TUESDAY MORNING

THE TORONTO WORLD

and Party.

Along the New Line-Vancouver

and the Panama Canal.

Nepigon to Ottawa via North Bay.

The Toronto World

POUNDED 1880.

morning newspaper published every day in the year by The World News-pager Company of Toronto, Limited; H. J. Maclean, Managing Director. WORLD BUILDING, TORONTO, NO. 40 WEST RICHMOND STREET. Telephone Calls: Main 530.3—Private Exchange connecting all departments. Branch Office—15 Main Street East, Hamilton. Telephone 1946.

-\$3.00-

will pay for The Daily World for one year, delivered in the City of Toronto, or by mail to any address in Canada, United Kingdom, Mexico and the British possessions enumerated in section 47 the Postal Guide.

will pay for The Sunday World for one year, by mail to any addross in Canada or Great Britain. Delivered in Toronto and Hamilton by all newsdealers and uewsboys at five cents per copy. Postage extra to all foreign countries.

UNITED STATES.

Daily World \$4.00 per year; Daily World 55c per month; Sunday World \$3.00 per year; Sunday World 25c per month, in-cluding postage.

t will prevent delay if letters contain, "subscriptions," "orders for papers," omplaints, etc.," are addressed to the regulation Department.

The World promises a before 7 a.m. delivery in any part of the city or suburbs. World subscribers are invited to advise the circulation de-partment in case of late or irregular delivery. Telephone M. 5308.

TUESDAY MORNING. SEPT. 7

A Red Letter Day in Our Railway History.

The long cherished aim of Mackenzie and Sir Donald Mann, of building another transcontinental line, has been accomplished. Sir William Mackenzie during the last fortnight was able to go from Toronto across the continent and back to Ottawa on the rails of the Canadian Northern. His train was the first over the new lines between Sudbury and Port Arthur; between Edmonton and Vancouver across British Columbia, and on the return trip from Sudbury to Ot-

tawa. also over a new section. The Canadian Northern has at this moment a system extending from Quebec to Vancouver, touching the cities of Montreal, Ottawa, North Bay and Sudbury: Ottawa, Kingston, Belleville, Toronto, Parry Sound and Sudbury; Port Arthur, Winnipeg, Brandon, Regina; Edmonton and Vancouver. And by means of its connections with the Intercolonial it is able to reach all the cities of the Maritime Provinces.

But not only is this a new transcor

tinental line, but it is a very superior

At the present time the Dominion Gov-priment is giving a transcontinental serernment is giving a transcontinental service, three days a week, between Toronto and Winnipeg via North Bay and Cochrane. There is no reason why the Canadian Northern should not also give a service on the other three days of the Arthur and Winnipeg. And if the gov- Inspected by Sir William Mackenzie ernment or the Canadian Northern were to build this fall a line of twenty of

thirty miles between some point on the Canadian Northern east of Lake Nepigon northwesterly to the Transcontinental line they would be in a position to give the shortest, quickest and best route be-

tween Vancouver and Winnipeg and Toronto and all other eastern cities. In straight to Ottawa over the new line from Ruel and Sudbury, saw Sir other words, the passenger traffic could go by Toronto, Sudbury, Nepigon and Winnipeg, leaving out Cochrane to the

north and Port Arthur to the south. This will be the ultimate national express line.

Another feature of the Canadian Northern is this that it fits in with the Transcontinental now in the hands of the Dominion Government, and the two

joined up would make the greatest system in Canada, and one truly national as it would have the best grades, touch more of our cities and give the shortest route across the continent.

But as things are today, and without dealing with prospective mergers and mprovement, the Canadian Northern is returned from a delightful trip over

line in many respects. The grades are Mann has become an accomplished fact; were visited and Winnipeg was reached

line in many respects. The grades are and that it is just another evidence of route the speed averaged 33 miles an

returned from a delightful trip over the transcontinental lines of the C. N. holme, "and a whole-hearted believer in Canada's wealth of natural re-sources, but the construction and a great present fact; it is a new transcontinental railway connecting up nearly guests of Sir William and Lady Mac- operation of railways alone can fully all the Canadian cities; opening up the kenzie on the first thru train across develop these resources. I am sincele-ly of the belief that the greatest skill has been displayed in the location of richest farming and live stock country in the Canadian west; and for the first 3.30 on Sunday afternoon, Aug. 22. the main line and branches of the Canadian Northern Railway. I am of time fully removing the blockade condi-The itinerary covered 6602 miles, all Canadian Northern Railway. I am of the opinion that the earning power of that company, under normal business tions of two years ago when it was in steamer route from Vancouver to Vic-t believe, because of the permanent possible for the western farmer to have toria, was over the C. N. R. tracks. I believe, because of the permatting his crops shipped out in a satisfactory Sir Clenholme noted it as a point of low grades thru the mountains, way. And not only this, but the Caninterest that the party visited every adian Northern is eminently a Toronto provincial capital west of Toronto on American writers, one of whom writenterprise, and for the first time puts the C. N. R. lines and came back via Ottawa on the same road. Sir Glen-railways, had this to say: Toronto in the most direct touch with that west, in which she has such a vital holme is enthusiastic about his trip interest. and the excellence of the railway ser-The Canadian Pacific, which has been

vice, even on the 1700 miles of new successful in the past, will in no way road between Vancouver and Ottawa be injured by the development of the and the portion east of Capreol not yet Canadian Northern. It has a splendid opened. organization, unlimited resources, and

Sir Glenholme went west by the has an immense traffic; and there is now northern route and returned by the or soon will be room for two great sys- southern, thus having the advantage of tems. Into the future of our transseeing the whole of the vast tracts of country opened up by the new system. continental systems in Canada we do not Outward from Toronto, the journey at the present moment propose to enter; lies by Port Arthur, Fort Frances, Winnipeg, Dauphin, North Battleford to but we do take this occasion to point out onton, and thence to Vancouver that what seemed to be only a dream and Victoria. Returning by Vegreville in the minds of Messrs. Mackenzie and and Munson, Regina and Saskatoor

TRANSCONTINENTAL LINE MAKE HISTORIC TRIP. Personnel of Party Accompanying Sir William Mackenzie on Canadian Northern Transcontinental Run. The personnel of the party who made the historic thru trip on the Canadian Northern Railway, covering the distance of 2950 miles from Toronto to Port Mann in 91 running Sir William Mackenzie arrived in Toronto. Sunday morning from was as follows: William Mackenzie, Lady Mac-Ottawa. He left Toronto exactly two weeks ago to go across the continent Sir kenzie and maid; Sir Glenholme Falby the completed Canadian Northern. He was accompanied by Sir Glen-holme and Lady Falconbridge, Lady Mackenzie, D. B. Hanna (vice-president and general manager), Mrs. Hanna and other of the officials. Some of the

ullest extent in securing a good share

"Altogether," said Sir Glenhelme

"the trip will live long in the memory

party got home Saturday night, including Mr. Hanna, but Sir William went Robert Borden Saturday afternoon, got to Toronto Sunday morning, and went on to Kirkfield in the afternoon. They went over C. N. R. rails from Toronto to Vancouver and back to Ottawa and Toronto on their own steel all the way, as well. The features of the trip were the speed and grade from Edmonton to Vancouver, the unusual crop on the C. N. R. lines in Saskatchewan and Alberta, and the quality and grade of the line from CHIEF JUSTICE FALCONBRIDGE PRAISES NEW LINE A Four-Tenths Grade Across the Mountains-List of the Officials and Guests Present-The Crops Sir Glenholme Falconbridge has just tify its enormous cost-will it pay?" "I am a Canadian," said Sir Glenlevelop these resources. I am sincerethe cost of operation will be under the

"'The Canadian Northern line across the Rocky Mountains thru the Yellowstone Pass, will be the lowest grade line on the Ameri-can continent, and with its low Graha grade, American transcontinental lines may have to reckon in the future. The Canadian Northern Railway crosses the Rockies at a eight of 3700 feet and has a maximum grade of four-tenths of one per cent., or a rise of only 21 feet to the mile in both directions with the exception of the approach

to the Albreda summit, which has a grade of seven-tenths of one per cent. for some 50 miles coming east from Vancouver.' "In another way the same writer. The Wall Street Journal, explains

to begin operating a thru service from Toronto to Vancouver Oct. 1." Asked when he left Vancouver, Sir



SEPTEMBER 7. 1915

TUE

utumn

armen

pecial Exhibit adies' and Mil he Mantle Dep

all the season's nings and ma pectally well a ion of Fall Sui ar fabrics as whipcords and

fabrics as ipcords and ored and no

touches of

dies' F

black and c weeds, Whipe roadcloths, Pl intures, all s ide, full-flare ie features.

w Und

ew designs an enskirts in Sat lack and all s

learing

resses

This is the amongst the ren tock of Summ Marquisettes, C must be cleared fall goods, so Clearance Barga

MAIL ORDE

DHN CA

55 to 61 K

FLEET OF

Destroyers

GREA'

for the

LION SH

Displays

Hard

(Continue

ships rat

ees. The dest

the move. flotil

to flotilla. It see

been drawn be

etween any o

were out and th

There was the others of all cla

ion of naval w

ent type, the Q

The head of t

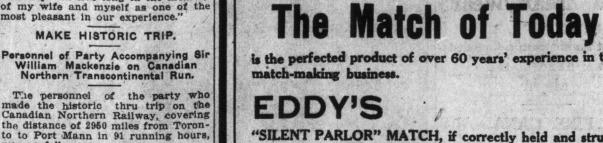
the mist of and black clou

ion to the flee

superior

Queen Eliz

adies'



of appeals. Ontario: Lady Falcon-bridge; Mr. D. B. Hanna, third vice-president, Toronto; Mrs. Hanna, Miss Jean Hanna; Mr. W. Tuxford, secre-tary to third vice-president, Toronto; Mr. A. J. Mitchell, assistant to vice-president, Toronto; Mr. S. J. Hungerford, superintendent rolling stock, To-ronto: Major G. A. Bell, financial comptroller, department of railways and canals, Ottawa; Mr. J. Burns, Calgary; Mr. W. C. Rowley, manager Canadian Bank of Commerce, Winni-peg; Mr. W. H. McLeod, general man-ager, Winnipeg; Mr. J. R. Cameron assistant general manager, Winnipeg Mr. George Mitchell, secretary to gen eral manager, Winnipeg; Mr. C. E Friend, general auditor, Winnipeg; Mr. A. H. Aager, assistant superin-tendent rolling stock, Winnipeg; Mr E. Langham, purchasing agent, Win-nepeg; Mr. W. Pratt. jr., general su-perintendent S. and L. cars and hotels, Winnipeg; Mr. George Stephen, gen-eral freight agent, Winnipeg; Mr. R. Creelman, general passenger, agent. Creelman, general passenger agent. Winnipeg; Mr. C. H. Hickie, cashier and paymaster, Winnipeg; Mr. W. C Muir, general superintendent Canadian Northern Express Co., Winnipeg; Mr. T. J. Lowe, fuel agent, Winnipeg; Mr. H. McConkey, superintendent elec-trical and telegraph maintenance, Winnipeg; Mr. R. B. Pratt. architect, Winnipeg; Mr. D. Coyle, Mackenzie, Mann & Co., Winnipeg; Mr. P. C. An-drews, Mackenzie, Mann & Co., Win-nipeg; Mr. D. R. Campbell, superin-tendent of construction. Mackenzie. dian Northern Express Co., Winnipeg; Injeg; Mr. D. R. Campbell, superin-tendent of construction, Mackenzie, Mann & Co., Winnipeg; Mr. W. A. Brown, general superintendent, Ed-monton; Mr. John Norquay, road fcre-man of engines. Edmonton; Mr. A. R. Hern, president Northern Construction Co.; Mr. T. H. White, chief engineer. Vancouver; Mr. C. N. Wilde of the executive branch at Vanccuver; Mr. J. C. Quantie, construction master I. C. Quantie, construction master mechanic, Vancouver; Mr. J. H. Mer-

cer, superintendent of construction, Vancouver; Mr. H. L. Johnson, divisional engineer; Mr. J. A. Chamber ain, divisional engineer; Mr. R. W Graham, superintendent bridges and buildings; Mr. M. MacLeod, son of General Manager M. H. MacLeod; Dr. R. McKenzie, chief surgeon.

THRU SERVICE SOON.

OTTAWA, Sept. 5.—Sir William Mackenzie arrived here last night from Vancouver, having made the entire trip over the rails of the Canadian Northern system. Northern system. 4 "It is my first trip over the line," he said: "I went from Toronto to Van-couver, and from Vancouver to Ot-tawa over our own steel. I found the line in excellent shape, and we expect to begin operating a thru service from

and Vancouver was 91 hours, and the portion of the British Empire. If ever distance covered per hour a fraction over two men worked to achieve a great end 33 miles; and this is better time and these two men have worked and have more speedy than any existing route. As succeeded. Canada is a greater country a matter of fact the Canadian Northern because of their energy and determination. has the lowest grade of any transcontin-The World congratulates them on what ental road in North America with a maxithey have. done; and what they have mum grade of four-tenths of one per done we believe will be the main factor cent. per mile, with the exception of in a great system of nation-owned railabout 50 miles over the Albreda summit ways, whose object will be service to the coming east, where the grade is sevenpeople and the nation and empire rather tenths per cent. One engine on the than profits for promoters and invest. Canadian Northern by reason of the low ors. The World's belief is that once he grade will be able to move 2500 tons of has built his line, Sir William Macfreight from the Pacific to the Great kenzie will let the nation have it to join Takes, will have to cross only one mounup with the National Transcontinental. tain range; whereas the American lines the Grand Trunk Pacific, the Intercolhave to cross three ranges and are not onial and the Hudson Bay. The other able to handle more than 500 tons of lines can also get in on terms. freight to an engine! Criticism of our railways to be effec.

But not only has it the best grades of tive now must be devoted, not to the any American line, but it also has been builders and their methods or to the splendidly built, especially in the newer politicians, legislatures and parliaments sections: and what is still of greater imthat helped to bring them into being; but portance it runs thru the best grain and how out of the medley, misdirection and overbuilding at points, a great public live stock country in the whole of the Canadian West; opens up some very proservice system can be evolved. The Canadian Northern's arrival will, we bemising valleys in British Columbia; and here in Ontario opens up the clay belt lieve, be a great factor to this end.

between Lakes Nepigon and Nipissing. as well as the territory between Nipis-Imperial Oil Co. Affiliations. sing and Ottawa. And not only has the The Magazine of Wall Street says o Canadian Northern these improved grades the Standard Oil Company of New and fine roadbeds, but it also has cars Jersey, that "of all the subsidiaries, and engines sufficient to move the farm the greatest possibilities seem to lie ahead of the Imperial Oil Company, produce and live stock of the country limited, of Canada. served by it in the western provinces. Oil Company of New Jersey owns about 80 per cent. of the \$15,000,000 Over one hundred millions of bushels of capital stock of this company. It is wheat will be marketed this fall and winengaged in producing oil in Canada, ter along the Canadian Northern and carmarketing it thruout the Dominion. It owns pipe lines connecting with ried east to Port Arthur; some of it will other lines, which bring oil from progo to Montreal and some of it to New ducing properties in the United States for the use of its refineries at Sarnia and Vancouver, Canada. The Imperial York via Buffalo and Duluth; and as settlement increases the tonnage of the Company owns about 70 per cent, Canadian Northern will grow in the same the \$20,000,000 capital stock of the International Petroleum Company, Limited. The International Company proportion

The Canadian Northern has also this is a recent consolidation of four Peru strategic position, that it can carry the Peru, refining and selling in that grain and the live stock of the Provinces country and shipping oil from Peru to Vancouver, to be refined at the Imof Manitoba, Saskatchewan and Alberta perial Company plants there." to a Pacific port, whence it may go by

the Panama Canal to Europe or by the Hudson Bay Railway to Hudson Bay and thence across the Atlantic to Europe, or easterly to Port Arthur, whence it may be distributed to Duluth or to Buffalo for New York or to Parry Sound for Montreal.

This thru transcontinental freight service will be going before October. But the Canadian-Northern has also established passenger services over thousands of miles here in the east and in the west. before six weeks are over they will be able to give a thru transcontinental

"At Avi Burnu artillery fire and passenger service between Vancouver. bomb throwing continues. "At Seddul Bahr enemy artillery Winnipeg and Toronto, and Vancouver, "At Seddul Bahr enemy artillery Winnipeg, Ottawa, Montreal and Quebec. on the Alroui Tepe front."

al running time between Toronto the importance of Canada as a portion hour, the actual running time from Toronto to Vancou being 91 nour of the continent of America, and as Ease of Grades. Sir Glenholme was especially struck by the ease of the grades. Even in going thru the mountains it was foun to be so level that a rate of 40 to 45 miles an hour was maintain The engineer offered to make 110 miles in two hours in the mountains, but the ladies wished to see more of the scenery than this would have made possible. On the scenery of the road Sir Glenholme was disposed to be eloquent. He particularly spoke of the view of Mount Robson, whose elevation of 14,000 feet was visible from a distance of eleven miles. Going thru the mountains he was struck with the beautiful patches of cleared and cultivated land, where men, isolated as they were, had successfully cstablished themselves in fertile farms. Record Crop Assured.

Speaking of the farming Sir Glenopinion of people he had met at every stage of the trip about the probabiliopinion from his observations that

the wheat crop would run to 300,000,-000 bushels with a total crop of all produced in many places 100 bushels looking for. to the acre. In more than one local-

as to be able to plow the stubble. 1000 miles this picture was ever before Threshing was all done on the field our eyes—a wheat field of magnificent and there was no housing or stacking. "The saving of the crop was beyond

peradventure," declared Sir Glenholme He had found a great deal of live stock on the more advanced farms cattle and horses being abundant, and now the smaller farmers were going in for stock-raising also. Ample preparation was being made to handle all the business originating in the C. N. R. territory, sidings at every station being 3500 feet long and affording the fullest accommodation for the longest train. Sir Glenholme considered the choice of the old government survey thru the Yellow Head Pass as a singularly wise one, and he dilated upon the advantages of the route.

The Standard

vian companies in producing oil

able Booty Was Taken in

Anafarta Sector.

TURKS SUCCEEDED

Dardanelles:

considerable booty.

noitring

Marks an Epocn. "The opening of Canada's second continental line—the Canada's North-ern Railway—from Toronto to Vancouver, is an epoch-marking event in our history," he said. "We have seen so much,' continued

seem to be of most interate to the self and the company's interests and public, but this I must say, that the the sincere hope that he would long construction of the Canadian Northern Railway from Toronto to Vancouver is of the Canadian Northern Railway. IN NIGHT ATTACKS? very highest efficiency. thruout, steel bridges cross all streams William my belief that the railway was Constantinople Claims Considerand rivers of importance, heavy rails are used all the way, and plenty of ness, that he possessed in a m ballast has been applied in building degree competent and loyal officers, CONSTANTINOPLE, Sept. 6, via between Toronto and Vancouver the smoothness of the track was apparent London, 1.54 p.m .- The following offi-London, 1.54 p.m.—The following offi-cial statement was issued today by the beyond question. Were it necessary Turkish war office on operations in the to say more in that regard, it may be up in this one fact, that "In the Anafarta sector our reconmade the trip from Toronto to Van-

letachments made some couver in the incredibly short time successful night attacks, capturing of 91 hours actual running time. At

Canadian Railway Northern crosses only one. One locomotive and one train crev on the Cana dian Northern will care for a load of 2500 tons from Seattle and Vancouver to the great lakes. On the merican lines a single crew and engine could only carry 500 tons except by additional, power over the three mountain ranges."

""The American roads cross

thre

Flattering Tribute.

"This tribute to the Canadian Northern is a most flattering one to Canada as a whole, and it must be a matter of great satisfaction to Sir William Mackenzie and Sir Donald Mann that their strenuous efforts of 19 years' construction work has culminated in an enterprise which is regrain. garded so jealously from a traffic and operating standpoint by American tions about the lake and ocean

"In northern Ontario thru which lme stated that he had taken the the railway passes, mining possibilities the of extensive area exist; in lumbering but if there was any lack of lake tonthere can be no question of satisfacties of the crop, and he was firmly of tory traffic returns; in agriculture the grain by rail to Montreal or Quebec development will naturally be slower, but the land is there, and in time will fully one-third of the entire crop." A become an important contributor to the number of friends were on hand to grains of 600,000,000. Respectable and company's revenue. The sportsman, welcome Sir William and congratupredible men informed him that cats too, will there find the 'paradise' he is lated him on the completion

"It was our privilege to see the three and Col. John Carrick. ity, by actual measurement on the prairie provinces of Manitoba, Saskat-field, wheat was found to run 50 bushels to the acre. In one farm he found far as the eye could reach on both 52 bushels to the acre. He found an sides of the railway—and by the way, enormous lot of new land being broken we travelled on the company's north up for next year's crop. Some of the line thru the famous Dauphin and Gil-farmers were looking so far ahead that bert plains country and returned by they had moved the stooks of ripened way of Regina and Brandon-a sea of grain to the newly plowed ground so golden grain unfolded itself and for

distances. Moving the Crop "That all the railways in western Canada will have all they can do for

months to come to move the great crop east to the seaboard goes without say ing, and I am firmly convinced the Canadian Northern will give a good account of itself in moving its share of it. Business must benefit from the financial returns of the crop and cattle exports and I view with much satisfaction the hopeful attitude of the business men of the west who see much better conditions in the immediate future.

"One pleasing incident of the trip is worth recording. At Winnipeg on the way west to Vancouver, 20 or more heads of the different departments of the company's service joined Sir Will iam's party and traveled with him to Vancouver. On the return journey and nearing Winnipeg, they gathered in Sir William's car and there expressed Sir Glenholme, " that it is difficult to focus in an interview what would to him their continued loyalty to himself and the company's interests and

continue to preside over the destinies

that being young and full of energy, I sympathized with the railway companies' officers who had to meet them in competition for business. Sir William in replying expressed heartfelt appreciation for the senti-

today was ments respecting himself and reaffirmed what he had frequently said before that no organization had a more loyal can, the Pontiff not wishing to make times our train ran 60 miles and over. Staff than the Canadian Northern the occasion one of rejoicing there in per hour, and the average running Railway, and that he believed-having time for the whole distance was so ne- seen the advantages which their com- these days of war.

thing like 33 miles per hour.' pany had over other railways in Can-"Do you think the railway is so con-structed and properly locate as to jus-cers would use the knowledge to fits Dec. 22.

lliam replied: "We left last Monday, but, of course, we were not hur-rying east. Goin, west from Toronto we made the trip to Vancouver in 91 ours, excluding one or two long stops over night.

A Good Roadbed.

"I think I may say without boasting that our transcontinental line so far as roadbed is concerned, will favorably ompare with any road on the continent.'

noon. Mr. Rewell discussed the war from the aspect of the workingman. "The present government of Germany." Mr. Rowell said, "is the most powerful, aggressive and ruthless opponent of the political rights and likurties of the work-ing men in the world today. It has so far succeeded in practically denying these rights to its tollers, and if Ger-many succeeded in this war she would inevitably deny them to all others over whom she had control. The existence of her form of government depends upon it. Give the workingmen a real voice in the government and the Irussian military Sir William said the crop was be ginning to move, and the Canadian Northern had been delivering about 150 cars a day at Winnipeg. The western crop, he said, was the best he had ever seen, not only in quality, but in the uniformly high quality of

Handling the Grain. He smilingly waved aside som ques-

nage, saying that the Canadian Northtermined to crush or ern was mainly interested in getting wheat to the head of navigation, nent nage, they were equipped to carry the "Our line," his trip, including Gen. Sir Sam Hughes





Latest Type of Aircraft Copied From Russian Machine-To Carry Eight Men.

COPENHAGEN, Denmark, Sept. 6 (via London, 2.38 p.m.)-The new type of glant biplane undergoing tests in Ger-many is said to have a measurement of 42½ metres across the plane. The motors develop 300 horse-power, and each works three propulations hree propellers.

These biplanes are capable of carrying They are equipped with wireless and searchlights. Each carries 12 bombs searchlights. Each carries 12 bombs weighing 22 pounds a piece and five machine guns.

Biplanes of this type will have crews of ight men and will be able to travel to London and back in five hours. The engineers who constructed them obtain-ed the idea from a Russian machine. They say that the new craft will supersede the Zeppelin. The Russian machine referred to prob-

ably is the aeroplane designed by a young engineer, I. I. Sikorsky. In this type of aeroplane, called "Omnibus" as many as sixteen persons have been carried. There are several cabins extending over a length of 28 feet.



Anniversary of Pope's Coronation Was Passed

Quietly.

ROME, Sept. 6, via Paris.-Altho oday was the anniversary of the coronation of Pope Benedict XV., the were no signs of festivity in the Vaticontrast with the general sadness of

7 KING ST. W:

97 Men Die Poor!

Out of every 100 men, only 3 achieve a suffi-

cient competence to retire to a comfortable,

It should not be so when one considers how small a

sum invested annually for a few years in an Imperial

Endowment will provide a competence for a man's

declining years. Yet we continually see and hear of

old folks slaving for a meagre living or depending upon

You don't want to come to that do you?-Then write

us to-day for particulars of Imperial Old Age Endow-

ment Policies. You will be astenished to learn how

easily you can now ensure a livelihood for your later

THE IMPERIAL LIFE

Assurance Company of Canada

Head Office, Toronto

Branches and Agents in all important centres

Holders of Imperial Life deferred dividend policies maturing

this year are receiving profits amounting on an average' to

nits, which continues [das duttering from

20% of the total premiums paid.

the charity of friends or children for support.

independent, old age.

vears.

STURGEON FALLS, Sept. 6.-N. W. Rowell, K.C., addressed a large audience of workingnen and other citizens at a patriotic neeting held here this after-noon. Mr. Rewell discussed the war from the aspect of the workingman. "The present government of Germany" MICHIE & CO., LIMITED

parent unanimity among all classes in Germany before this war. He showed that they had done this as a result of a long, deliberately planned scheme and that they had convinced the people thru a press which was not independent like ours, that the German Empire was be-ing attacked and that it was fighting in self defence.

In seif defence. Mr. Rowell quoted extracts from the Speeches of Dr. Karl Liebknecht and also from "Vorwaertz," the organ of the Ger-nian Social-Democratic party, showing nan Social-Democratic party, showing that there were at least some among the Social Democrats of Germany who did not share the general enthusiasm for the war. government and the Frusslan military autocracy would soon be overthrown. The government knows this and is desuppress

"The maintenance by the workers of OLD CORNWALL RESIDENT DEAD. in their social and industrial cor

The top of the political rights and liberties of work-ing men. "The top of the political rights and liberties of work-ing men. "The top of the world can only hope to retain the political privileges and liberties that they now enjoy by the de-feat of Germany's ambition for world conquest and dominia." "Mr. Kowell went into the question of new it was that the German Govern-ment was able to command such ap-The other free various of the world can only hope to retain the political privileges and liberties that they new enjoy by the de-feat of Germany's ambition for world conquest and dominium."

and black clou Right—sixteen-were counted a clockwork regul smoke clouds dreadnoughts w King Edward dreadnought cla The command on which the aboard looked it was time to a appointed place knots he cut ac tleship, taking ing place. As the headland to last gimpse of ine neadland t inet glimpse of column of ship liarbor, on its v rand in the N and gunpowder Armageddon v imagination, st German fleet Beatty' Officers on Beatty's flagsh received the ro tie of any m afloat, told of to persuade th descend at the from the beat Beatty

D.P.

from the bridg hampered visit tection of the save an excit cess of destro of submarines Lion as she within the knots aft Lion The places hit during the not discernibl ing to recons here the she the location waing been pla plates. A very German shells range of the e officers say, b ing salvos and guns caused a to sound in th ed on the brid The Tiger, s Lion, had few result of the On the Que Dardanelles, A section of n where a shell from a glanci 15-inch guns-inflex The Infexit Fakkand Islan injury there t where she was was under he piece of the n room as a so which have b ments of Gerr

ings as mem-to the manne had been for

preparations ages from

ed injured in