

## The Globe

CANADIAN NATIONAL NEWSPAPER.

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## CIRCULATION RETURNS.

Week Ending August 14, 1909.

Monday	51,700	Thursday	50,600
Tuesday	50,500	Friday	50,650
Wednesday	50,600	Saturday	56,900
Total for week			
310,950			
Daily average			
51,825			

## CIRCULATION RECORD.

Date	Daily Average	Date	Daily Average
1895	23,890	1902	44,550
1896	28,590	1903	46,997
1897	31,214	1904	51,231
1898	34,805	1905	51,315
1899	37,523	1906	50,229
1900	41,120	1907	50,957
1901	47,053	1908	54,743

Sworn detailed statements of circulation will  
 be mailed monthly upon application.

The subscriber who is truly loyal to the Chief Magistrate will  
 neither advise nor submit to arbitrary measures—JUNIOR.

## THE GOVERNMENT AND THE GAMBLERS.

The Federal Government cannot any longer  
 evade responsibility for race-track gambling in  
 Canada. Parliament must face the question  
 squarely. The statute, as it now stands, accord-  
 ing to the interpretation of the courts, is a mock-  
 ery of justice. Race-track book-making is a  
 crime in one place, but not in another. It is a  
 crime if the book-maker stands on a box, but  
 not if he moves about the race-grounds. The  
 Department of Justice has failed, so far, to  
 frame a statute that will do what Parliament  
 manifestly intended should be done. For this  
 reason Canada to-day stands disgraced as being  
 the resort of race-track gamblers who have been  
 driven out of every State in the American Re-  
 public. What is absolutely illegal in New York  
 State, in Texas, and now even in Kentucky and  
 California, is, by the interpretations of Cana-  
 dian courts, legal in Canada. Even Japan has  
 passed a law prohibiting race-track gambling such  
 as Canada allows. That Canada should allow it  
 is to the shame of Canadians.

The situation in Canada is intolerable.  
 Every great race-track in Canada is an evil and  
 a curse. The question is under discussion, and  
 must be fought to an issue. For these reasons  
 it was a piece of blundering for the Department  
 of State at Ottawa to grant a charter of incor-  
 poration to a group of men whose reputation  
 where they are known warrants the apprehen-  
 sion that the evils which have made the Wood-  
 bine, Fort Erie, and Windsor centres and agen-  
 cies of gambling will, under this Federal char-  
 ter, be multiplied in number and made more  
 vicious in character.

The Department was under no obligation to  
 grant that charter. A race-track does not belong  
 to the same category as ordinary industrial and  
 commercial enterprises. For ages, and in all  
 lands, it has been identified with gambling, and  
 is a universal instrument in promoting that  
 vice; just as the bar-room, even though legal, is  
 everywhere an agent serving the vice of drunk-  
 enness. To regard either a race-track or a bar-  
 room as an enterprise that must be promoted  
 by the Department of State of Canada is to con-  
 fuse things that differ. These institutions are  
 notoriously a menace to national welfare. Public  
 opinion is aroused against both of them. For  
 the Ontario Government to issue liquor-club li-  
 censes as a matter of "departmental routine,"  
 even though it might be "legal," would be as  
 unjustifiable an exercise of Governmental respon-  
 sibility as for the Department of State at Ottawa  
 to grant wide racing charters to men whose su-  
 preme interest in horse-racing is the betting op-  
 portunities it affords.

The defences offered by Mr. Hartley Dewart,  
 K. C., may be regarded as professionally proper,  
 but not even he expects that his estimate of his  
 "clients" will be accepted in Toronto. The ques-  
 tion is not as to the legality or the propriety of  
 horse-racing. Neither has it to do with existing  
 racing associations. Indeed the failure of the  
 law-officers of the Crown to suppress gambling  
 and book-making in connection with the Wood-  
 bine and other Ontario tracks should have made  
 the Department of State hesitate before increas-  
 ing notoriously law-breaking agencies in Cana-  
 da "as a matter of departmental routine." Neither  
 at Ottawa nor at Toronto has the De-  
 partment of Justice proved itself equal to the  
 task of framing and administering laws such as  
 will suppress the gambling enterprises of alleged  
 "reputable citizens." The question now goes  
 to the Government—to Parliament—to the peo-  
 ple. It is something more than "departmental  
 routine."

## THE LABOR DEPARTMENT'S WORK.

It is an easy matter to level cheap criticism  
 at a Governmental Department undertaking the  
 difficult and sometimes seemingly hopeless task  
 of bringing order out of the chaos of industrial  
 wars and averting or minimizing their attendant  
 losses. Where everything possible in the direc-  
 tion of conciliation and arbitration fails, and the  
 forces of labor and capital face one another in  
 a determined and destructive test of endurance,  
 every loss incurred and every antagonism mani-  
 fested bulks large in the public eye. The seem-  
 ing failure of the Labor Department's efforts  
 stands out conspicuously, challenging attention.  
 On the other hand, when the mediation of the  
 Department smooths away differences, substi-  
 tutes reasonable consideration for obstinacy,  
 and shows a way to adjust differences by

mutual concessions and remove antagonism by  
 mutual respect, there is nothing to fix the at-  
 tention of the public, and the good offices re-  
 ceive but scant recognition. We hear little or  
 all the lamentable details when mediation fails.

The open hostilities made inevitable by the  
 situation in Nova Scotia have been dealt with  
 almost in gloom, as if they showed a failure of  
 the Lemieux Act, and of the Labor Department  
 under Hon. W. L. Mackenzie King. The fact  
 is that it is due to the Lemieux Act and the  
 careful intervention of the Department that a  
 tie-up of the entire industry, with all its lament-  
 able consequences, has been averted. The law  
 and its fair and conscientious enforcement have  
 prevented destructive and useless sympathetic  
 strikes. At Saskatoon the intervention of the  
 Labor Department has prevented an extended  
 strike of the employees of that municipality.  
 At Fort William, where there has been not only  
 a destructive cessation of work, but an outbreak  
 of actual violence, the good work of the De-  
 partment is forgotten in the excitement of antago-  
 nisms. The Department has prevented a much  
 more deplorable extension of this strike and has,  
 by keeping in constant touch with the local au-  
 thorities, prevented many tendencies to violence,  
 secured personal liberty for the peaceful, and  
 prepared the way for a settlement, when the  
 moment for such arrives.

The public have already forgotten the  
 announcement two days ago that labor dif-  
 ferences on the Canadian Northern and  
 on the Grand Trunk Pacific had been ad-  
 justed by the intervention of the Department  
 under the Lemieux Act. If these had been al-  
 lowed to proceed to the length of actual hos-  
 tilities the results would have been kept fresh  
 and prominent in the public mind for weeks  
 and perhaps months, while great loss would have  
 resulted to the parties at issue and also to the  
 general public. On the Canadian Northern the  
 finding of the Board was in favor of the men.  
 The company refused to abide by it, but the  
 personal intervention of the Minister of Labor  
 led to a more reasonable attitude and the aver-  
 ting of the threatened strike. The dispute on  
 the Grand Trunk Pacific involved engine drivers,  
 firemen, conductors, brakemen, baggage-men,  
 and yardmen. Experience has shown the de-  
 plorable results of such a contest as was  
 threatened. Under the conciliatory influence  
 of the Department the employees were led to ap-  
 preciate that many of the grievances complained  
 of were unavoidable under pioneer railway con-  
 ditions. A spirit of compromise was awakened  
 and the differences were satisfactorily ad-  
 justed.

With this evidence at hand it is strange  
 that the Mail and Empire should try to discredit  
 the Minister of Labor for not having done the  
 impossible at Glace Bay and at Fort William.  
 The attack is unworthy of a responsible news-  
 paper, for it leaves the absolutely false impres-  
 sion that the Minister abandoned the Glace Bay  
 strike because everything allowed under the Act  
 had been done, and the Fort William strike be-  
 cause the Act did not apply. He has neither  
 abandoned the one nor the other, nor is he likely  
 to do so till hostilities cease. At both he has  
 prevented extensions of the conflict and is help-  
 ing toward a settlement. The Act applies only  
 to mines and public utilities. It is experimental,  
 and goes quite as far as it is yet safe to go in  
 encroaching on men's right to quit work in con-  
 cert. When the Minister has gone the length  
 of the Act and men are still determined to strike,  
 he can do nothing but stand aside, offering and  
 urging conciliatory offices, and enduring the  
 dishonest slurs of petty party journals.

## A NAVAL WAR.

The Marine Review, an American publication  
 of standing, is in hot pursuit of the Navy De-  
 partment, and the first of a promised series  
 of articles charges waste, extravagance, and in-  
 competence in many and varied forms. The articles  
 are confessedly the result of the attitude of the  
 Department toward the merchant marine, and  
 the difficulty of securing from Congress any  
 appropriation for this suffering interest, while  
 gigantic sums were being voted for the navy. The  
 writer is evidently familiar with his subject, and  
 many of his exposures, though no doubt of in-  
 terest to ship builders and owners, as well as to  
 naval experts, are too technical to interest gen-  
 eral readers. Materials, designs, specifications,  
 and contracts are dealt with in a way calcu-  
 lated to show far greater interest in the welfare  
 of naval contractors than in the welfare of the  
 navy. One of the charges is in regard to tak-  
 ing five years to build a 6,000-ton collier, which  
 consumed not only so much time, but a million  
 and a half in money.

This recalls the fact that American speed,  
 which has become proverbial, seems to disappear  
 in fields in which the world's competition is nec-  
 essarily free. The time consumed in building a  
 ship often presents a hopeless contrast to records  
 on the Clyde. The attack on the naval admin-  
 istration may have a good effect, but the hold  
 of the contractor must be strong. The spending  
 of millions yearly by any Government for a certain  
 class of work and material must create "inter-  
 ests" sufficiently strong to delude to the ordi-  
 nary representative politician. The specifications  
 prepared by the American Navy Department are  
 said to be of a general nature, the plans and  
 details supplied by the contractor being accepted  
 or rejected. This gives the Department a means  
 of choosing its contractors, and gives these a  
 chance to bring about such conditions as the  
 Marine Review denounces. The trouble has origi-  
 nated in the unsuccessful campaign for a sub-  
 sidy for American merchant vessels. This is ren-  
 dered apparently necessary by the tariff which  
 protects them out of existence. Congress seems  
 more inclined to distribute money by favors  
 among naval contractors than to give it by order  
 and system to the builders of merchant vessels.  
 Unless there is a promise of compromise there  
 will be a thorough and unfriendly ventilating  
 of the ways of the Navy Department.

## THE QUEEN STREET RAILWAY CROSSING.

The fact that an order has been made by  
 the Board of Railway Commissioners for the  
 abolition of the exceedingly dangerous level  
 crossing at the west end of the Don bridge on  
 Queen street is more a matter for satisfaction  
 than the terms of the order themselves. Any  
 reasonable terms this city was prepared to sub-  
 mit to for the purpose of getting rid of what  
 had become a source of constant fear and  
 anxiety. The remedy ordered by the Board is a  
 high level bridge continued across the railway  
 tracks after it has crossed the river from the  
 east, this bridge and its approaches to be con-

structed by the city and to be paid for by all  
 the parties collectively.

These parties are the City of Toronto, the  
 Toronto Railway Company, the Canadian Pa-  
 cific Company, the Canadian Northern Company,  
 and the Grand Trunk Company. Their respective  
 shares of the cost of construction differ in  
 amount from their shares of the cost of main-  
 tenance, but as it is difficult to form an ac-  
 curate opinion as to the fairness of the partition  
 of the expense, no one will feel strongly in-  
 clined to question the equity of the Board's de-  
 cision.

Presumably, as the referee in disputes con-  
 nected with this bridge and the viaduct is the  
 Board's own engineer, the two schemes will har-  
 monize in details. There is no reason, how-  
 ever, for the bridge waiting on the viaduct; in  
 fact the sooner it is undertaken and completed  
 the better. Fortunately the city can blame only  
 its own officials if there is unnecessary delay in  
 the initiation and prosecution of the work.

## BALLADS OF A CHEECHAKO.

The issue of a new volume of poems by  
 Robert W. Service is a literary event for Cana-  
 da. Much curiosity naturally awaited the ap-  
 pearance of "Ballads of a Cheechako," to deter-  
 mine if the author of "Songs of a Sourdough"  
 was a fitting aurora or a fixed star on our quiv-  
 ering pathway of literature. Service, to use one  
 of his own favorite expressions, has made good.  
 Much of the verse in his new book contains the  
 old-time virility, the suggestion of the earlier  
 Kipling—if people will insist on a poet being  
 an imitator. He has gone further: he has given  
 poems remarkable for their delicacy of poetic  
 feeling and expressiveness. He establishes his  
 claim more firmly than ever to the Laureateship  
 of the Yukon. In truth, with the passing of the  
 Yukon from the importance it once had as a  
 wealth producer, and the silencing of its clam-  
 orous gold-hunters, Service is to-day its chief  
 medium of expression. He paints for us its  
 white, death-dealing winters, its pitiless bliz-  
 zards, its lonely gulches, its gilded saloons, and  
 the lonesome, resolute men on the trails. Here  
 is life in its primal elements, here is the surviv-  
 al of the strong, and here is death to the weak-  
 ling unfit for either its temptations or its crude  
 natural conditions. Yet it is a land of hero-  
 isms, and none more worthy than the act of  
 "Clancy of the Mounted Police," who went miles  
 to rescue a crazy man, and carried him to the  
 Post, while the storm and frost battled for their  
 lives, and the lunatic made day and night weird  
 with a haunting song:

"Sing hey, sing ho, for the ice and snow,  
 And a heart that's ever merry;  
 Let us trim and square with a lover's care  
 (For why should a man be sorry?)  
 A grave deep, deep, with the moon a-peep,  
 A grave in the frozen mould.  
 Sing hey, sing ho, for the winds that blow,  
 And a grave deep down in the ice and snow,  
 A grave in the land of gold."

"The Song of the Mouth-organ" is a classic  
 in its treatment of a favorite source of amuse-  
 ment in the wilderness. We venture to say,  
 however, that Service's second volume will last  
 chiefly for "The Trail of Ninety-eight," a thrill-  
 ing picture of the first rush of gold-seekers to  
 the Klondike, from which only a few lines may  
 be quoted:—  
 "Men from the sands of the Sunland; men from  
 the woods of the West;  
 Men from the farms and the cities, into the  
 Northland we pressed;  
 Graybeards and striplings and women, good men  
 and bad, men and bold.  
 Leaving our homes and our loved ones, crying  
 exultantly—'Gold!'"

"Never was seen such an army, pitiful, futile, un-  
 fit;  
 Never was seen such a spirit, manifold courage  
 and grit;  
 Never has been such a cohort under one banner  
 unrolled.  
 As surged to the ragged-edged Arctic, urged by  
 the arch-tempter—'Gold!'"

## NOTES AND COMMENTS.

The price of flour has fallen 40 cents per  
 barrel, but the McNaught loaf still weighs only  
 quarter the original.

The secret of tariff-linking in the United  
 States is the delusion that it is possible and pro-  
 fitable to sell without buying.

The British Liberals are accused of the spolia-  
 tion of the rich. This shows the extravagance  
 of language to which the once successful tax-dog-  
 gers resort when they are really caught.

Some Canadians are charged with planning a  
 series of bogus accidents to extort money from  
 railway companies. There is generally a distress-  
 ing abundance of genuine accidents, without any  
 artificial padding of the lists.

Switzerland is completing a bridge with a 259-  
 foot concrete arch. But with the usual ambi-  
 tious determination of the Americans, there is a  
 280-foot concrete arch under way at Cleveland,  
 and one with a 281-foot span in prospect in  
 Spokane.

An aeroplane operator has been warned by an  
 American Judge that he will be fined if he exceeds  
 the speed limit fixed for automobiles. Here arises  
 a vision of a pursuing policeman on an aeroplane  
 demanding the number of the offending and reck-  
 less aviator.

The Japs who have been welcomed as cheap  
 workers and material for the open-shop have  
 closed the shop in a western cannery by refusing  
 to work with four white men. The next move  
 may be to supplant the proprietors with Japanese  
 capitalists of industry.

The British censor who protests from inroads  
 the intellectual citadel of the conventionally-  
 minded man is still the subject of discussion on  
 account of the suppression of Mr. Bernard Shaw's  
 plays. The censor is the subject of many jokes,  
 but, of course, he laughs last.

An American Joker credits Edison with the  
 invention of a cheap system of feeding the rich.  
 The food supplies of the rich absorb much more  
 of a nation's producing capacity than the food  
 supplies of the poor. Stopping the great drain  
 would, it is said, avert all danger of want.

Person and property are both as safe in  
 Britain as in any of the world's nations. Ad-  
 vocates of conscription would lay hands on the  
 one and Lloyd-George would lay hands on the  
 other for necessary defensive measures. The  
 alternative favored by Lloyd-George is the less  
 objectionable.

## EATON'S FRIDAY BARGAINS

As in June and July, Store Closes Saturday at One o'clock  
 during August. No noon delivery Saturday.

Women's, Child-  
ren's Underwear

Women's Vests, fine cotton ribbed,  
 high neck, long sleeves, low neck  
 and short sleeves, color cream,  
 neck finished with silk edging and  
 silk ribbon, sizes 32 to 42 inches.  
 Regularly 50c, for ..... 35c

Women's Combinations, fine rib-  
 bed cotton, low neck, knee length,  
 high neck, long sleeves, color cream,  
 length, color cream, sizes 36 to  
 42 inches. Regularly 75c, for 47c

Women's Gowns, fine nainsook,  
 two styles, one has round yoke of  
 lace insertion, finished with edge  
 of fine lace, also silk ribbon, three-  
 quarter sleeves, finished with edge  
 of lace; others have round yoke  
 with embroidery edging, sleeves fin-  
 ished with embroidery and ribbon  
 draw, lengths 56, 58 and 60  
 inches. Regularly 95c, for .60c

Women's Skirts, extra fine cotton,  
 deep flounce of fine lawn, with  
 cluster of ten tucks, finished with  
 frill of fine embroidery, dust ruf-  
 fe, lengths 38, 40 and 42 inches.  
 Regularly \$1.00, for ..... 75c

Women's Drawers, good quality  
 cotton, cluster of two tucks, fin-  
 ished with frill of extra fine em-  
 broidery, 25 and 27 inches, open  
 and closed styles. Regularly 60c,  
 for ..... 35c

Children's Vests and Drawers, fine  
 linen thread, low neck, vests short  
 sleeves and lace edging, drawers  
 finished with lace trimming, sizes  
 to fit from 2 to 12 years. Regu-  
 larly 50c pair, for ..... 25c

Women's Wash  
Dresses

Fine White Lawn, one-piece,  
 Dutch neck, with hand trimming  
 of striped blue, brown, pink,  
 mauve, black, all sizes, a very neat  
 and dainty dress. Friday at big  
 price saving; while they last, \$1.25

500 Women's Wash Skirts, balances  
 of popular lines, styles include  
 plain gored, panel fronted, kilted,  
 embroidery insertion trimmed, etc.,  
 colors pink, mauve, tan, with  
 greater proportion white. Each  
 18c and 25c each, Friday bar-  
 gain, 2 for ..... 25c

Second Floor, James Street.

## Free Delivery

On most goods in orders of \$25.00 or over, going for-  
 ward in one shipment to railway stations in Ontario and  
 Eastern Canada, WE PREPAY FREIGHT.

## Ribbons

Taffeta Moire and Double-faced  
 Satin, bunches of 5 and 7 yards, for  
 heading, trimmings and rosettes,  
 white, cream, yellow, tan, rose, old  
 rose, red, wine, sky, turquoise,  
 Alice, navy, Nile, moss, emerald,  
 mauve and black. Regularly 2c  
 per yard, for bunch ..... 10c

Dresden Ribbon, in rich satin  
 stripes of navy and white, brown  
 and white, mauve and white, ragi  
 ribbon for hat drapes, rich fall-  
 tie ribbon in good, heavy qual-  
 ity (can't promise to fill phone or  
 mail orders). Regularly 45c to  
 50c a yard, for ..... 25c

Empire Sashes, made from pure  
 duchess satin and taffeta ribbon,  
 white, cream, champagne, brown,  
 sky, navy, pink, mauve, rose, red,  
 Nile and black. Regularly \$1.25  
 each, for ..... 60c

Cushion Frills, made from duchess  
 satin, to fit 22-inch cushions. Regu-  
 larly \$1.35 each, for ..... 50c

Duchess Satin and Taffeta Ribbon,  
 5, 5½ and 6 inches wide, in white,  
 cream, champagne, tan, brown, sky,  
 Alice, Copenhagen, navy, pink, red,  
 cardinal, Nile, moss, emerald, myr-  
 tle, mauve and black. Regularly  
 20c, 25c and 30c a yard, for .18c

Big Millinery Bar-  
gains

100 Trimmed Hats, good summer  
 styles, each trimmed with flowers,  
 wings, quills, ribbon, silk or chiff-  
 on, and think of the prices. Fri-  
 day bargain ..... 98c

Children's Muslin Bonnets, with  
 beautiful lace ruching and ribbon  
 trimmings. Friday bargain, each  
 ..... 25c

Big Clearance Roses, good colors,  
 2 large roses in a bunch, with fol-  
 iage. Regularly 25c a bunch, for  
 ..... 10c

600 only Austrian Feathers, black  
 only, 13 inches long, three nicely  
 curled and glossy. Friday bar-  
 gain ..... 60c

Second Floor, Yonge Street.

## Waists, Petticoats

Women's Taffeta Silk Petticoats,  
 of extra fine quality, some have  
 deep accordion pleated flounce  
 with gathered frill, others with  
 deep two-piece pleated flounce, fin-  
 ished with cluster tucking accord-  
 ion pleating, tucked gathered frill  
 and deep underpiece, with frill,  
 colors black, navy, brown or grey.  
 Regularly \$6.50 and \$7.50, for  
 ..... \$3.49

Children's White Lawn Dresses,  
 Mother Hubbard style, square  
 yoke, of embroidery insertion and  
 fine tucking, finished with embroi-  
 dery frill, skirt trimmed to match,  
 neck and sleeves edged with lace,  
 sizes 6 months to 3 years. Fri-  
 day bargain ..... 20c

Children's Serge Sailor Dresses,  
 sailor collar, cuffs and tie, trimmed  
 with soutache braid, skirt has box  
 pleat down front, with side pleats  
 all around, navy only, sizes 6 to  
 14 years. Regularly \$3.75 to  
 \$5.00, for ..... \$2.49

Women's Waists, of large, dotted  
 Swiss muslin, deep pointed yoke,  
 trimmed with duchess insertion,  
 finished with rows of insertion and  
 tucking down front, long pointed  
 sleeves and collar trimmed with  
 insertion and lace, others of mull,  
 trimmed down front with pretty  
 embroidery and baby Irish inser-  
 tion, long cluster tucked sleeve,  
 edged with lace, buttoned back.  
 Regularly \$1.50, for ..... 60c

A Big Clearance of Women's Im-  
 ported Silk Waists, some embroi-  
 dered silk net, trimmed with silk  
 applique and braid and silk strap-  
 ping, other styles trimmed with  
 Battenberg motifs and buttons,  
 others with silk straps, silk em-  
 broidered and heavy Irish crochet,  
 long trimmed sleeves, buttoned  
 back; black and white, trimmed  
 with fancy colors. Regularly  
 \$10.00 to \$11.50, for ..... \$4.05

Second Floor, Centre.

Men's Handker-  
chiefs

Men's Extra Fine Pure Irish Linen  
 Handkerchiefs, assorted, hem-  
 stitched hem, 19 inches square,  
 bleached snowy white. Regularly  
 18c and 25c each, Friday bar-  
 gain, 2 for ..... 25c

Second Floor, Centre.

## Cotton Cashmere

A beautiful, fine cloth, 34 inches  
 wide, in good range of staple  
 shades, for dresses, blouses, chil-  
 dren's wear, etc. Friday bargain,  
 yard ..... 10c

Main Floor, Yonge Street.

Embroidery and  
Insertion

Extra Fine Cambric Nainsook and  
 Swiss Embroidery and Insertion, in  
 open eyelet and floral designs,  
 from 3 to 16 inches wide, perfect  
 goods from regular stock. Regu-  
 larly 35c to 75c, for yard ..... 20c  
 (No phone or mail orders pro-  
 mised.)

## Laces

Fine Normandy and English Val-  
 enciennes, wide fancy cotton laces,  
 in pretty floral designs, some have  
 insertion to match; lace from 2½  
 to 5 inches wide; insertion 1 to  
 2½ inches wide, in white and tone  
 effect. Regularly 8c to 15c yard,  
 for ..... 5c

## Hosiery

Women's Hose, silk embroidered,  
 front black cotton, best stainless  
 dye, fine German makes, spliced  
 sole, heel and toe, all sizes in the  
 lot. Regularly 25c, for ..... 15c

Men's and Women's Lisle Thread  
 Hose, variety of different colors,  
 odds and ends of this season's  
 stock, all sizes in the lot, best  
 stainless dyes. Regularly 35c,  
 for ..... 18c

## Boys' and Girls' Ribbed Black

Cotton Hose, fine maco yarn, dou-  
 ble knee, heel and toe, all sizes.  
 Friday bargain, pair ..... 11c

Main Floor, Yonge Street.