000 and exports diminished by \$11,000,000. A few weeks will show whether there is justification for the timidity of investors, or whether a period of depression is really approaching.

TO USE CANADIAN PORTS.

The house of commons, on Mr. Logan's motion, has adopted a resolution expressing the opinion that the preferential tariff should apply only to imports thru Canadian seaports. The resolution is only declaratory, but may pave the way for legislation. It was

shown that \$15,000,000, or nearly one-third of our British imports, came to American ports, and \$41,000,000 or nearly one-third of Canadian exports went out by these ports. In the meantime Canadian vessels are leaving our ports only half-loaded.

The minister of finance was so thoroughly convinced of the wisdom of the step that he was almost ready for legislation, but the premier hesitated, said that trade was coming more and more thru Canadian channels, and that there were occasions when merchants desired to use the American ports in order to expedite shipments. The opposition was prepared to support legislation if proposed. Inasmuch as the preference is given for the very purpose of promoting British as against foreign trade, there would be nothing unreasonable in the requirement that Canadian ports should be used and Canadian shipping encouraged as far as possible.

THE WORLD OUTSIDE.

The World can be had at the following News Stands:

Windsor Hotel.....

Montreal.

St. Lawrence Hall.....

Montreal.

Parrot & Jones.....

Buffalo.

Elliot-square News Stand.....

Buffalo.

Wolverine News Co., Detroit.....

Detroit.

Agency and Messengers Co., Ottawa.....

Ottawa.

Star Hotel.....

Montreal.

P.O. News Co., 217 Durnham-st., Chicago.....

Chicago.

John McDonald.....

Montreal.

21, Market-st., Winnipeg, Man.....

Winnipeg.

McKee & Sonnen, N.Westminster, B.C.....

Vancouver.

Raymond & Doherty, St. John, N.B.....

St. John.

All Railway News Stands and Trains.....

THE RAILWAY COMMISSION.

The railway commission now in session in the city hall will be in some respects a useful body. It is superior to the old railway committee of the privy council, in that it can move from place to place, holding its sittings near the point where the complaint arises. In the United States this object is attained by the appointment of state commissions. Iowa is generally conceded to have the model commission, and it does an immense amount of work in settling disputes between railways and their customers and the general public. Since the establishment of this commission, transportation facilities have been immensely improved, especially thru the removal of discriminations against traffic between points within the state. Local industries have been thus greatly benefited. The state commissions vary as to their powers and duties, but most of them are more elastic and less bound by legal rules of procedure than ours. They give advice to parties coming before them, and settle many cases by correspondence. As each has only to attend to cases within a single state, the ground in that state can be more thoroughly covered, and there is no hesitation about bringing before the commissioners matters involving very small amounts in money.

The interstate commerce commission deals with larger questions, as a parliamentarian might deal with them. For instance, W. D. Gregory, representing the Dominion Grange and Farmers' Association, asked the Blair commission to make a thorough investigation of the true value of Canadian railroads, and discover what would be a fair return upon the money expended, also to give a tabulated statement of prevailing rates, such as are prepared by the interstate commission in the States. Mr. Blair said that this was beyond the power of the commission. At another time it was said that a complainant desired to submit certain facts to the commissioners privately, the probable reason being that the persons in possession of the information did not wish to incur the enmity of the railway companies. Mr. Blair decided that this could not be done; and if he is right in regarding himself as the head of a court, it cannot be denied that his decision was sound. In a court the accused person has the right to know and to face his accuser. But in other cases, where a great public wrong is to be fought, it is often necessary that the reformer shall protect those who supply him with information.

This is the point where a railway commission, constituted on the lines of a court, must be defective. Many of the questions to be dealt with are not merely pieces of private litigation. They cannot be disposed of by bringing the company into court as a defendant. The grievance of one shipper may be the grievance of a thousand. The law may be defective and may require amendment.

These and other considerations show that the law creating the commission may require to be modified and enlarged; they show also we must not rely too much on any commission. Parliament and its committees and the government are after all the most powerful agencies for regulating railways and other corporations. Railways are clothed by parliament with such extensive powers that they become almost a law unto themselves, and constant vigilance is required to prevent them from encroaching.

The only real effective system of control over rates and other matters is government ownership. While private ownership remains, parliaments and governments, from whom the railways derive their powers, must see that those powers are not abused.

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ONE POINT CLEAR.

Christian Guardian: The most brilliant and distinguished soldier that Canada has had as her general officer of militia has been relieved of office. There can be but one feeling of regret, that he was not appointed to the command of the militia system, which has been giving him much trouble, combined to make a long rest difficult. He took this after vacation. He will remain good health.

The premier, who remarked that he would soon complete his jubilee as a teacher, stated that the former would be his vacation. He took no holidays last summer, and the long session and his rheumatism, which had been giving him more trouble, combined to make a long rest difficult. He took this after vacation. He will remain good health.

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## Extraordinary Values for This Week

To positively clear up a section in the Minto Department we have decided to make some wonderful offers thus early in the season.

Ladies' and Misses' Cloth and Tweed Jackets marked down in three selections, at

**5.00, 6.00, 8.00**

Smart, good styles, fawn cloths, blacks and colored tweed in all a collection unsurpassed in style or price.

**Stylish Tweed Suits at \$15.00 Each**

A fine collection of walking skirts in new styles only, from popular fabrics.

**Ladies' Rain Coats**

Three-quarter length, very special, \$6; full length, at \$7.50 to \$15.00.

See the great Parasol Display opposite elevator—first floor.

**Shirt Waist Specials**

With figures represent very substantial reductions from usual figures.

White or black India silk shirts, waists, \$3.50 to \$6.75.

Millinery Department is making great preparations for a display of Dress Hats for the coming week.

**Other Extra Specials**

See the offerings in Black Goods at 50c per yard.

Unbreakable Black Silk Grenadines at \$1 per yard.

Specials in Colored Tweed Suitings, at 75c and \$1.

Great values in Summer Silks at 50c, 65c, 75c yard.

MAIL ORDERS CAREFULLY FILLED.

**JOHN CATTO & SON**  
King Street—opposite the Post-Office  
TORONTO.  
ESTABLISHED 1864.

**"OLD BOB" SIMMONS, HERO  
SAVED MAN, LOST LANTERN**

Plunged Into Murky Waters of Hamilton Bay at Midnight for Successful Rescue.

The Spartan, when she left for Montreal at 7.30 last night, carried a big load of freight with her, also a newly-crowned hero. Such is the opinion of those aboard, from Capt. Battison down to the youngster who helps between decks. To "old Bob" Simmons has the honor fallen. His official position was that he was a carpenter, but he is 60 years of age. He is one of the many figures along Canada's chain of inland-waterways and has always been one of the most popular. His home is in Kingston.

The story properly begins with the scene in Hamilton, or, to be exact, the slip between McIlwraith's and Brown's docks; time 2 a.m.

It was at the hour, or thereabouts, that Capt. Battison, asleep in his berth on the Spartan, awoke with a start. He had a dim sense of having been rousted by a cry, and now his awakened eyes saw the axles of his lanterns shoot out for him. He jumped out of his berth and encountered "old Bob" with a lantern in his hand.

"Somebody's in the ship," yelled out the captain as he clambered out onto the dock. "old Bob" followed, and lantern and all plunged into the slip. He gripped a struggling man and, after a swim of about 20 yards, in deep water, hauled him in the shallows at the end of the slip.

The rescued proved to be one of the paid-off English crew of the Turbina, who had imbibed not wisely but well and had mistaken the water of the slip for dear firm.

"It would have been blooming 'ard luck," said he when he had got back the speech of speech, "if 't'd crossed the bar to get drowned him this little one."

"Dashed your skin!" said the rescuer apishly. "I've lost a lantern over you." All of which explains why "old Bob" has been lifted into another plane.

**Lots of Excursions.**

The Grand Trunk had a platoon of excursion trains departing. There were three specials to the Guelph Model Farms from Sutton and Uxbridge during the morning; another, containing the usual excursion party, to the cathedral of St. James, the other three to the Muskoka Lakes, at 9.45 a.m.; St. Anne's Church, from North York, at 10 a.m.; and Whitehorse, another at 11.30 a.m., for Whitehorse, the closing exercises in connection with the Ladies' Colonies were held.

P.L.C. brought the Sons of Scotland, Orangeville, into Toronto, about 10 a.m., while another passed thru for Guelph from Claremont, Myrtle and other places.

**\$20.00 to Colorado and Return via Chicago, Toledo, Milwaukee, Northwestern Line, Cheyenne, Denver, Colorado Springs and Pueblo, daily throughout the summer. Correspondingly low rates from all points east. Only one night to Denver from Chicago. Two fast trains daily.**

## HAMILTON ALDERMEN GO AFTER BIG CORPORATIONS

Cataract Power Co. to be Asked for Better Terms—Gas Co. Must Carry Out Agreement.

## FRUIT GROWERS POINT OUT INJUSTICE OF RAILWAY RATES

Session of Railway Commission Had to Do With Matters of Considerable Importance.

Hamilton, June 21.—(Special)—The life of an alderman is very strenuous in this hot weather. This evening there were no less than five meetings in the city hall. The members of the board of works displayed considerable backbone in dealing with big corporations. They named a special committee to go after the Cataract Power Company for better terms, and the chairman and city solicitor were instructed to take steps to compel the G.T.R. to continue its switch on Caroline-street to the old Copp building, instead of stopping at Mulberry-street. The Hamilton Gas Company, International Apple Shippers' Association—Mayor R. J. Graham of Belleville, Dominion Grange—Past master George E. Fisher, Farmers' Association—J. Lockie Wilson, president.

Their case was opened by W. D. Green, who began by referring to the district represented by these organizations as the garden of Canada and as providing agricultural products of the best quality to any section of the continent. The progress made by the Canadian roads was greater relatively than that of any American line. The geographical position of Ontario, the large share of what might be called intercolonial traffic to be obtained. Traffic rates should therefore be lower here than in the United States. Rates in America are higher, not only because they do not charge to Canadian roads actually give lower rates to American traffic carried thru the discrimination extends not only to railroads but to steamship lines.

Mr. Green's argument was that the pay of finishers on the cement walks was raised from 25-34c to 30c an hour. E. S. Bremsen was given permission to build a scale office for the company of Farnham, opposite the Bank of Montreal, on the corner of King and Caroline-street. A bylaw prohibiting the distribution of dodgers and the scattering of waste paper was sent on to the council. The Board will recommend the council to vote over any new street that they have been granted, the balance of \$13,156 of the good roads bylaw money will be spent.

Mr. Green's argument was that the general opinion is that the mountain board nearly killed the mountain boulevard and parks scheme at their meeting this afternoon. A motion was carried and passed requiring the project to a divisional election, the bylaws on the property need should be extended till next February, and that the proposition should be submitted to the people next January. The international electrical power company's case was opened by Mr. Bremsen, who was present at the meeting of the board of education this evening to bring in a report on finding a class in domestic science at the Cambie-street school and the drive extending from the head of Wentworth-street to King-street for \$15,800.

**Wages Increased.**

In conclusion Mr. Gregory said he desired to lay the matter before the board of education, and the chairman of the organization he represented should be asked to meet him. The bylaws had practically admitted that the employees did not receive what it is fair to pay, in view of fact that the capital or capital that has been dissipated by mismanagement.

**Under Three Heads.**

Mr. Bunting, president of the Ontario Fruit Growers' Association, proceeded to deal with the matter under three heads—freight, despatch and rates. The bylaws had practically admitted that the employees did not receive what it is fair to pay, in view of the fact that the capital or capital that has been dissipated by mismanagement.

**Prater From Blatz.**

In conclusion Mr. Bunting apologized to the chairman in which he had presented his case.

"Speaking both for myself and my associates," said the chairman of the commission, "I have rarely heard a case more clearly or more tersely put, than that of Mr. Bunting."

"I may add," said Mr. Bunting, "that I consider this a very important subject. We, in Quebec, use fruit such as Ontario produce, and we would like to see more of it if sent to us in better condition."

**D. Smith, M.P.** then spoke as a shipper of twenty-five years standing, and having from 300 to 400 barrels annually. His special point was the carrying in furnishing cars, and to give facts and figures in support of the strong case he presented.

**Mr. Bunting then gave various instances showing that in many cases the fruit growers did not even realize the carrying and selling charges incurred, and numerous others, only a fractional return was received. Dealing with the volume of traffic the year previous to 1903, he said that the enormous and steadily increasing from St. Catharines' cold storage depot alone 22,492 tons of mixed fruit were shipped in 1898, 1901 in 1899, 1904 in 1903, 1905 in 1906, 1907 in 1908, 1909 in 1910, 1911 in 1912, 1913 in 1914, 1915 in 1916, 1917 in 1918, 1919 in 1920.**

Railway officials said they should not be put to the expense of supplying improved equipment, but all that was required was to ventilate cars, and the fruit being about equally divided among the shippers, the cost per car lot less than car lots.

**Strawberries at 6 for 25c.**

Strawberries are coming into the local market in large quantities and are already selling at two or three times for 25c. New 1000 crates were shipped by the H. G. & B. last night.

This morning at St. Lawrence Church John Dally, a G.T.R. engineer, was married to Miss Minnie Cleary.

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Ernest Lane, who stole a ticket from the pocket of S. Cameron, was sent to prison for a month this morning by Judge Morris.

Samuel G. McNair, 29 South West Avenue, died suddenly this morning from heart failure.

**DOMINION COAL CO. DIVIDEND.**

Usual One of 4 Per Cent. Declared—Winter Has Been Severe.

Montreal, June 21.—The statement submitted at the meeting of the board of directors of the Dominion Coal Company, held at the office of the company at Glace Bay, to show the net worth of the company for the first half of the year were not so favorable as had been anticipated, owing to the extremely severe winter, which for the first four months of the year prevented the importation of coal from Europe, and during a large proportion of the coal sold during these months, and altogether the outlook warrants the belief that the balance of the year will not be satisfactory. The return dividend was decided that the best interests of the company would be served by not paying any dividend the common stock for the half year ending June 30, and leave the amount of dividends to be declared at the annual meeting of shareholders on the 28th of June, 1904.

Mr. P. H. Bowser, brought the Sons of Scotland, Orangeville, into Toronto, about 10 a.m., while another passed thru for Guelph from Claremont, Myrtle and other places.

**GENTLEMEN'S FANCY RINGS**

It's often we have the pleasure to show in our stock of rings for gentlemen such a variety of fancy designs in the gold work.

The character of those just imported is certainly out of the ordinary—and since blue is the color that appeals with most force to men—the Sapphire, "En Cabochon cut," predominates in the settings. No. 1412 has merit, the price \$45.00.

**NO PROOF.**

(Canadian Associated Press Cable.)

London, June 21.—A telegram to the Matin from Brest says that the allegations against Col. Elton are devoid of proof, and as insignificant as in the case of Col. Gordon. The time ought to be lost giving him his liberty.

**Another Turbine Steamer?**

Will there be another turbine steamer running out of Toronto next season?

From appearances, it is not improbable. A very clearly defined rumor is being circulated that the Canadian Pacific is to buy the C.P.R. The result of this is that Mr. Edmondson, who controls the port attractions at Oshawa, is not satisfied with the treatment he is receiving and has agreed that he will ride his complaint being that Elton is being unfairly doomed for some time past.

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"But that's just where the hitch comes," a marine man commented.

**MONKEY BRAND SOAP.**

There is no case of indigestion so severe or chronic that Life Chips eaten regularly will not cure.

Monkey Brand Soap removes all stains, rust, dirt or tarish—but won't wash clothes.

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Mr. Green's argument was that the pay of finishers on the cement walks was raised from 25-34c to 30c an hour. E. S. Bremsen was given permission to build a scale office for the company of Farnham, opposite the Bank of Montreal, on the corner of King and Caroline-street. A bylaw prohibiting the distribution of dodgers and the scattering of waste paper was sent on to the council. The Board will recommend the council to vote over any new street that they have been granted, the balance of \$13,156 of the good roads bylaw money will be spent.

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### Outing Hats For Ladies

There are proper Outing Hats for Ladies as well as for men. We have them all in all the new and fashionable designs by both English and American makers.

**Automobile Hats and Caps, Tennis, Boating, Yachting, Camping, Touring, Wheeling, Etc.**

**Leather, Canvas, Straw, Duck. All prices.**

The  
**W. & D. DINEEN CO'Y,**  
Limited  
Cor. Yonge and Temperance Sts.

### COARSE GRAIN FIRMER.

Continued From Page 9.

King Edward Hotel, at the close of the market-to-day:

Wheat—There was a sharp fight-to-day between the grain dealers and the public. The battle was won by the dealers during the last half of the session, but later on were stampeded and compelled to run. One of the principal instruments in causing the rally was the share advance. The corn committee's report was purely a local movement. Western markets closed a fraction below last night's close, while eastern wheat markets were closed as usual when stocks and small weather conditions are watched closely. The showy conditions prevailing in portions of the country, however, causes some fear that harvesting may be delayed. It is of unusual importance that the wheat crop should be moved early and in good condition. With the exception of portions of the Red River Valley, the spring wheat crop is about a perfect success. There is no reason to suppose there will be no change in general conditions during the year. Export business continues slow, but the demand is moderate. Indications point to a good market in eccentric markets with sharp reactions in both directions until we have arrived at a point where a more positive opinion of the world's crop can be formed than is possible now.

Corn—The majority of traders were treated to an unexpected surprise-to-day. Early in the day July corn was apparently weak in progress for sale. About noon, when the meetings became United, there was a sudden and strong advance in July. The gossip of the floor was that some of the long lots in July were going to take off, and the dealers who delivered and to that extent reduced the amount of corn available as a basis for general quotations. Export business is still slow. The weather has been favorable to-day for the new crop. Being growing weather would not be possible, but the price of corn is being advanced in price because of some small stocks of bags back in the country, not a full barrel amount on corn. The ultimate outcome will depend upon weather conditions in July and August.

Fats—The general tone of the market was firm, and we notice some good buying September and December. Shorts were the principal buyers of July. The visible supply decreased 440 bushels for the week.

A good many complaints are being received from portions of Illinois and west of the Mississippi, they are generally good.

Provisions—The meat markets were continuous for the same day for the last two days. The market was strong, the face of heavy profit taking. Arms were credited with buying of ribs and other leaders were buyers of lards partly to cover short. Chops were strong, the price of rump steaks were held by their marvelous performance and production of "Ivan the Terrible," on his opening night.

**Don't Want to Give Up.**

Pueblo, Col., June 21.—A convention of the fifteenth district, United Mine Workers of America, opened to-day to consider the calling off of the strike in the coal mines of Colorado. The majority of the delegates are in favor of continuing the strike.

**Gift from the Emperor.**

New York, June 21.—The gift of the emperor of Russia to the New York Stock Exchange, a beautiful Russian vase, was presented by Consul-General de Loly Gorky, representing Count Cossini, the Russian ambassador, to-day.

**Men Mansfield Coats.**

The coat of Richard Mansfield is now less than a week old. The increasing number of orders at the Princess are an indication taken that public participation is growing.

Much of that portion of the theatre back of the curtain line will have to be rebuilt to accommodate a larger audience. The number of dressing-rooms will have to be added to accommodate 108 actors, the report of the town clerk was accurate.

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