

TURK ARMY RULES REST CURE BASED ON SIMPLE LIFE

Aggressive Foreign Policy of New Powers Feared by Holders of Bonds.

London, Aug. 11.—In Turkey "all is love and liberty and beautiful revolution," as one writer describes it. The situation is what it is solely because the Sultan, as his whole record shows, is the one great autocrat in history who has always known when to yield. He has not converted in the slightest degree to constitutional ideas. He would never have yielded to the popular demand, however unanimous. He surrendered only when his own lever of power was taken from him, and his only alternative was civil war, despotism, and ignominious death. But it is the army which now is in power in Turkey, and history does not throw a reassuring light upon military revolutions.

The Turkish army's grievances are genuine and legitimate. It is to be expected that these wrongs, especially in the matter of long arrears in pay, will be reduced first. The national treasury practically is empty. No body knows what the Sultan's private purse contains, but it is contents only can be obtained by violent confiscation. The first crisis is likely to arise when a demand is made which will be forthcoming presently for the removal of the garrison of 20,000 Albanians, which the Sultan maintains at the Yildiz Kiosk. No terms could carry greater terror to the padishah, and he will resist as long as he dares.

Abdul Will Acquiesce in Reforms. The young Turkish party fully realizes the importance of insulating on this point, for once gained their future course will be easy so far as dealing with the old regime is concerned. The wild old autocrat, broken in health, and lacking in physical courage, will make no attempt to regain his former authority.

Will the army make common cause with the people or will it give undue preference to its own claims? Will it in the serious financial dilemma which is inevitable attempt anything antagonistic to the interests of European bondholders? Will it seek a diversion from internal troubles in a spirited foreign policy which would be one of the greatest dangers to European peace?

All these points will be debated anxiously this week in the press and chancelleries throughout Europe. The withdrawal yesterday of the Anglo-Russian scheme of Macedonian reforms was inevitable. Reports of an entirely approved nature came from Bulgaria, which is another great danger point. In Turkey itself no alarming symptom has appeared yet. All Europe continues to marvel at what appeared to be the first ideal revolution in history.

Respect for the Turks already has risen to a higher plane in Christendom than any eastern people ever inspired, and there is who believe that the culminated event will justify and confirm it. This movement has been organized and executed with matchless skill, restraint and unselfish patriotism. Moreover, the attitude of the populace itself has been above reproach.

Egyptian's Cry for Sultan's Rule. From Egypt comes the first rumour of the Turkish revolution. The news has given a tremendous impetus to the national movement in Cairo and Alexandria. Wild demonstrations have been participated in not only by natives, but by thousands of exiled Ottomans. When the leaders of the latter paid tribute to the young Turkey party for national liberty the ignorant Egyptians almost unanimously resented it, and drowned the speakers' words with cries of:

"Down with the Young Turks! Long live the Sultan!" The native mob, in fact, instead of continuing the agitation for the Egyptians' independence, was raising a cry for return of their allegiance to the Sultan.

Russia Announces Her Plans. St. Petersburg, Aug. 10.—The foreign office has sent to the Russian diplomatic representatives abroad copies of the scheme for Macedonian reforms as drawn up by Russia, and fully approved by Great Britain. The documents are accompanied by a communication to the various powers, setting forth that the project is forwarded to them only for their information, inasmuch as, in view of recent events in Turkey, no action by any nation might be considered to show distrust of the Sultan and the Ottoman Government in the present work of reform. The dispatch adds that Russia will follow with the most systematic attention the efforts of Turkey to assure the successful working of the new regime, and that she will abstain from any interference calculated to complicate this task.

W. Thomas, a civil engineer, of Swansea, was awarded £1,500 damages and costs against the London and Northwestern Railway Company at Glamorgan assizes for injuries received in the Shrewsbury railway disaster. Plaintiff was travelling in the company of his fiancée, Miss Evans, who was awarded £200 damages in a similar action, when the carriage telescoped, and both of them had to be pried out of the ruins.

WORLD'S RICHEST STORE HOUSES

John Bull Plans for the Control of the London Docks.

London, Aug. 11.—This month there will come before the British House of Lords a momentous measure involving the purchase by the Government of the great docks of London, the biggest in the world. The property involved in this gigantic transaction is worth \$200,000,000, and the purchase will have a far-reaching effect. It is said the measure is certain to become a law. In one way, the control by the British Government of the port of London will be an experiment on a grand scale in what may be called state socialism. The dock undertakings of London have been operated for centuries by private companies, whose work has been interfered with from time to time by various petty local authorities, whose efforts to reform have only added confusion to chaos. While the business done at the docks is now into the largest of its kind in the world, the great dock companies have been criticised for acting more often in their own interest than in that of the people and trade in London. From now on the docks will be controlled by one central authority.

State Ownership Popular. The modern tendency in England is for all such public utilities to come under state ownership. The Government already owns the telegraph system, and various municipalities have their waterworks, electric lines, electric and gas lighting plants, public markets, laundries and other enterprises. A big movement also is on foot for the state ownership of railways, as in Germany. The proposal to take over the great London docks brings to the fore more than ever the vital question as to whether or not the state can manage these businesses better than private enterprises.

The reason the London docks have so far been considered beyond the grasp of public bodies is their great magnitude. The vast amount of money necessary for their purchase, the minute technical knowledge required in their management, together with the number of interests affected have made Government officials rather chary about getting mixed up in an undertaking of this character. The fact also that more than 4,000 employees on the permanent staff of the dock companies would have to be "taken over" in any purchase scheme also has militated against its actual accomplishment.

Difficulties Are Overcome. However, all the technical difficulties have been overcome, and when the bill passes the House of Lords, which is in favor of it—the docks will belong to the people. To save the vast properties included in the docks from falling into the hands of a lot of innumerable owners, the present employees of the dock companies are to be retained, including even the high priced directors, who have for years been identified with the management. The directors are to have a block of Government "paper" stock for their interests, amounting to \$638,000, while all present shareholders also will be paid in stock, the first issue of which will be for \$112,452,388.

Pessimists predict that, in taking over the docks, the Government has been looking for trouble and found it. The fact that thousands of casual laborers, drawn from the lowest strata of the population, are employed at the docks gives a element of danger which is considered that these men will henceforth be under Government control. At the dockside is the only place in the whole of England where a man can obtain work without a "character" or reference, and where a convict fresh from prison stands as good a chance of employment as anyone else. How the Government will handle these vast bodies of "casuals" remains to be seen. The private companies have had a great deal of trouble, and a famous "dockers' strike" a few years back almost led to a revolution, which was averted only through the efforts of John Burns, Cardinal Manning and a few other men of high character. A friend of his, who visited him recently at Grebe Castle, took several long drives with him, in the course of which the question was often asked: "What is the land over which they were passing?" In every case Mr. Caine's response was that he either owned the land outright or had a mortgage upon it. Like Alexander Selkirk, he might have exclaimed, "I am monarch of all I survey."

But apparently this does not satisfy the novelist's ambition. This week he has been seeking to obtain possession of an island which has no government, no house of keys, no constitutional authority, and over which the actual owner could really be said to rule. This island is known as the Isle of Man, and lies a little to the south of the Isle of Wight, from which it is separated by a channel half a mile wide. It is about 10,000 acres in extent, and the rest of the island is over to sea birds and rabbits. On the Isle is a farmhouse.

When the Isle of Man was put up at auction on Wednesday an opening bid of \$110,000 was made on behalf of Mr. Caine. There was, however, another competitor, and when the price had been carried to \$115,000, Mr. Caine, who, as already remarked, has a keen business sense, desisted. Whereupon the present owner withdrew the property.

Mrs. Winslow's Soothing Syrup has been used for over THIRTY YEARS by MILLIONS of MOTHERS for their CHILDREN WHILE TEething, with PERFECT SUCCESS. It SOOTHES THE GUMS, ALLAYS ALL PAIN, CURES WIND COLIC, and is the best remedy for diarrhea. Sold by druggists in every part of the world. Be sure and ask for "Mrs. Winslow's."

Shamrock brought from Ireland and planted in England always developed into clover, said Dr. W. E. St. Lawrence Fanny at Kingston.

REST CURE BASED ON SIMPLE LIFE

Real Estate Operator Wants to Establish Sanatorium for Overworked Persons.

London, Aug. 11.—Victims of the strenuous life in New York who cannot spare time to take a cure in Carlsbad or are too far gone to be able to stand the Spartan course of treatment it has of late been the fashion to prescribe for their cases are promised a sanatorium where moderation will be the rule in all things. Mr. John Lynn, a real estate operator, who is not unknown in Wall street, is the man who wants to plan this new hospital for the practice of the simple life. Mr. Lynn, who is now in London, has approached Jimmie Britton, who is also over here, with a view to offering him later the position of trainer.

"The simple life, with plenty of outdoor exercise is, of course, the best thing for the man who through overwork is on the verge of breaking down," said Mr. Lynn, "but to make a new patient, say of the build of Mr. Taft, run five miles across country, and then box five or six rounds with half a ton of medicine ball thrown in, is almost brutal."

"The Carlsbad cure is very beneficial, but its results are not lasting. If I can find a suitable place with mineral springs within a reasonable distance from New York I shall open a sanatorium where my patients for the first day or two, won't be asked to do more than walk around the track half a dozen times."

"I'm not going to manufacture molly-coddies, however, for as my patients pick up their strength their daily tasks will be increased. I'll have no food fads, but let my people have anything they want in moderation."

POPE ENLARGES HIS OWN DIOCESE. Pius X. Proposes to Add One Hundred Miles to His Territory. Rome, Aug. 11.—The Pope has decided to make another startling change which will add over a hundred square miles to the territory of his own diocese of Rome, which, until now, has been limited to the city proper. To effect this change Pope Pius has clipped the territory of the six cardinal-bishops, including Cardinal Satolli, who is bishop of the suburban diocese of Frascati. Moreover, his holiness makes the six cardinal-bishops only titular, that is, without any jurisdiction over their sees.

Simultaneously the Pope intends to greatly reduce the number of bishops in Italy. There are now nearly 300 of them, but when this latest reform is effected they will be reduced to about 200. A serious reduction is also to be made in the number of Spanish bishops. One of the results will be that for the future Catholic bishops in the English-speaking world will have a larger voice in the general council of the church.

It is almost certain that the diocese of Cleveland is to be divided with the new see of Toledo, O., of which the first bishop will be Monsignor Kondelka, auxiliary to the late Bishop Horstmann. The propaganda is engaged now in discussing the last appointments to the American hierarchy. A bishop is to be appointed to the newly-created diocese of Rockford, formerly part of Chicago, and a successor is to be appointed to Bishop Horstmann, of Cleveland. A new archbishop is to be named for Santa Fe, a coadjutor for Archbishop Riordan, of San Francisco, and a coadjutor for Bishop Ludden, of Syracuse.

Under the title "Pius X. and His Court," a book has been published at Milan which gives an extraordinary close account of the inner life of the Pope. The writer conceals his name, but there is no doubt that he is a person either on his holiness' staff or very close to him. This is his account of the Pope's day:

"Just the same as when parish priests of Salazar Pius X. used to get up early to open the door of his church himself, so now the Pope is up at dawn and dispenses with the assistance of any servants. His holiness sleeps very little, and never more than four hours consecutively.

TRAVELERS' GUIDE

GRAND TRUNK RAILWAY. SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—10:50 a.m., 10:55 a.m., 11:12 a.m., 11:22 a.m., 6:30 p.m., 8:00 p.m., 10 p.m. Arrive from the west—12:00 a.m., 3:35 a.m., 11:28 a.m., 1:10 p.m., 4:10 p.m., 6:25 p.m. Depart for the east—12:14 a.m., 3:40 a.m., 7:30 a.m., 9 a.m., 11:38 a.m., 2:05 p.m., 4:35 p.m., 6:53 p.m. (Eastern Flyer). The trains leaving at 7:30 a.m. and 2:05 p.m. stop at all stations. Depart for the west—4:00 a.m., 7:40 a.m., 11:18 a.m., 11:35 a.m., 1:40 p.m., 5:18 p.m. The 7:40 a.m. and the 1:40 p.m. trains stop at all stations.

LONDON AND WINDSOR. Arrive—10:00 a.m., 2 p.m., 6:50 p.m. (Eastern Flyer), 11 p.m. Depart—6:35 a.m., 11:27 a.m., 2:20 p.m., 8:10 p.m. International Limited. STRATFORD BRANCH. Arrive—3:25 a.m., 11:15 a.m., 1:33 p.m., 6:45 p.m., 11:25 p.m. Depart—6:10 a.m., 10:20 a.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE. Arrive—10:10 a.m., 6:10 p.m. Depart—8:30 a.m., 4:50 p.m. On Saturdays a train will leave London at 10:40 p.m. for Port Stanley. Arrive—8:45 a.m., 12:15 p.m., 1:40 p.m., 4:05 p.m., 6 p.m., 7:40 p.m., 9:20 p.m., 9:45 p.m., 11:45 p.m. *To and from Warkerville, without change. Trains not "starred" to Port Stanley.

CANADIAN PACIFIC RAILWAY. Arrive—From the east—11:30 a.m., 8 p.m., 10:52 p.m. From the west—4:30 a.m., 8:20 a.m., 5:20 p.m. Depart—For the east—4:40 a.m., 8:25 a.m., 11:30 p.m. For the west—11:38 a.m., 8:10 p.m., 11:00 p.m. Trains marked thus * run daily. Those not so marked run daily except Sunday. *From Chatham only. **Runs only to Chatham.

MICHIGAN CENTRAL RAILWAY. Arrive—5:55 a.m., 11:10 a.m., 5:10 p.m., 9:50 p.m. Depart—7:15 a.m., 2:20 p.m., 5:35 p.m., 10:25 p.m. *Runs through to Waterford.

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FARM LABORERS WANTED

MANITOBA, ALBERTA, SASKATCHEWAN. Work Harvesting for 25,000 Men. Good Wages.

EXCURSION TO WINNIPEG GOING \$10.00 SECOND TRIP CLASS. Free tickets from Winnipeg to points where farm laborers are needed within certain limits. Return for additional \$18 after at least 30 days' work. Excursions Leave Aug. 18 and 19 Sept. 1 and 9. From all stations Toronto to Sarnia line and south thereof in Canada. IMPORTANT. Ask C. P. R. Agent for time of special trains. W. Fulton, C. P. and T. A., 161 Dundas street, corner Richmond street, London. C. B. FOSTER, District Pass. Agent, C. P. R., Toronto.

NEW YORK EXCURSION. Via WEST SHORE RAILROAD. FRIDAY, AUGUST 14. \$10.00. Round Trip from Niagara Falls. Return Limit 15 Days. Tickets will be good for passage between Albany and New York in either direction without additional charge on HUDSON RIVER STEAMERS. For time of trains, space in Pullman cars, etc., call on, or address, L. Drago, Canadian Passenger Agent, 80 Yonge street, Toronto, Ont. 28-u-xx.

Living expenses in New York have increased 11 per cent in one year. GRAND TRUNK RAILWAY SYSTEM. FARM LABORERS' EXCURSIONS TO MANITOBA, ALBERTA AND SASKATCHEWAN. From all stations in Ontario via Chicago and St. Paul, Minneapolis or Duluth. AUG. 18, SEPT. 1. From Toronto, North Bay and intermediate stations, and all stations west thereof in Ontario. AUG. 20 to 27, SEPT. 2 to 14. From Toronto and east and east of Orillia in Ontario. Fare of \$10 is to Winnipeg, where free tickets will be given to Kamsack, Sask., Swan River, Sask., and intermediate points on Canadian Northern Railway. One cent per mile beyond those points to Edmonton, inclusive. The Grand Trunk is the only double-track route to the west. Through St. Clair Tunnel by electricity. No smoke or dirt. \$18.00 Returning. From Swan River, Kamsack and intermediate stations. Farm laborers' certificate supplied with each ticket explaining how to prove this fare from the Canadian Northern agent. Tickets will also be issued via Toronto and C. P. R. under certain conditions on following dates: AUG. 14, SEPT. 8. From stations north of main line, to Toronto, via Sarnia Tunnel via Stratford, including Toronto, North Bay line and stations west. AUG. 19, SEPT. 9. Toronto to Sarnia Tunnel, inclusive, via Stratford, and all stations south thereof. AUG. 22, SEPT. 11. Toronto and east and east of Orillia to Kingston, inclusive. Full particulars from any Grand Trunk ticket agent.

THE ONLY LINE reaching all the tourist resorts of Muskoka, Lake of Bays, Temagami, Georgian Bay, Kawartha Lakes, Magnetawan River, etc. Full information at Grand Trunk ticket office. 281

MICHIGAN CENTRAL "The Niagara Falls Route." Have now on sale low one-way first and second-class tickets VIA CHICAGO AND ST. PAUL TO WINNIPEG MANITOBA. and other points in Manitoba, Saskatchewan and Alberta, through fast service, two days to Winnipeg. Call on Michigan Central agents or write S. H. Palmer, D. P. A., St. Thomas, W. J. Lynch, P. T. M., Chicago; O. W. Ruggles, G. P. A., Chicago.

OCEAN STEAMSHIP TICKETS. WHITE STAR LINE. New York—Quebec—Liverpool. N. Y.—Plymouth—Cherbourg—S'hampton. Philadelphia—Quebec—Liverpool. LEYLAND LINE. Boston—Liverpool Direct. DOMINION LINE. Royal Mail Steamers. Montreal—Quebec—Liverpool (Summer). Portland—Liverpool Direct (Winter). E. DE LA HOOKE, SOLE AGENT. New York—Dover—Antwerp. E. DE LA HOOKE or W. FULTON, Agts. The wife in Abyssinia always owns the house and contents.

PERE MARQUETTE Port Stanley AND RETURN 30 CENTS EVERY DAY. Trains leave London 5:40 a.m., 9:45 a.m., 1:20 p.m., 2:30 p.m., 5:05 p.m., 7:00 p.m. and 8:00 p.m. Late train leaves London every Saturday night at 10:40 p.m. H. F. Moeller, G. P. A., Detroit, Mich.; J. W. Kearns, T. P. A., London, Ont. Phone 244. tf. xvx.

Diarrhea. There is no need of anyone suffering long with this disease, for to effect a quick cure it is only necessary to take a few doses of Chamberlain's Colic, Cholera and Diarrhea Remedy. In fact, in most cases one dose is sufficient. It never fails and can be relied upon in the most severe and dangerous cases. It is equally valuable for children and is the means of saving the lives of many children each year. In the world's history no medicine has ever met with greater success. PRICE THIRTY-FIVE CENTS.

Next Homeseekers' Excursion TO NORTHEAST, AUG. 19. VIA GRAND TRUNK LAKE AND RAIL ROUTE. Return Tickets from All Ontario Points. Winnipeg, Man. \$32 00 Brandon, Man. 33 50 Deloraine, Man. 35 50 Edmonton, Alberta 42 50 Calgary, Alberta 40 50 Humbolt, Sask. 37 00 Saskatoon, Sask. 38 50 and all other points in proportion. Homeseekers' tickets include second-class berths up to capacity of steamer, and meals at special rates. All privileges as to stopover, baggage and variation of route are available by this route. Steamship Majestic Leaves Sarnia Wednesday, Aug. 19, at 3:30 p.m. Tickets and all information from all Grand Trunk agents.

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