



day's ulletin

Following Special Sale
TO-DAY, as an-
nounced in yesterday's paper:
-price Boot Sale for
Women and Children-
Floor).

Market Sale—(Second
Floor).

Hats in the Millinery
ment.

of School require-
throughout the Store-
ther's opportunity.

dition visitors will
very convenient and
le to start the day by
breakfast at the
It is ready when the
pens at 8 a.m. Every-
from toast and coffee
all course "American
ast."

the New Eppo" etticoat

Eppo" we consider the
ctical and best fitting
ever invented. It is
ly suitable for wear
prevailing style in top

without alteration, any
aist from 20 to 28 in-
back is shirred flat
elastic band—this
to fit the waist.

out opening with in-
glove-fasteners—no
no vest to gap at the
ld in Toronto only by
rt Simpson Co.

and in the following
d materials:

Imported Sateen, lush,
sh, black only; deep
rimmed with accordeon
strapping and stitch-
ed with narrow gath-
ers and dust ruffles, \$1.50.

English Sateen, lush,
sh, black only; seven-
founce, trimmed with
stitching, pin-tucking
ed with two narrow
frills, also dust ruffles,

ne, a new light-weight
imilar to "Heather-
black, brown or navy,
founce trimmed with
stitching and pin-tuck-
ed with narrow gath-
ers and dust ruffles,

ne, black only; founce
is trimmed with
s of pin-tucking and
stitching, and finished
p stitched frill, also
e, \$2.25.

ne, black only; founce
is trimmed all over
s of fine pin-tucking,
erpiece finished with
athered frill, \$2.25.

s 36, 38, 40 and 42 in-

ISLAND RESIDENCE FOR SALE
\$6000 will buy a choice, detached,
eight-roomed residence, with bath-
room; situated on Lake Front; runs
through to Lagoon; choice location;
exceptional opportunity.
H. H. WILLIAMS & CO.,
24 Victoria Street, Toronto.

PROBS: Fresh E. to S. wind; fair and warm;
showers towards evening or at night.

BY UNCLE SAM INVADES

Gunboat Sandoval at Anchor
Off Fair Grounds, and 3rd
National Guards Encamp,
While 65th Depart—Man-
ager Orr Expects 850,000
Total Attendance.

Long ago it was recognized that
the Canadian National Exhibition
is a mighty power in cultivating
friendly relations with the United
States, but with the arrival yester-
day of the large advance contingent
of the 3rd National Guards of New
York and the U. S. gunboat Sandoval
to take the place of the departing
65th of Buffalo, the fact that 1910
is far more than ever before a star-
spangled year at the exhibition was
emphasized.

Despite the torrents of rain which
descended on Saturday afternoon
making it for a time appear certain
that the attendance would fall far
below the mark as compared with
Commercial Travelers' Day a year
ago, the less energetic authority
than Manager Orr is in a position
to state that from 6000 to 8000
more people entered the gates. And
the 1910 record for the day is offi-
cially placed at 80,000.

The opening week has been indeed
a satisfactory one, but the total
attendance rise from 234,000 in 1909
to 328,000, fixing Saturday's show-
ing at 86,000, which would make
the gain for the week 44,000, or
about 15 per cent. If the same
ratio of growth is maintained the
week will signify a further attend-
ance advance of about 72,000, or a
total gain of 116,000, making the
1910 attendance something like 368-
000.

Won't Reach Million.
It is pleasant to picture reaching
the million mark, but unless a mod-
ern miracle happens the attendance
will not come within 100,000 of that
lofty altitude. Manager Orr himself
is not figuring on exceeding 850,000;
so he said last night, and the docu-
mentary evidence of the exhibition
seems to back up his prediction.
For example, he predicts a record-
breaking attendance to-day, providing
there are no earthquakes or volcanic
upheavals. He assumes that the people
will come in the thousands, and that
there is so much to be seen in the
interiors of the buildings, and the
cement sidewalks enable pedestrians
to travel from one to the other in
comfort. Last year, 142,000 paid
admission fees on Labor Day.

Third National Guards Arrive.
Yesterday afternoon five companies
of the 3rd National Guards of New
York State arrived and marched into
the model camp. Three companies
came from Rochester via the inland
steamer Artye and the other two from
Albany and Genesee. They were met
and conducted to the fair by Col. Lang-
ton and exhibition officials.

Three more companies will come in
this morning from Niagara, Hamilton
and Ontario. A fourth company will
arrive to-morrow from Olean, bringing
the total number of the force up to
about 650.

Half of the contingent will be here
last Wednesday, and the rest till Fri-
day. The various services and parades
have not yet been decided upon, but it
has been arranged that there will be
a big review in front of the grand
stand by Brig-Gen. Cotton and his
staff this week similar to the one that
had been proposed for the 65th.

From the trend of events during the
last six or seven days one would al-
most imagine we were back in the
days of 1812. Not only has the main-
stay of old Fort York been once more
invested by American troops, but now
United States' gunboats have invaded
Toronto's waters. Early at sunrise
yesterday morning the U. S. S. San-
doval of New York State hove to some
3000 feet off the seawall of the grand
place of the exhibition. The Sandoval
is a gunboat, about 130 feet in length
and 100 tons displacement. She is
equipped with triple expansion engines
rated at 19 knots an hour, and with
a battery consisting of two rapid-

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LABOR DAY
9 a.m.—Dog Show opens.
10 a.m.—Butter making in dairy
building.
11 a.m.—Grandeur Guards'
Band, plaza.
1:55 p.m.—Judging horses, breed-
ing classes, in small ring.
1:40 p.m.—Judging ladies' saddle
horses, sporting tandem, etc.
2 to 4 p.m.—Grand stand, Hamilton,
on plaza stand.
2 to 4 p.m.—1st Band, Hamilton,
at entrance stand.
2:40 p.m.—Baby show, verandah
of women's rest rooms.
3 to 4 p.m.—Japanese fireworks.
4 to 6 p.m.—Grandeur Guards'
Band, plaza.
5:40 p.m.—Motor boat races.
6 to 7:30 p.m.—Parade of 3rd Regt.,
N.Y.G.
8 to 9 p.m.—1st Band, plaza
stand.
7 p.m.—Vaudeville.
8 to 10 p.m.—3rd National Guards'
Band, plaza stand.

TO LABOR

O ye who toil at forges,
Or in the factories stand,
Ye are the blood and muscle
Of every mighty land.
Upon your vast endeavor
The thrones of greatness rest,
'Tis only by your struggles
A nation's name is best.

What do your lives be troubled,
And your labor days,
The glory of the people
Shall be your meed of praise.

Out of the endless working,
The shrouded seems the goal,
Shall come the Angel Progress,
Advancement of the Whole.

O ye who toil at forges,
Whose thunder drowns your moan,
Ye yet shall reap the harvest
Which rightly is your own.
—Harry R. Blythe.

SPECIAL SERMONS ABOUT PROBLEMS OF LABOR

Rev. Dr. Taylor of Cooke's Church
Proffers Some Good Advice to
the Man Who Toils.

This is Labor Day, but there will be
no parade of the organized toilers. In-
stead of a street display they will
honor the day by the exhibition
grounds, with sports and a baby show.
Incidentally, of course, is Manager
Orr's fair.
Yesterday as Labor Sunday, was re-
cognized by a few of the Toronto
preachers.
Rev. W. L. Armstrong, pastor of the
Metropolitan Methodist Church, last
night reviewed the organization of la-
bor interests as against that of capi-
tal. Simply as a result of one man
getting a brilliant idea of reducing the
wages of his thousand employees ten
cents a day and thus saving for him-
self \$30,000 a year, was the essential
cause of the first concerted action on
the part of labor. The speaker be-
lieved that labor unions had come to
stay until rights are secured for the
wage earners.
"I believe in organized labor," he
said, "and I believe in the legitimate
combination of capital for purposes of
business, but I do not like strikes."
Strikes reflect great inconvenience
upon the public and engendered a split
in the community and unbrotherly.
He suggested that labor disputes should
be settled upon the basis of justice
governs the home, that of unselfish-
ness on both sides.

Three Classes of Society.
With a most ingenious, but highly
practical preaching, Rev. Dr.
A. T. Taylor, senior pastor of Cooke's
Church, held the attention of a large
audience, consisting chiefly of labor-
ers, in the sermon.
It was not his aim, Dr. Taylor said,
to attempt to solve the labor problem,
but to show forth Christ's attitude to
the common man, and to make some
practical suggestions that might be
helpful to laborites who happen to be
mistaken or over-zealous in their
methods.

Dr. Taylor based his homily on the
parable of the talents (Matthew xxv.
14-30), and on two excerpts—"The
common people heard Him gladly" (Mark
xii. 4) and "This is the temple" (Mat-
thew xii. 6). From the parable he took
that Christ divided society into three
classes, and that the man who has re-
ceived five talents, said Dr. Taylor, repre-
sents "What we may call the class
of superior persons who have a spe-
cial function upon the world, the phi-
losophers and artists, who contributed
the luxuries of social life."
The man who received two talents
represents "The great multitude of in-
tellectual, decent-living people, who do
the real work of the world—the middle
class, of which Abraham Lincoln is a
notable exemplar. These are the com-
mon people who heard Christ gladly."

"The man with the one talent, who
buried it in the ground, represents the
lower class, the idle, the inefficient, in-
conscientious, failures, dead-beats, hoboes
and bums."

History had proved, Dr. Taylor said,
that the real forces of the world, the
political, social and industrial ad-
vancement, were the common or middle
class people. In Christ's time there
was a recognized class of average
men; there were only superior persons
—the priests and lawyers; but from
Christ's time onward civilization has
been the emancipation of the average
man, the making use of the intellect
in the individual of good intellec-
tual and moral parts. And this em-
ancipation has come about in "honor of
Christ's ideal."

It was plain, Dr. Taylor held, that
Jesus considered man greater than any
institution. In a factory they call a
man a "hand," whereas he is a living
human soul, "the maker of institutions."
"All institutions are servants
of humanity," said Dr. Taylor, and,
therefore, are necessary to social and
industrial progress. So that the de-
struction of them is both ill-advised
and futile. The labor problem is not
to be solved by destroying institutional
offices, but by improving them accord-
ing to sane methods and consistently
with the maintenance of public order.

Dr. Taylor closed his homily with
several practical suggestions, directed
especially to labor men. (1) "When you
plead your cause, don't put it in dollars
and cents, but in terms of humanity;
say that you want more pay and short-
er hours for the sake of your family's
advancement and happiness."
(2) "The labor problem will not be
solved unless labor have patience
and wait hopefully."

Must Settle Fairly.
(3) "The labor problem will never be
settled with hate. It must be done on
a humane, sympathetic basis."
(4) "Don't arouse hostile feelings
against other institutions, such as the
churches. Nothing was ever gained
by denunciation of one another, when
"Thou of the church by labor or of la-
bor by the church; both are working,
in different ways for the uplift of hu-
manity."

(5) "Be faithful to Christ's ideal. Be
right with God—be right in your heart
—and you will be right with your fel-
low-man."

ENGLAND FEARS GREAT LABOR CONFLICT

Lock-out of English Boiler-
makers May Result in Many
Strikes—More Power is
Needed to Compel Arbitra-
tion—Workmen Barred
From Political Field.

LONDON, Sept. 4.—The conciliation
act has operated so well in bringing
employers and trade unions together
and preventing strikes that the gen-
eral lockout in the shipbuilding in-
dustry of Saturday is a standing sur-
prise. It has been ordered by the
Employers' Federation after a secret
conference at Carlisle, and while the
boilermakers alone are about out, it
affects directly thirty thousand men
at Newcastle, Barrow, Glasgow and
all other shipbuilding centres except
Belfast. While the lockout was threat-
ened a month ago and a settlement
was effected at the last moment, the
trade unions have been taken unawares
for a strike of serious magnitude.

An agreement was made a year ago
thru the good offices of the board of
trade by which peace was apparently
secured between the powerful Employ-
ers' Federation and twenty-six trade
unions engaged in the shipbuilding in-
dustry. Negotiation was substituted
for warfare, and an engagement was
made for the peaceable discussion of
differences without the stoppage of
work or strikes. The leaders of the
Employers' Federation complain that
disputes have arisen at the Tyne and
Clyde shipyards and that the workmen
have stopped work repeatedly without
reference to the treaty of peace.

May Paralyze Industry.
Certain provisions of the agreement
have been disliked by the members of
the powerful boilermakers' union, and
the officials have been unable to main-
tain discipline. There have been sev-
eral strikes in which the majority
of the unions have not been imple-
mented, and the employers, after being
harassed for many months, have taken
preemptory action against breaches of
the treaty. A large body of expert
workmen is suddenly deprived of em-
ployment, and unless peace can be re-
stored, one of the great industries
in the kingdom will speedily be
paralyzed by counter strikes and the
extension of the lockout to other
classes of workmen.

Newspaper Editorial.
The superficial judgment of news-
paper editorial writers runs heavily
against the trade union in its lack of
discipline and in the enforcement
of its treaty obligations, but a
sounder conclusion is that the em-
ployers have a marked advantage over
the workmen in resources and in col-
lective action. The employers can act
together without risk of breaches of
discipline and can promptly lock out
the workmen after a secret conference.
The trade unions, having an immense
membership and conflicting interests,
find it difficult to enforce respect for
agreements which have been agreed
to by their own representatives.
Their federations are less manageable
than the compact organizations of the
employers.

Arbitration is Voluntary.
The labor leaders, since the great
lockout of engineers thirteen years
ago, have been convinced that they
cannot stand up against the collective
resources of the employers. This is
their main ground for the conten-
tion that the overworkman's
battles must be fought in the po-
litical field and that they are met by
the decision of the court of last resort
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And here this morning Bishop Wil-
lington Ingram of London preached the
gospel of glad tidings for the poor and
the wretched of Great Britain, of a
new heaven and a new earth beyond
the Atlantic. He chose his text from
Revelation xii. 1: "And I saw a new
heaven and a new earth."

It was the hope of this that cheered
the immigrant of Britain, he said.
"I am weary of these sweating dens
in old London. I am sick to death of
looking for work day after day, and
finding none." He sees pictures of others like
himself, who have gone to Canada and
prospered, and he resolves to find a
new earth beyond the sea. "I will go
to the granary of the world," he says,
"I will find space to breathe, I will
leave the old land and find a new one."
There are only seven millions there,
and I shall surely find room to live.
I shall have personal liberty and to live
under a flag where justice is not
bought, where he can reap the fruits
of his labor and gather his children
round him. Such an earth he has not
found in Great Britain, but he feels
that he will find it in Canada.

With the new earth he may find in
God when the children cry for bread,"
said the bishop.

So the bishop dwelt on what must
be expected of Canada, and what must
be offered to the immigrant, broken
down by old associations. Old things
are past away. All things are new.
His soul is given a new chance. Can-
ada is called to answer the question
whether he shall be doomed to disap-
pointment.

Canada's Destiny.
Canada, said the bishop, is destined
to be the greatest nation for good or
evil in the world. In the near fu-
ture there will be a hundred million
living here. It was destined to be
made by the nation five things.
They must be freedom. Britons drank
in a love of freedom with their first
breath. They had fought for it, and
they must be gloriously free in a deeper
and wider sense than the ordinary po-
litical one.

They were oppressed by monopolies
at home, liquor monopolies. It was not
late to assure equal opportunity to
all in Canada, where the only aristoc-
racy was the aristocracy of merit.
They must have swift and accessible
justice. They must recognize the sac-
redness of home life, and their children
must learn to keep their beds in
justice.

Continued on Page 2, Column 3.

TORONTO, A NEW HEAVEN ON EARTH FOR THE DISCOURAGED MASSES OF BRITAIN



The memorial in stone of the bicentenary celebration this week of the Anglican Church in Canada. All Saints' Cathedral, Halifax, which was opened with special services on Saturday and Sunday.

Bishop of London Preaches Inaugural Sermon in Hal- ifax Cathedral Marking Bicentenary Celebra- tion.

DESTINED TO BE GREATEST
NATION FOR GOOD OR EVIL

HALIFAX, Sept. 4.—(Special.)—
"Canada in excelsis. Canada, the light
of the nations," was the keynote of the
services held in the new cathedral of
All Saints' day, which was dedicated
yesterday with impressive ceremonies,
wherein a host of bishops and clergy
took part. It is 200 years since the
first Church of England service was
held in Annapolis Royal, following the
capture of the town from the French.
In St. Anne's Church, and the opening
of the cathedral here to replace that
burned some years ago is a coincident
feature of the bicentenary celebration.
Also not completed, the cathedral,
as it stands, is a noble pile of masonry,
with an impressive solidity of aspect,
due to the massive walls and butt-
resses of the local iron stone, of which
it is built, but which, in the glow of
sunset, take on a peculiarly delicate
rosy tint. The exigencies of the local
climate, the salt atmosphere and frost
discipline and more the architects,
and the result is a Canadian building,
which, the small compared with some
old country churches, possesses a dis-
tinctness and individuality and a sturdy
grace which may well typify the na-
tion.

The extreme length of the building is
255 feet, and the breadth 85 feet. The
tower, which will rise centrally above
the crossing of nave and transept, will
be 132 feet. As it stands it seems
unworthy to stand, across the sea,
from St. Paul's and St. Peter's in Lon-
don and St. Giles and St. Mary's in
Edinburgh, or Patrick's and Christ
Church in Dublin, another altar among
the high places of the empire.

And here this morning Bishop Wil-
lington Ingram of London preached the
gospel of glad tidings for the poor and
the wretched of Great Britain, of a
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Continued on Page 2, Column 3.

Toronto and Transcontinental Railways

We can make Toronto in quick order a city of a million people. But
we have to do some things. Among them:
Maintain and develop the policy of cheap municipal power and light, so
as to attract more factories and more work people in them. Dear light and
power in and around Toronto will keep many an industry away.
Compel or induce the railway companies to establish suburban services
with commutation rates.

Provide a municipal entrance to all radial lines and thus facilitate
trade and travel in and out of the city.

Urge on parliament the deepening of the Welland Canal to 25 feet, so
that we may have Buffalo rates from the head of Lake Superior (see
Arthur) to Toronto. Toronto could, under such conditions, be a great mil-
ling centre for Northwest wheat. A milling industry means cheap feed for
dairy and other live stock in the adjacent counties.

The deepening of the St. Lawrence Canals will make Toronto an ocean
port in summer and give our wholesale houses a much better chance to com-
pete with Montreal.

But, above all, develop in every possible way our trade with Northern
Ontario and the Canadian West. These two propositions are practically one.
The deepening of the Welland Canal is also in this direction.

Yes, the chiefest thing for Ontario to-day is to get in bigger and
better touch with Northern Ontario and Winnipeg and the west by means
of railways. We have one such service now, and that is over the magnifi-
cent line that the Canadian Pacific has built from Toronto to Sudbury, and
then over the main line thru Port Arthur and Kenora to Winnipeg, going
the distance in about 36 hours, express time. The local service of this route
does business with hundreds of small places, gives freight accommodation
to lake and bay ports, to sawmills, to mines, to fishing stations, not to men-
tion the tourist country of Muskoka and Georgian Bay. It puts the nickel
mines of Sudbury in touch with Toronto. The passenger express service
between Toronto and Winnipeg is now the greatest and fastest running train
in Canada. If you seek to know what the trade between Toronto and Win-
nipeg is, take a look at the train leaving Union Station at 10:10 nightly.
But this is only a beginning of this trade. There is room for two more lines
between Toronto and Winnipeg, and they are now being built. In two years
the Grand Trunk Pacific will be completed from Winnipeg to Cochrane, and
there is already now a line from Cochrane to Toronto, via Cobalt, North
Bay, Barrie. When completed, this Grand Trunk Pacific train service to
Winnipeg will be a great developer of trade with and population in Toronto.
It will be at least a double section service, in order to accommodate the
Lake Simcoe, North Bay and C. P. R. main line, Cobalt and the other Tem-
iskaming mining towns, the upper Ottawa, Cochrane, the main line of the
G. T. Pacific, and even the rivers running north to Hudson Bay. From
Cochrane west to Winnipeg there will be an immense and new trade in the
northwest half of the clay belt. This trade will mean an increase of popu-
lation of fifty thousand alone for Toronto. But a lot of this trade can be
diverted to Montreal at North Bay, or at Scott Junction, if we are not mind-
ful. Cheap power in Toronto, on two things like that, and railway
treatment equal to that given any other community is absolutely essential.
We need not only our municipal and local board of trade organization, but
The World believes that provincial organization in the shape of a provincial
railway policy to secure fair and equitable treatment is absolutely essential,
so that Toronto, Hamilton and Southern Ontario receive their share of the
trade of this new Northern Ontario. Yes, Ontario must have a railway
policy. Montreal will not look after us.

But there is a third Toronto-Winnipeg service that is more vital to this
city than the other two, and that is the Canadian Northern. So far there is
a gap of about five hundred miles to build between Gowganda Junction
(northwest of Sudbury) and Port Arthur, whence the line is open to Win-
nipeg and Edmonton. This is the line that Toronto wants most of all. For
when it is built it will for the first time make Toronto the headquarters of
the west. Montreal has one (in the C. P.) and will have another in the G. T. Pacific. There are 11,000 employees of the C. P.
resident in Montreal, meaning a population of over 50,000, maintained by
that one concern. The Canadian Northern can and will be the same to Tor-
onto. But it will be nothing until the gap is built; and the policy of Tor-
onto, of Hamilton, of all Southern Ontario, should be to get the work under
way. Not only will Toronto have the headquarters, but Ontario will have
the bulk of the manufacturing for the great west, if we have a Pacific sys-
tem with headquarters here. It will have to give rates to get the trade, and
it will seek, must seek, the trade. Can anybody imagine what the require-
ments of the Canadian West will be fifteen years hence? Our Eastern
Canadian cities must grow enormously by reason of that western trade. But
Toronto and Southern Ontario's share of it, control of it, if possible, will
turn on the Canadian Northern.

We believe the federal government has already admitted that, inasmuch
as the state is building the whole line from Quebec to Winnipeg, of the
Grand Trunk Pacific, and that the Canadian Pacific has been enormously
subsidized with land grants, cash and constructed lines, it is in all fairness
that Toronto, Hamilton and Southern Ontario receive their share of the
trade of this new Northern Ontario. Yes, Ontario must have a railway
policy. Montreal will not look after us.

Continued on Page 2, Columns 4 and 5.

SUICIDES IN WEST Former Newmarket Man Cuts His Throat at Brandon.

BRANDON, Sept. 4.—(Special.)—Jos.
Rogers, a pioneer farmer of North
Brandon, having been here for twenty-
eight years, coming from Newmarket,
Ont., committed suicide this morning
by cutting his throat from ear to ear
with a razor, with which he had
started shaving. He was crazed by
financial troubles, resulting from the
unsuccessful operation for several
years of a threshing outfit, and which
he had secured by his mortgaging his
farm for \$10,000.

GIRL GOT FRIGHTENED Imagined She Was Heroine of Moving Picture Thriller.

Such was the effect of a "thriller"
which she had witnessed at a five-
cent show on Saturday night upon
Gerlie Long, 19 years, 470 Delaware
avenue, that she imagined the events
as taking place in real life, and col-
lapsed at Carlton and Yonge-streets
at 8:24 p.m., shortly after leaving the
theatre. The scene had depicted two
men pursuing a girl, and she imagined
herself to be pursued. She was taken
to St. Michael's Hospital and soon re-
covered.

Continued on Page 2, Column 3.

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30TH YEAR.

GRANTED HONORS RESERVED FOR ROYALTY

Government's Reception to
Cardinal Vannutelli Had
Been Duly Submitted to
Rome for Approval—Im-
portant Matter of Secret So-
cieties to Be Threshed Out.

MONTREAL, Sept. 4.—(Special.)—
Cardinal Vincenzo Vannutelli has ar-
rived in Montreal, and here, as at
Quebec, Three Rivers and Sorel, has
been accorded a reception worthy of
the official nature of his mission.

His official title is pontifical dele-
gate to the Eucharistic Congress. The
great delegate is evidently as well in
health as he looked last year in Lon-
don. He has the same warm, pleas-
ant smile, and physically is vigorous
for a man past three score and ten.

His splendid appearance well fits the
reputation he bears of being the fore-
most diplomat in the college of car-
dinals. As long as he stays in Canada
he will continue to be accorded honors
reserved for royal personages. Aside
from his own rank as a prince of the
church, he is here the special repre-
sentative of the sovereign pontiff.