r "Kingston" leaves Toronto 2.30 p.m. Monday, Wednesday, Saturday. 1000 ISLANDS AND RETURN \$5.50

ncluding berth and evening dinner in each direction, also 50 mile island ramble,
Saturday, Sept. 20.
Inland line steamers for Montreal and intermediate ports, leave Toronto 10.30 p.m.
Inday, 5.00 p.m. Friday, 2.30 p.m. Wednesday and Saturday.
Low rates on this line including meals and berth.
Ticket office, 46 Yonge street, corner Wellington street.

WHITE STAR DOLLMON LARGEST STEAMERS FROM CANADA

SUMMER SERVICE (LAURENTIC Sept. 20, Oct. 18, Nov. 11

LAURENTIC Sept. 27, Oct. 25, Nov. 21

CANADA Oct. 4, Nov. 1

MEGANTIC Oct. 11, Nov. 1

New York. Queenstown. Liverpool. \$52.50 and upward, according to edric ... Sept. 25 Adriatic ... Oct. 9 laitic Oct. 2 Ceitic ... Oct. 16 ARABIC .Sept. 23 CYMRIC ... Oct. 7

Inland Navigation

Passenger Traffic

AMERICAN LINE

Plymouth, Cherbourg, Southampton

ATLANTIC TRANSPORT

WHITE STAR LINE

COLONIST RATES

\$46.30

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SKULLS FOUGHT OUT

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TARIFF NOT PERFECT, BUT BENEFICIAL IN THE MAIN

President Gourlay's Resume of Canadian Conditions for Past Year—Business Good Generally - No Mistake

Adverse Balance of Trade.

The wealth of our resources is unquestioned, but that wealth has not yet been converted into money, or into merchantable commodities that can be used to pay our debts. Meanwhile our immediate requirements in goods from other nations are far in excess of anything we can offer in return. For the 12 months ending May our imports for consumption were \$685,000,000, our exports of domestic produce only \$358,000,000. On the business of one year alone, therefore, the balance of trade against us was \$327,000,000; if we go back for ten years the total adverse balance amounts to \$1,051,000,000. This we have had to pay in cash, and not having the money ourselves we have ving the money ourselves we have

had to borrow it.

Glutting the Bond Market.

"In the effort to secure capital we have thrown industrial bonds by the millions, municipal debentures by the tens of millions and railway securities by the hundreds of millions on to the markets of London, Paris and Berlin.

markets of London. Paris and Berlin. In the natural course of events it could only be a matter of time till our credit abroad would approach its limit, and this past year the inevitable happened, supplies were in part shut off, carrying charges had still to be met and the result was tight money.

Criticism Against Banks.

"Since the commencement of this stringency a good deal of criticism has been levelled against our banks for their alleged failure to provide the funds necessary for the business of the country. To say that they refused to provide money for speculative ventures or for the financing of new onterprises is to acknowledge that they have chosen rather to reserve their resources so as to be better able to take care of legitimate business.

Financing the Crop.

"From now till Jan. I our banks will require to provide in the aggregate a (sufficient sum to purchase a grain crop in the west valued at \$200,000,000.

grain crop in the west values at \$200,000,000.

"It speaks volumes for the banking system of Canada that so large a sum will be provided for so useful, so necessary a purpose, with so little disruption to other business.

Business Good Generally.

"Generally speaking business thruout the year has been good. There has been a noticeable falling off in building permits, especially in the west, a fact which accounts for the dulness which some trades have experienced.

The Tariff.

"Our tariff has undergone little change since we met a year ago. In this connection it is interesting to note that the general revisions of our Canadian tariff have synchronized fairly closely with the general revisions of the United States tariff. The United States tariff was juggled; one set of items would be carried under a high duty one year and low the next, while another set would be raised from a revenue basis to a prohibitive basis. For the resultant unsettling of business which inevitably followed we find no counterpart in Canada.

business which inevitably followed we find no counterpart in Canada.

"The remarkable progress we have made of recent years and the general prosperity which our country has enjoyed clearly evidence the fact that our tariff in the main has been a beneficial one. But it is by no means perfect. The woolen schedule is not what it should be otherwise an industry that should be indigenous to an agricultural country like Canada would not have languished as it has. Neither is the iron and metal schedule satisfactory.

is the iron and metal schedule satisfactory.

General Level Satisfactory.

"We do not ask nor do we want higher duties all along the line I am aware that such desires are attributed to us, and will probably continue to be, despite anything we may profess to the contrary. If it will serve any useful purpose let me here and now place our association on record once more as being satisfied with the prosent general level of our tariff, subject to the adjustment of certain defects such as those I have mentioned

Rejection of Reciprocity.

"While on this subject it is fitting that I should refer briefly to the tariff legislation soon to be adopted by the United States. An examination of the Underwood bill as finally amended confirms me in the belief that Canada made no mistake in rejecting the reciprocity agreement of 1911. In saying this I io not question the value of the market concessions we would have secured thereunder, but whereas then we would have secured these concessions on our part now we are to secure many and some of the most substantial of them without an embarraceing consideration of any kind." substantial of them without an em-

Imperial Defence. Touching on the question of imperial defence, President Gourlay referred to the joint resolution passed by the house in 1909, and said: "Having

UNITED KINGDOM MAY BE CONVULSED

National Strike is Threatened and Three Trunk Lines Now Crippled.

The use of an inter-imperial trade mark for the encouragement of trade within the Empire was approved, and the organization of the British Empire trade mark association in London, England, was heartily endorsed.

The men thereupon heid a meeting and passed a resolution in favor of striking. If this should be put into effect it will tie up all the motor omnibuses and tube lines in London, and the men have sent en ultimatum to the employers, demanding the reinstatement of their dismissed comrades by Friday.

The Labor members of parliament declare that the trouble in Dublin, London, and elsewhere has been caused by the determination of the employers to challenge the rights of labor to organize, and they state that the lockouts in Dublin and the refusal to allow the trades unionist workmen in London to wear their union badges were decided upon only after the men had begun to talk of seeking redress for other grievances. W. Struthers Passed Away

As the result of a blow he received in the stomach while sparring with a boy in his store at the corner of Arthur and Euclid avenue. J. W. Struthers, a well-known druggist, died in the Western Hospital yesterday morning. The cause of death was a rupture of the bowel. Mr. Struthers was the owner of two drug stores, one on Euclid avenue and the other on Bloor street. He lives at 25 Palmerston Gar-

MASONIC GRAND LODGE APPOINTMENTS

ful Bro. W. D. McPherson, K.C., P.M., Granite No. 446, Fort Frances,

V.W. Bro. Sir Alan Aylesworth, K.C., Ionic No. 25. Toronto, grand grand steward; V.W. Bro. Peter Dun

The following appointments to works: V.W. Bro. John McIntos grand lodge offices have been made P.M., Moira No. 11, Belleville, grand by the grand master, Most Worship- | pursuivant; V.W. Bro. John P. Wright, grand steward; V.W. Bro. J. D. Livingstone, P.M., Forest No. 263, Forest,



Sir Alan Aylesworth, K.C., who has been appointed grand senior deacon of

SIR ALAN AYLESWORTH



Major Alfred Curran has been se-

MAJOR ALFRED CURRAN.

Above rates are one-way, second class from Toronto. been appointed grand senior deacon of ing the reinstatement of their dismissed contrades by Friday.

The Lebor members of parliament declare that the trouble in Dublin, London, and elsewhere has been caused by the grand master, is one of canada da's best-known citizens, having been prominent in state as well as professional circles. He was one of his mather state that the lockouts in Dublin and the refusal to allow the trades union last workmen in London to wear their union badges were decided upon only after the men had begun to talk of seeking redress for other grievances.

MONK WILL RESUME.

MONTREAL, Sept. 17.—It is said today that Hon. F. D. Monk, who was unable to take his seat in parliament a year or two ago. Sir Alan has been a member of lond was the day to take his seen in parliament and the next session is called.

been appointed grand senior deacon of the membory of canada to the grand Lodge A. F. and A. M. of Canada as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand director of ceremonies. Major curran is one of the old-time and as grand



Empress of Ireland Empress of Britain TRIESTE SERVICE (Calling Naples) SPECIAL SAILING TO LONDON

Lake Michigan......Nov. 26 DIRECT FROM ST. JOHN

HOLLAND-AMERICAN LINE

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R. M. MELVILLE & SON,

General Passenger Agents,

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CUNARD STEAMSHIP

Boston, Queenstown, Liverpool, New York, Queenstown, Fishguard, Liverpool.

New York. Mediterranean, Adriatic, Portland, Montreal, London. WEBSTER & CO., Gen. Agents, 53 YONGE STREET. edt

Inland Navigation



Niagara Falls Buffalo FOUR TRIPS DAILY EXCEPT SUNDAY

leaving Toronto 7.20 a.m., 11.00 a.m., 2.00 p.m., 5.05 p.m. HAMILTON DIVISION

Steamers leave Toronto 8.00 a.m., 2.15 m., 7.00 p.m. daily except Sunday. Ticket Office, 46 Yonge street, corner clington street, and dock. ARMY OF CHILDREN

HURLED TO GROUND

Apply to Agents, or H. G. THORLEY, Passenger Agent, 41 King St. Bast. Toronto, Phone M. 954, Preight Office, 28 Wellington St. R., Toronto, 1464f

Inland Navigation

Passenger Traffic

RED STAR LINE

London, Parts, via Dover-Antwo

Kroonland Sept. 20 Lapland ... Oct. 8 Finland ... Sept. 27 Vaderland Oct. 15

WHITE STAR LINE Cruises. Boston, Mediterranean, Italy Canopic ... Sept. 20 Cretic Oct. 18

WHITE STAR LINE Boston-Queenst Liverpool.

ONE CLASS CABIN (IL) SERVICE

\$52.50 and upward, according to

LOW RATES,

CANADIAN PACIFIC COLONIST RATES

(One Way-Second Class.) From all Stations in Ontario To certain points in British Columbia

Alberta California Montana Oregon Arizona

Washington Idaho, Etc. Sept. 25 to Oct. 10

Full Particulars, Rates, etc., from any C. P. R. Agent.

Toronto Time-Table Station

9.30 a.m. 5.40 p.m. NORTHBOUND.

8.50 a.m. 5.15 p.m.

INTERCOLONIAL RAILWAY OTHROUGHO TRAINS -

BETWEEN MONTREAL AND OCEAN

LIMITED Leaves 7.30 p.m. Daily SHORT LINE BETWEEN

MONTREAL AND QUEBEC or Quebec, River du Loup, Camp-eilton, Moncton, Truro and Hali-ax. Connections for St. John, Vinne Edward Island and the gange (except Saturdays). MARITIME

EXPRESS Leaves 8.15 a.m. Daily to Campbellton. Daily, except Saturday, for points further tast.

THE ONLY

ALL CANADIAN ROUTE to the Atlantic Seaboard.

For further information concerning Rates, Reservations, etc., apply to E. Tiffin, General Agent, it King St. E., King Edward Hotel. Phone Main 554.

NCHOR Salling from New York Every Saturday ameronia...... Sept. 20, Oct. 18, Nov. elifornia Sept. 27, Oct. 25, Nov.

A Last Chance for an Automobile at a Bargain

Following a Friendly

Tussle.

street. He lives at 25 Palmerston Gar-

dens.

It appears that the little boy formerly worked for Mr. Struthers, and when he dropped into the store on Tuesday afternoon the druggist starfed sparring with him. The boy landed a light blow on Struthers' stomach, and this caused his death.

TRAIN STOPPED UP. Whistle Blew Out, Allowing Steam to Escape From Boiler.

BROCKVILLE, Sept. 17—(Special.)

—A section of the G. T. R. No. 3 express, running from Montreal to Brockville, became disabled in a peculiar manner near Cornwall last

Brockville, became disabled in a peculiar manner near Cornwall last night, and was stalled for two hours. The whistle had blown out, leaving an opening thru which the steam escaped from the bolier, causing the train gradually to slow down.

Important Changes in Grand Trunk Train Service From Toronto.

Train now leaving Toronto 8 a.m., daily except Sunday, for Gravenhurst

and intermediate stations, will run through to North Bay, commencing Monday, Sept. 29.

Muskoka Express now leaving To-

ronto 10.15 a.m., daily except Sunday, for Barrie, Orillia, Muskoka Wharf, Gravenhurst, Bracebridge, Huntsville and all intermediate stations to North

Bay, will be discontinued after Saturday, Sept. 27.

Train now leaving Toronto 5.10 p.m., daily except Sunday, for Port Hope and intermediate stations, will run through to Cobourg, commencing Mon-

day, Sept. 29.

Train now leaving Toronto 1.30 p.m.,
daily except Sunday, for North Bay,
will not stop at Lefroy after Satur-

Train now leaving Toronto 11.35 p.m.. daily for Detroit and Chicago, will leave at 11 p.m.. commencing Monday, Sept. 29.

We have a few Runabouts and Touring cars which will be sold at half their value during September. We offer an excellent opportunity to get a car either for family or livery purposes at a price heretofore unprecedented.

McLAUGHLIN CARRIAGE CO. Ltd.

> 128 Church St. Toronto

The Safe Car to Buy THE 1914 RUSSELL-KNIGHT A New Car

Backed by a Year's Testing T HERE is nothing in the nature of an experiment in our 1914 Car. We have been content to refine and improve the many successful and exclusive

features of our 1913 models. That this policy is right is proven by the fact that many manufacturers are adopting 1913 Russell-

But in the 1914 Russell-Knight, these features are not an experiment. In the Russell-Knight they have been tested and found successful by rigorous service at the hands of hundreds of owners, and now have been refined, developed and improved to a degree of efficiency that is without parallel among Canadian automobiles today.

The efficiency of the Knight engine never was greater. Its economy in gasoline and oil consumption never more strongly in evidence.

As recently as last May, before the Automobile Club of America, it was shown that the Poppet Valve engine loses in efficiency after about the first month's work, whereas it has been proven beyond question that the power of the Knight engine actually increases with use, and that it becomes more powerful and more flexible with each succeeding month's work. The Russell Electric Lighting and Starting System has proven its reliability under the most exacting conditions and extraordinary emergency tests.

In fact, every problem in designing and building an entirely new car has been solved, and proven correct by one year's hard tests. The 1914 Russell-Knight is a car that for comfort, efficiency and simplicity in operation under all conditions, is positively without equal among cars manufactured or imported into Canada today.

comforts of cold-weather driving.

The car is new, but it is backed by that great Russell tradition for RELIABILITY. If there is any doubt in your mind about the claimed superiority of the 1914 Russell-Knight, come and have it demonstrated to you. Don't be satisfied to have our salesman take you for a ride in it—bring an expert with you. Then, after you have examined it thoroughly, take the car out and drive it yourself.

Our Tonneau Heating system and our exclusive Tonneau Windshield are being widely copied by other manufacturers this year, whereas we have improved

them and by doing so have removed the last dis-

Our standards in deep Turkish type cushions and fine upholstery are unequalled.

Body lines have been harmoniously blended, while the weight of the car has been distributed, to meet

the unusual requirements of Canadian road condi-

Subject it to any test that you can possibly conceive of as being likely to prove its value. And you will say it is the most efficient car ever turned out for service on Canadian roads. There are more expensive cars—but there is no better car anywhere than the 1914 Russell-Knight. Write for further particulars. Address the branch or agent nearest you.

RUSSELL-KNIGHT 1914 CHASSIS AND STANDARD BODIES ARE AS FOLLOWS: Russell-Knight, 4-cylinder "28" Roadster Russell-Knight, 6-cylinder "42" 7-Passenger 5-Passenger Touring Car......\$3250 5-Passenger Phaeton...... \$5000 Both chassis are built with Landaulet and Limousine bodies at proportionate prices. Catalogues on request. All quotations F.O.B. West Toronto.

RUSSELL MOTOR CAR COMPANY, LIMITED 100 Richmond Street West, Toronto

