have Clothing for Boys of all Ages; at Popular Prices



Gall,

Eu-

Cover

Allover

prices.

RESULTS

le to give any

hurch Unica.

church i

rterly official

.. yesterday.

pected to be

erence. Mr

ough a few

congregations

ote, no com-

cerning the

sibly be made

en reported

trict meetings

conference in

Miss Thirza

d they both

a large black

ditch which

looked a

ered for th

oubtless th

in the near

Pleasant will

any ardent

s visiting her

Linden Val-

terboro, tran-

yesterday af

RIA

Sale

ace to close

ate Luther

the south

six in the

Mariposa,

the Vill ge

ntains cue

ore or less

l land, well

utbuildings.

I. SMITE,

er, B.C.

bush, frame

ER'S

plainly visi

rs," said Rev

These illustrations show the actual appearance of some of our new styles for boys. They will look just as well on your boy. The materials are the kind that will stand good hard wear, just such as boys are sure to give their clothing, just such as you would expect to get from good quality garments. The prices are right and we ask you to bring the boys in and see what this store offers in quality and right prices. We will treat the boys right for they are our coming men customers.

This suit is for the larger boys, from 8 to 15 years of age, yet the price is not very large considering the size they come. The materials are just what you would expect to find in suits of this size; good, strong, dressy, full of quality and not high priced. You cannot make any mistake in ordering this suit by mail. The pants are bloomer style and we have a big range of colorings to choose from. Very special each



Suit 5008S is how we distinguish this one from a host of others, it is made of splendid materials, well finished and will fit bo.s from 3 to 6 years old. The illustration shows exactly the style and appearance of it and we know it will please you and the boy. If ordering by mail please mention the number. Special each



This illustration shows very popular suit for boys from 8 to 12 years old. They come in splen did quality materials in blue and grey colorings, well made and splendid fitting. The pants are bloomer style. This suit will be a seller at this price. Only



We have this little suit in a good variety of styles and several colorings as well as plain materials. They are well made and decidedly dressy for "little men." The prices range from \$5.50 down to only

Ladies' White Blouses, \$1.25

A very large assortment of ladies white blouses made of fine guality mull with new set in sleeves. very pretty designs 6 1

Sutcliffe's Department Store

Women's Institute Rest Rooms Second Floor

LINDSAY

Entrances on Kent and William Streets

Ladies' Corset Covers, 35c

Two special values in ladies corset covers. One style is of allover embroidery, the other of fine white cotton with lace and em-

MANY WITNESSES WERE EXAMINED AT THE SPENCELLY INQUEST AT BELLEVILLE

Belleville Ontario : The inquest into on the east leg of the "Y." ed yesterday afternoon in the Police switchman. Court. Dr. Farley, coroner, presiding. The death of Spencely was due per-Shorey, on behalf of Mr. and Mrs. up the tender. Geo. Spencely, of Lindsay, parents of the young victim. The session lasted from 3 p.m. until 6.30, when an adjournment was made until Friday afsay, despatcher, and Mr. Mayfield, day operator at Peterboro. A great many witnesses were examined.

second engine, said the double-header are to approach prepared to stop. draw twenty box cars of freight. Wit- To Mr. Canning - Witness gent. No instrustions were given at the signal he gave. Peterboro as to a blockade. Turning To Mr. Shorey - There were no leave "dead" cars unprotected. to the accident he said there was no lights against entering the yard. switchman at the Belleville "Y"

WM. HUTCHESON.

Children Cry FOR FLETCHER'S CASTORIA

had no instructions as to cars being

NOTICE

Oakwood.

MAIN STREET, WINNIPEG

Close to C. P. R. Depot

Rates, \$1.00 to \$1.50 Per Day

This old established and well wn hotel has just undergone ater to the comforts of its as been recently opened. The entire house is steam heated, and electric light has been installed broughout in a manner to meet he most modern requirements. With the table maintained at its d high standard, the proprietor atronage of old friends and the

acquisition of new patrons.

the death of the late Joseph Spencely, there been a switchman at the switch scalded to death on the Grand Trunk the accident might not have occurred. last Wednesday morning, was resum- Perhaps it is not necessary to keep a

Mr. P. J. M. Anderson, crown attor- haps, he said, to a weak tender being nev. led the examination. Mr. Pratt, behind the engine. The scalding which of the G T.R. legal department, Mon- was the cause of his death, was due trial was in attendance, and on the to the engine pipes being broken by coroner's permission, Mr. W. D. M. the weight of the cars behind forcing

To Mr. Shorey-The tender was old and perhaps not strong enough. A heavy one would probably have prevented the fatality. Witness had preternoon next, so as to allow the pre- viously found cars lying "dead" on sence of Mr. C. H. Piercey, of Lind- the "Y" but no instructions were given. The running orders on the night on Feb. 13th were to run from Lindsay to Belleville on schedule.

To Mr. Pratt-The scene was in-Wm. S. Hutcheson, engineer on the side the yard limits. The instructions

ness takes orders from Conductor Nu- the conductor got on the caboose by the front engine.

FIREMAN McEACHREN

engine.

gineer's running orders. The one line the orders. This was not put in the James Hatton, general yardmaster, was always used on the "Y" ENGINEER GEACH.

the "manifest," said he got his sched- H. Baker, when the line is blocked. the leg of the "Y" being blocked. Owing to a change of owner- ule to run on at Peterboro. There was To Mr. Shorey-Witness that night Witness gave no revocation of this. ship in our business it is necess- nothing in it relating 'to Belleville did not receive instructions as to ob- The advice was good at the time ar that all accounts and bills yard. There was no knowledge that structions. On one previous occasion the accident. The advice is as an exdue us shall be settled on or he- the leg of the "Y" was blocked. Fire- he had got the notice. It was not tra precaution. It was not his necesfore the First Cay of March, 1912 man Winchester received a signal to true that he had got instructions sary duty to do this. Mr. McMillan go on from the conductor after the from Lindsay, and not incorporated at Lindsay might do what he liked COAD & CO. switch was passed.

He had looked ahead a second be- gent. fore but saw nothing as to the curve

in a cangerous position. The speed of the train was such that Witness saw the order (now at Petit could have been brought to a stop erboro) addressed to all east bound Mr. L. Coleman, assistant superin-

distance to run.

To Mr. Pratt-Spencely was in a position to communicate with the rear brakeman as he was on the first engine. This was not his right Had position. At the switch the brakes worked all right.

> To Mr. Anderson- There was a decline at the place of the accident. To Mr. Canning-The engine was running in on its own weight, as was not working steam. There was no steam obscuring the cars.

> FIREMAN WINCHESTER John Winchester, fireman on to the rear end for the signal the conductor. He saw no lights before or after the accident on the cars. BRAKEMAN BLACKBURN

the conductor having closed switch, he gave the signal to advance. The train then went about one car length. The curve was pretty sharp.

casion orders had been received as to the line being blocked. Otherwise, instructions were to go in.

To Mr. Terwilligar - It was

OPERATOR RHYMES

moving was very dark. No lights were they were got into shape. There was That described the entering of places, crew had got the order. "Y." At other times he had received "Y." To Mr. Shorey-Witness saw the en- notifications and would put them in to give. Instructions are received on this line on Feb. 11th on his order. Engineer Wm. G. Geach, of 2034 of from the despatcher at Lindsay, H. An advice was sent to Lindsay as to them in the order to Conductor Nu- with the advice.

DESPATCHER BAKER.

to the left. When half a car length Mr. H. H. Baker, train despatcher to enter. In darkness he should send the rebels. The boat was punctured in from the cars he made an attempt at at Lindsay, remembered the night in a brakeman ahead to flag himself in. several places, but they finally esthe air brake. The brakes were in or- question. He relieved Mr. C. H. Pier- He might have come in on the west caped without serious injury. One bulder but the couplings were frozen on cay at Lindsay and got Conductor Nu- main line. It was not ruleable to have let passed through the bulwarks and the road, but had been fixed. They gent at Peterboro. Witness received a light on the cars. were in good condition. Witness could no instructions from Belleville as to A switchman at this point might removed from the pillow later and not say whether he succeeded in put- the train. He controlled the time have saved the death of both crews as one of the missionaries is keeping in ting on the brakes, as he was a little from Lindsay to Belleville. His juris- it would be necessary to slow up. In as a souvenir. excited. The collision could not have diction covered to the Belleville yard his judgment the brakeman would The first party of those coming out been prevented in such a short dis- limit board. On February 5th a no- not have been killed, if he had been from the interior were taken aboard tance. Witness had not known the ten- tice was received at Lindsay that the on the second engine. der was weak. It was well stripped of left leg of the "Y" was blocked. All To Mr. Shorey-Had Spencely been river. Mr. Robertson, with his family An extensive addition been a light on the cars it likely This train was not notified. Why? It have seen. would have been discovered. The cars was a precuationary order. It was his To Mr. Canning - The jurisdiction sionary offices, and then went on to lying around the curve were perhaps duty to send a precautionary order of the Lindsay despatcher ceased at their home in Peterboro. They also the Dominion Delinquent's Act with as far as concerned his jurisdiction. the yard limit board.

onfidently looks for the continued s if there had been any light or any trains. The order was not delivered tendent of the G.T.R. here, said the to the Conductor at Peterboro, but order given him by Wr. Nugent was Marie, Mich., is the guest of his 500- ed to supplant. To imprison a child To Mr. Shorey—Spencely was stand- the order was already there. Witness only the schedule. There was no can- ther, Mr. Nicholas Brady, St. Laur- in a detention home is no better than ing between the fireman and witness did not wire the order, as Piercey cellation of the advice.

on the first engine after opening the had put out the order. This order was sent to Mr. Rhymes at Peterboro anything to prevent a stopping of the Witness himself carried out all the train in the conditions. The entire re-

> countermand any orders that night. Mr. Geo. Rhymes, recalled, said he received instructions on Feb. 5 that the line was blocked, He did not receive anything on Feb. 13th.

Mr. Baker, recalled, said an order striking the cars. was in force until fulfilled, annulled.

der as to the leg in the "Y" was in eight car lengths or nearly so, with effect on Feb. 2. He gave copies-on the aid of the headlight. the Feb. 13th he had no copies, so this leading engine No. 2034, was looking signified the order was annulled. The other night operator had made out

To Mr. Anderson-An order from Lindsay would have annulled the ord-W. Blackburn, brakeman, said that er. The other operator might have received the annulling order. Witness has no copies, so he thought it was annulled.

To Mr. Shorey-He knew now the To Mr. Shorey-On one previous oc- order was not annulled.

CHARLES MOORE.

Charles Moore, night yardman said there were some cars put on the east not line of the "Y" on Feb. 13th by the allowable for a brakeman to ride on day staff. On Feb. 11th notice was sent to the trainmaster, Mr. McMillan To Mr. Adams-It was not right to at Lindsay, as to this, by Mr. Hat' ton. Notices of this kind stand until revoked. This order was not cancelled George Rhymes, night operator at between this date and the 14th and switch, which was opened by Spencely Fireman A. C. McEachren, of 2053, Peterboro on the Grand Trunk, re- the line was not free at any time. The and closed by Nugent. The train was the next witness. The hose coup- collected the freight leaving Peterbo- conductor might come in on the left was going very slowly, three or four lings of the braking system were ro on Wednesday in charge of Con- leg of the "Y" if he did not receive miles per hour. Witness could not see frozen on the way down. This had ductor Nugent. Witness gave just one the instruction. The accident certainthe front of the leading engine. The nothing to do with the accident, as order to Nugent, the schedule order. ly would not have happened, if the

visible on the "dead" cars. Witness nothing wrong with the train until and the time to be made. He had re- To the coroner-Witness would not the collision. The duty of the engineer | ceived no instructions from Belleville have been surprised if the train had was to examine the condition of the that night as to cars being on the came down on the west log of the

YARDMASTER HATTON. order that night as there was none said the particular cars were put

> The conductor should have known River they were fired upon by the Imthe line was clear or he had no right perial forces who were surrounded by

coal and light of water. Ead there trains were notified at Peterboro, above on the second tender he might were just in the city a few hours, cal-

SUPT. COLEMAN.

Witness did not think there was sponsibility except in the case of the To Mr. Shorey - Witness did not first or second-class trains rests on the engineer of the leading engine. There might have been something in the conditions that would exonerate him. So far as the rules are concesned, the engineer is responsible for

To Mr. Shorey-Evidently the fire-Mr. Rhymes to Mr. Pratt-The or- man and engineer, could have seen the

LINDSAY TRAINMASTER.

Mr. J. G. McMillan, trainmaster at Lindsay, knew an advice was issued as to the blockade on the 11th. Instructions in this case were to Peterboro. The last was on the fifth. There was no revoking of this. The accident did not occur in his jurisdiction.

Mr. R. S. Pierce of the locomotive

office, told of seeing the wreck. Mr. Vincent Lynch said when it was getting daylight he visited the scene.

He could see a couple of car lengths. Mr. Geach recalled, said, as far as he could see the track was clear. He would look to have orders, as the order was out. The first two cars were flat cars loaded with two tier of logs He did not bring down a train between the fifth and fifteenth. He understood a train had passed over this line between those two dates.

The court then adjourned.

UPON BY **IMPERIAL FORCES**

H. D. Robertson, with his wife and two children, arrived in Toronto on Tuesday morning from West China after passing through the fields of the Chinese rebellion and having been under fire while going down the Yangtse River.

Mr. Robertson is a professor in the West China Methodist University and was one of the last to leave when ordered to Shanghai by the foreign consuls. They left Chengtu on December 12th and arrived at Shanghai one | who holds that office, says that one month later.

While passing down the Yangtse lodged in a pillow in a berth. It was

the gun-boat and taken down the ling at the Methodist Foreign Misvisited Chicago on their way to Tor- out having a proper probation system

ence street.

ALBERTA AND WAYWARD CHILDREN

Winnipeg Free Press:-Alberta has shown very commendable energy dealing with dependent and deliquent children. The department administering the Children's Protection Act the Province realises that a home is the proper place to rear even a delinquent or orphan child. In the Proclaimed. home the greatest hope exists for the reformation of the wayward. feature of the Children's Protection Act in the new province is that it requires municipalities to provide a suitable building to temporarily shelter children who are deserted or ne-

glected. In this shelter they temporarily, until a home is found for them until they will receive desirable care and parental direction. For children who are so unfortunate as to be without the advantage of ordinary parental care, homes are always available if diligently sought.

The Biennial report of the Depart-

ment of dependent or delinquent children of Alberta has just been issued and gives a very good idea of what is being done in that province with respect to wayward children. In Edmonton, a shelter has been erected which is perhaps the most elaborate of its kind in Western Canada. It accomodates 46 children. At other points in Alberta shelters have been erected by the municipalities. There is no doubt that work of this kind will render the establishment of large orphanages quite necessary. What is wanted, and what the department in Alberta appears to have realized like Western Canada that orphanages to put in. His health is good. are unnecessary and that there are enough parents to take care of all children and give them what is part is visiting friends in town, the guest of their birthright, beneficial parental of Miss Cora Stevens, Colborne-st.

From the report, it is quite evident that the Superintendent of the De pendent and Deliquent children is not quite satisfied with the machinery a bis disposal. Mr. R. B. Chadwick, of the needs of the province is the introduction of the Dominion Delinquent's Act in order that parents who contribute to the deliquency of children and encourage them in wrongdoing may be prosecuted, and in order that the system of probation, which has been used with such success in other provinces may be successfully carried out. It may be added that in order effectively to carry out the provisions of the Dominion Delin uent's Act, it would be necessary to have a first-class probation system established. Juvenile Court and child saving work cannot be carried on successfully unless it secures the assistance of combined organized work for the welfare of the child.

To merely establish a court, under would be no improvement whatsoever upon the old police court procedure Mr. Patrick Brady, Sault ":e which the Juvenile Court was intend-

ing by the report, however, which has been issued by Alberta, it is not likely that the same mistake will be made in that province as has been made in Manitoba, where there is practically no probation system, although the Dominion Deliquent's Act has been

MR. J. R. STRATTON'S BROTHER DISMISSED

Ottawa, Feb. 20-An order in council was passed today dismissing Mr. A. H. Stratton of Peterboro from the position of postmaster of that town. Mr. Stratton, who has occupied the position since 1908, is a brother of Mr. J. R. Stratton, formerly M. P. for West Peterboro. Offensive partisanship is given as the reason for the dismissal.

The same order in council contains notice of the appointment of James Edgar, a well known wholesale grocer, of Peterboro, to the po-

THE ACCOUNTS

Kingston, Feb. 20 .- W. R. Travers, the former general manager of the Farmers Bank, sent to prison for five years, has now served almost a year. He is keeping accounts of the blacksmithing works, and finds the work is a family home for every child. It pleasing and satisfactory. He has still should be the boast of a new country three years and nine months of time

Miss Jennie Amey, of Cannington,



The Fragrant Goodness of a Cup of

Gives an added flavor to the afternoon or bed-time luncheon. Its rich, creamy taste and its wholesome, stimulating effects make it impossible for you to mistake the brand. Sold only at

DUNOON'S DRUG STORE

Rexall Remedies