

# The Toronto World.

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**ECONOMY AND BUSINESS.**  
When one reads Sir Wilfrid Laurier's  
speech in the cold print of Hansard he  
finds in it a curious illustration of the  
application of rhetoric to a business  
proposition. He will find eloquent de-  
scriptions of transportation problems  
which the measure does not solve; of  
national needs, which the measure does  
not supply; of national dangers, which  
the measure does not avert. The West  
is filling up rapidly, the wheat area is  
extending northward, Canada is part of  
the shortest coastwise route to the  
Orient, Canada ought to be commercially  
independent of the United States, there  
ought to be good communication from  
the manufacturing East to the  
wheat-growing West. All these things  
are true. But you may admit them  
without admitting the wisdom of the  
Grand Trunk Pacific bill. You may be  
as bold, as hopeful, as patriotic, as  
alive to the possibilities and the needs  
of the country as the most ardent ad-  
vocate of the bill and yet deny that a  
true national policy has been found in  
this measure.

1. Sir Wilfrid says the West is filling  
up rapidly; that 100,000 people came in  
last year; that they are coming in still  
greater numbers. They want their  
products carried to the ocean; the eastern  
manufacturers of Canada want to  
reach the western market. The need is  
urgent; we cannot wait; we must act  
at once. "Heaven grant that it be not  
already too late; Heaven grant that by  
reason of delay the trade of Canada is  
not diverted to other channels, and that  
an overgrowing competitor does not  
take to himself the trade that properly  
belongs to those who acknowledge Can-  
ada as their native or adopted land."

The answer is that, the urgency being  
admitted, it is not met by the bill. The  
Premier says we cannot wait, but the  
government measure compels us to  
wait. It is not a measure for immediate  
relief, it is a measure for the future,  
for the building of a railway  
which will require many years to com-  
plete. While it is being surveyed and  
built the Americans will capture our  
western trade and carry our wheat, if  
Sir Wilfrid's fears are realized, if the  
urgency is as great as he says, the  
remedy must be prompt. Existing lines  
must be improved; branches must be  
extended all thru the prairies; the con-  
gestion of traffic between Winnipeg  
and Lake Superior must be relieved;  
more grain carriers must be put on  
the lakes; for winter transportation the  
present all-rail Canadian routes must  
be improved. These are the measures  
required for immediate relief. The  
scheme unfolded by Sir Wilfrid Laurier  
does not meet the problem of moving  
out the grain or the problem of con-  
necting manufacturing centres of Can-  
ada with the West. The line passes  
away north of all our manufacturing  
centres in Ontario and Quebec until it  
reaches the City of Quebec.

We do not say that the Grand Trunk  
is not considering these questions. It  
is quite likely that the plans include  
the building or purchase of a line from  
Winnipeg to the lakes, the use of a  
fleet of lake vessels and of the Grand  
Trunk system in old Ontario and Que-  
bec. But that is not the bill, and it  
could be accomplished without the ob-  
ligations created by the bill. It could be  
done at once, while the more costly  
scheme could wait without any of the  
terrible consequences described by the  
Prime Minister.

2. About one-fifth of Sir Wilfrid's  
speech is devoted to the danger of Can-  
ada losing the bonding privilege, and  
the alleged remedy, the shortening of  
the Intercolonial from Quebec to Mon-  
ton. The danger is probably exaggerated,  
the bonding privilege being quite as  
valuable to the United States as to  
Canada. The Premier's speech would  
indicate that for five or six years, we  
are in abject dependence on the United  
States for an outlet to the sea. That  
is a dangerous position to take, and it  
is not warranted by the facts. We  
have a national line thru the Maritime  
Provinces, which, even according to the  
Premier's contention, is only 120 miles  
longer than the new one. Mr. Hargart  
formerly Minister of Railways, says  
the difference is only 50 miles. But  
whatever it may be, it is a very  
small matter in the event of a com-  
mercial war, such as the abolition of the  
bonding privilege would mean.

However, it is not necessary to op-  
pose any reasonable improvement of the  
Intercolonial Railway. We want  
it made as good as possible. We want  
the country made as independent as  
possible of the United States. What  
we say is that the measure is not  
framed for these purposes. It is  
cumbrous and costly. It undertakes to  
do unnecessary things. It does not  
meet the real and urgent necessities of  
the country.

3. The next portion of the Premier's  
speech is devoted to reassuring some  
timid persons as to the feasibility of  
running a railway for north of the pre-  
sent lines, the wealth of the prairies,  
the timber resources of Northern On-  
tario, and so on. On these matters we  
require no reassurance. We have abun-

solate faith in the resources of North-  
ern Canada. We regard the building  
of railways thru British Columbia to  
the Yukon, thru Athabasca and even  
thru Mackenzie, thru Ontario and Kee-  
watin to the Hudson Bay, not as impos-  
sibilities, but as certainties. We have  
no intention of criticising this measure  
in the spirit of those who said that the  
Canadian Pacific traffic would not pay  
for grease for the wheels. It is because  
of our confidence in the country that  
we do not share the Premier's fears  
that all our opportunities will slip away  
unless the Grand Trunk Pacific meas-  
ure is passed in the month of August,  
1903. Many of his statements about  
the wealth of the country are argu-  
ments for the building of colonization  
railways. It is not necessary that all  
these should run from the Atlantic to  
the Pacific.

4. Canada is said to be the shortest  
way from Europe to the Orient. This  
may be admitted without admitting Sir  
Wilfrid's plea that it is necessary to do  
something in a great hurry. No delay  
can deprive us of that geographical ad-  
vantage. And it is doubtful whether  
the Grand Trunk Pacific Line takes  
the shortest possible route for that pur-  
pose.

In all these respects it will be seen  
that Sir Wilfrid's speech is top heavy.  
He speaks of the wealth of the prairies  
and the timber resources of the West  
and he assumes without argument that  
the immediate necessity of the Grand  
Trunk Pacific follows. Especially  
ought we to be on our guard against  
the plea for haste contained in his elo-  
quent speech.

**GEORGIAN BAY PORTS.**  
A good time seems to be coming for  
our Lake Huron and Georgian Bay  
ports. Buffalo owes its prosperity largely  
to its position as the end of deep  
water navigation, so that immense  
quantities of Western grain are there  
transferred to the railways for New  
York. There is a growing opinion that by  
carrying grain by water to such ports  
as Midland and Depot Harbour, you  
skim the cream of lake navigation,  
even more completely than by carry-  
ing to Buffalo. Mr. Robert Meighen,  
president of the Lake of the Woods  
Milling Company, says: "Vessels can  
be operated between Port William and  
Georgian Bay ports up to the 12th  
of December. We want elevator capac-  
ity at Georgian Bay ports east of the  
lake to compete with Buffalo, and to  
store all surplus grain that cannot be  
forwarded by the St. Lawrence before  
navigation closes, so as to enable it  
to be shipped by rail to our winter  
ports during the winter months. We  
want low-grade, grade-track railways  
from the Georgian Bay ports to Mon-  
treal."

When this is accomplished you will  
freight wheat across the lake from  
Port William to Georgian ports for  
one cent, and from there to Montreal  
for three and a half cents, or less, or  
bushel, winter and summer."

Apart from the thru traffic, there is  
an immense and growing trade between  
the manufacturing districts of old On-  
tario and the wheat-raising areas of the  
West. The Western market for man-  
ufactures is growing very rapidly, with  
the development of the power of Ni-  
agara Falls will give the western  
peninsula of Ontario remarkable ad-  
vantages as a manufacturing district,  
making up for the lack of coal ter-  
ritories. With manufactures coming  
from Southern Ontario and lumber  
from Northern Ontario for Western  
use, and with the grain of the prairies  
coming east, our Georgian Bay and  
Lake Huron ports have splendid pros-  
pects.

**THE CANVASSERS' ARGUMENT.**  
The demand for the hurried ratifica-  
tion of the Grand Trunk Pacific rail-  
road reminds us of the familiar atti-  
tude of the gentleman who wants to  
sell you subscription books, pianos,  
cough medicines, gold mine shares or  
town lots. This is positively the last  
and only chance of securing these mag-  
nificent illustrated volumes, or getting in  
on the ground floor on this most lucra-  
tive venture. In a few weeks these  
shares and town lots will be worth  
double their present value. Unless the  
scheme is stopped by our own unfeeling  
criticism and consumption. Delay will  
bring long remorse. Now is the time to  
subscribe, to pay out your money, to  
sign your name to something."

We are all familiar with these appeals  
in business, and know how to discount  
them. The Grand Trunk Pacific pro-  
moters are in a hurry, the government  
is in a hurry, but there is no reason  
why the country should be in a hurry.  
Those great national resources that are  
used as reasons for building the rail-  
way will not run away if we take a lit-  
tle time to consider the proposals of  
the government.

**PROMOTERS NOT PATRIOTS.**  
If a second transcontinental line is  
an immediate necessity, how is it that  
the scheme is forced upon the country  
by a set of enterprising capitalists?  
The government did not seek out the  
capitalists. The capitalists sought out  
the government. Now we are told that this is no  
time for deliberation. The wild, un-  
broken country between Quebec and  
Winnipeg is calling loudly for a rail-  
way. From the Intercolonial Railway  
comes the claim that it must be  
paralleled. The suspension of the bond-  
ing privileges besets the national  
interest on the one hand and railway  
famine on the other.

These are the cries which have led  
the Dominion government to rush to  
the rescue of the country. It is strange  
that the cries were not heard without  
the aid of the promoters of the Grand  
Trunk Pacific Railway. It is strange  
that they are so piercing and imperative  
today, while a year ago there was not  
a murmur of distress from all the  
bonded area between Moncton and the  
coast.

What would Sir Wilfrid Laurier have  
said a year ago if some one had risen  
in the House of Commons to demand  
the immediate construction of a road  
between Quebec and Moncton, such a  
road to be subsequently handed over  
to any company that would take the  
trouble to equip and operate it? A  
proposal of this kind would have been  
laughed to scorn.

What would Sir Wilfrid Laurier have  
said a year ago if some one had said  
that Andrew Carnegie had said that

Theodore Roosevelt might suspend our  
bonding privileges? Sir Wilfrid would  
have made merry over such phantom  
fears. The danger of the abrogation  
of the bonding privileges, if, indeed, it  
may be termed a danger, is as remote  
to-day as it was seven years ago, when  
the Laurier government assumed office.  
Has the government been struggling  
all those years to place the bonding  
privileges on a permanent footing, and  
did victory only come with the appli-  
cation of the Grand Trunk Pacific  
Railway Company? Of course not.  
The question of bonding privileges was  
relegated to the foot of the list of the  
subjects that engaged the Anglo-  
American Commission. It was not  
regarded as pressing or important then,  
and the vapors of Andrew Carnegie  
do not make it pressing and important  
now.

The question of a new transconti-  
nental railway for Canada is a great  
big question. It involves a big pro-  
ject which should be defended by broad  
argument. There was absolutely no  
broad argument in the speech in which  
Sir Wilfrid Laurier commended the  
project to the Canadian people. He  
appealed to narrow local interests, he  
played on fears which have no sub-  
stance, and the worst of all, he misrep-  
resented the circumstances under which  
the Grand Trunk Pacific Railway  
scheme comes before the people. The  
railway may be a great national neces-  
sity. Let the scheme be examined  
along that line. It would be unfor-  
tunate if the public was led to believe  
that the Dominion government con-  
ceived the idea of a new transconti-  
nental railway, and that Sir Charles  
Rivers Wilson, Charles M. Hays and  
Geo. A. Cox et al. came along and kind-  
ly helped the government along with  
its patriotic plans. The public should  
know that a railway friendly to the  
government and capitalists friendly to  
the government, have raised the ques-  
tion. As a bargain between these in-  
terests and the government, the Grand  
Trunk Pacific Railway must be con-  
sidered. For it was neither patriotism  
nor fear of international difficulties  
that inspired the project.

**BIG PRICES FOR CATTLE.**  
The past week was notable in the  
annals of the live stock trade of the  
province in various ways. The un-  
precedented number of cars loaded with  
live stock totalled 357, the largest  
number of any week last year was  
278 cars for the week ending Sept.  
20; the following week the total reach-  
ed 271 cars.

The most noticeable feature of last  
Tuesday's market was the aggregation  
of valuable cattle for market. To  
those who were present, it was a  
revelation of the rapid strides that On-  
tario farmers are making in feeding  
export cattle; the old adage, "competi-  
tion is the life of trade," is applicable  
at the present time for the three mar-  
ket days this week. Live hogs have  
sold higher at Toronto than any other  
market on this continent. Several years  
have passed since higher prices were  
obtained here over the price paid at  
Chicago or Buffalo.

Apparently friends of R. R. Gage  
may be found on Manitoulin Island  
without the aid of a Royal Commis-  
sioner.

What does the Grand Trunk Pacific  
Railway do for Ontario? asks an indi-  
gent M.P. It does nothing for Ontario;  
it simply does us.

Some of us have been taking Andrew  
Carnegie's libraries, but who could  
have guessed that Sir Wilfrid Laurier  
would take his opinions.

Mr. Ajax Laurier made a sorry spec-  
tacle of himself that day when he stood  
on the shores of Georgian Bay and de-  
fied the lightning of public ownership.  
The price of milk has been raised  
from 5 to 6 cents a quart in Hamilton,  
and no punches will be exchanged be-  
tween The Spectator and The Times  
till the cost of production subsides.

The Dominion government was  
about to appoint a transportation com-  
mission when, behold, Sir Charles  
Rivers Wilson and a few able-bodied  
companions slip in and settle the trans-  
portation problem informally.

Theodore Roosevelt will not hesitate  
to say to the world to remove the bond-  
ing privileges, says Mr. Carnegie. Per-  
haps not, but here's betting that The-  
odore will not say the last word if our  
own Seymour Goulay still lives.

**SLOANE DENIED MARRIAGE.**  
Verdict for St. Catharines Young  
Woman in Detroit Court.  
Detroit, Aug. 2.—The courts have up-  
held the validity of the marriage of  
Mamie Baker of St. Catharines, Ont.,  
and Dr. Leonard O. Sloane of Detroit.  
Altogether he denied that he was married,  
and attempted to discredit the woman  
who claimed to be his wife. Dr. Leonard  
O. Sloane must nevertheless be married  
to the woman to the tune of \$25 per month,  
under an order made by Judge Mandell  
Friday. The judge holds that there was  
a marriage, and that the doctor's  
charges are not sustained. Mrs. Sloane  
is not seeking a divorce.

Mamie Baker filed a petition  
last October for a separate mainten-  
ance, claiming that the marriage took  
place in Ohio and was kept quiet by  
the doctor. He found evidence, she  
says, that he would lose some of his  
practice if it was known that he was  
married. The doctor filed an answer  
in which he denied that he was mar-  
ried and soon afterwards left town.  
He is now in Seattle, Wash., and did  
not put in an appearance when the  
petition of Mrs. Sloane was heard re-  
cently. Mrs. Sloane, however, produced  
the certificate of the minister who per-  
formed the ceremony and also the  
marriage license.

Don't throw down this paper and abuse  
your glasses, Go to Hull's.

**One Way to Spend Civic Holiday.**  
Is to go out on the Modjeska at 7:30  
a.m. or the Macassa at 11 a.m. and  
see the day's exhibition at the Burren-  
ton Hotel. The Modjeska leaves at  
7:30 a.m. and the Macassa at 11 a.m.  
and 11:15 p.m., and passengers can return  
on any trip up to 8:30 p.m. A special  
rate of 75c is in force, good returning  
on any boat until Tuesday.

**A NERVOUS HEADACHE.**  
Isn't very dangerous, but it's horribly  
distressing. The best thing to take is  
a little Neroline in sweetened water,  
and the headache won't last long. Fol-  
son's Neroline is the best household  
remedy for sick headache, stomach  
and bowel troubles. It's good to rub  
on as a liniment and soon cures the  
aches and pains of neuralgia, sciatica,  
lumbago and rheumatism. If you  
house is without Neroline get a bottle  
once. It costs only 25c, and saves  
calling the doctor to often.

**Crushed to Death Between Lumber.**  
Hull, Aug. 2.—Three unknown men  
were found dead today in a Penney's  
van, Railroad goods car, loaded with  
lumber. The car left Hull, Pa., on  
July 25, and arrived here today. The  
lumber was loaded in two piles, and it  
is believed they were crushed to death be-  
tween the piles.

**Enginesmen from Bull's possess that neces-  
sary something that doctors**

**FOUND LONG-LOST SON.**  
Until Accident Father Did Not  
Know That He Lived Nearby.  
Woodstock, Aug. 2.—In connection  
with the accident to William Bell, who  
was caught in the landslide at the Rap-  
port gravel pit Saturday, an interesting  
incident is related. Bell and his father  
separated many years ago. For some  
time the father has been living near  
the Episcopal cemetery. His son, how-  
ever, was dead to him, for he had not  
seen or heard of him for years.  
Last evening Bell, after picking up a  
paper and read of a serious accident  
to William Bell. He recognized the  
name of his son, and although it was late  
in the evening he started off to find  
him. After midnight he located the  
house of his son, whom he had not seen  
for years, on Railway street. He found  
everyone in bed, but after enquiring  
from the neighbors as to his son's con-  
dition left, stating that he would call  
the means of reconciling father and  
son. Until reading of the accident in  
the paper the father was unaware that  
his son was living in Woodstock.

**European Passengers via New York.**  
The New York Central announces that  
they have perfected arrangements for  
the checking of baggage for Europe in bond  
from Toronto and Hamilton to any steam-  
ship dock in New York City, and no cus-  
toms examination is at all necessary, the  
baggage being sent direct to steamer. A  
nominal charge is made for transfer in  
New York.

Passengers arriving from Europe may  
check and bond their baggage from steam-  
ship dock in New York to any point in Can-  
ada, and thus save the annoyance of cus-  
toms examination in New York, an experi-  
enced baggage man having been placed on  
the pier in New York for the purpose of  
checking baggage to destination.  
This will doubtless prove a source of  
great satisfaction to patrons of this pro-  
cedure. Steamship agents or L. Fraga,  
Canadian Passenger Agent, will be pleased to  
give further information.

Wash greedy dishes, pots or pans with  
Lever's Dry Soap a powder. It will re-  
move the grease with the greatest ease. 36

**THE T. EATON CO. LIMITED**  
Monday—Civlio Holiday—This Store Closed  
All Day.

## Big Doings in the Men's Section.

**A Successful Shirt Sale.**  
Is one that suits men of all sizes, and all tastes, and all means, and at the same time materially increases the purchasing power of a dollar. That's our sale—here's Tuesday's contribution:

2,684 Men's Fine Colored Negligé Shirts, in fine colored cambric and corded percale qualities; laundered neckband and cuffs; also with two separate turndown collars, and detached cuffs; all new and up-to-date patterns; sizes 14 to 17 in.; usual values 50c as a 75c each; August Shirt Sale, Tuesday..... **.33**

1,600 Shirts in another lot, which we are selling very cheap; they are made with negligé or laundered bosom, with separate link cuffs or cuffs attached; these are fine English cambric, corded percales, Scotch zephyr and Madras qualities; in a large assortment of patterns to choose from; sizes 14 to 17 in.; usual values 50c as a 75c and \$1.00; August Shirt Sale, Tuesday..... **.50**

**Hats for 1-4 and 1-3.**  
10 dozen Men's Straw Hats; boater shape; made of finest selected Canton and rustic straws; neat crowns and flat set brims; leather awnings; pure silk bands; nothing newer or more stylish in boaters to be had; were splendid value at \$2.50; special Tuesday..... **.69**

8 dozen Children's Straw Sailor Hats; made from fine quality rustic and Canton straw; smart crown, with wide rolling brims; leather awnings; silk bands and streamers; name on bands or plain; all sizes; light and cool wearing for the hot weather; \$2.50 as a value; special Tuesday..... **.79**

11 dozen Linen Knickerbocker Hats; just the thing for boys and girls to play about in; were excellent value at 75c; special Tuesday..... **.25**

**\$5.00 Coats and Vests, \$2.99.**  
120 Men's Summer Coats and Vests; single breasted sack style; made of genuine clay will woven; in grey, black and blue; the coats are unlined, and have patch pockets; smart cut and very stylish; were exceptionally good value at \$5; sizes are from 34 to 44; special Tuesday..... **2.99**

**\$1.50 Children's Blouse, 69c.**  
120 Children's Blouses; made from fine quality white cambric; cuffs; deep sailor collars; pearl buttons; beautifully trimmed with em-  
broidery and insertion, very rich looking; to fit children from 4 to 8 years; blouses worth from 75c to \$1.50; special Tuesday..... **.69**

**Another Umbrella Chance.**  
\$2.00 to \$3.50 Women's Umbrellas, 97c.  
480 only, Women's 25 inch Fine Taffeta Silk Umbrellas; best frame and steel rod handles of the latest American styles in horn, pearl, natural wood and Congo crook; regular price from \$2.00 to \$3.50; on sale Tuesday morning, each..... **.97**

**Watches.**  
An assortment of Crystal Glass-  
ware, consisting of sugar bowls,  
cream jugs, butter dishes and  
cream jugs, with cover, some  
good 10c lines among them;  
your choice Tuesday, each..... **.5**

Clear Glass Stand Lamps, fitted  
with medium size burner and  
chimney; a 25c value;  
Tuesday, each..... **.19**

25 Leather Club Bags, and steel  
frame; good look and fasteners;  
usual value \$1.35; Tues-  
day, each..... **.99**

**Basement Bargains.**  
Lunch Set, in a dark blue, with  
heavy gold lining, an exceedingly  
handsome pattern; this set con-  
sists of 65 pieces, as follows:  
12 luncheon plates, 12 bread and  
butter plates, 12 place dishes,  
12 platter 12 inches, 1 platter 14  
inches, 1 covered dish, round, 1  
open vegetable dish, 12 cups and  
saucers; regular price of this set  
\$7.90; August Sale..... **6.50**

**Boys' Boot Bargain.**  
A favorite vacation shoe—comfortable and cheap  
—being less than the price of repairing old boots.  
Mail orders received up to 5 p.m. will be filled.

561 pairs Boys' Blue Canvas Outing or Lacrosse Lace Boots, with  
pure rubber corrugated soles, cool, comfortable and seasonable,  
sizes 1 to 5, regular value 85c, to clear Tuesday at..... **.50**

**The Toronto Daily Star Will Have a More Complete List**  
**THE T. EATON CO. LIMITED**  
190 YONGE ST., TORONTO

**FOUND LONG-LOST SON.**  
Until Accident Father Did Not  
Know That He Lived Nearby.  
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New York.

Passengers arriving from Europe may  
check and bond their baggage from steam-  
ship dock in New York to any point in Can-  
ada, and thus save the annoyance of cus-  
toms examination in New York, an experi-  
enced baggage man having been placed on  
the pier in New York for the purpose of  
checking baggage to destination.  
This will doubtless prove a source of  
great satisfaction to patrons of this pro-  
cedure. Steamship agents or L. Fraga,  
Canadian Passenger Agent, will be pleased to  
give further information.

**Wash greedy dishes, pots or pans with  
Lever's Dry Soap a powder. It will re-  
move the grease with the greatest ease. 36**

**Crushed to Death Between Lumber.**  
Hull, Aug. 2.—Three unknown men  
were found dead today in a Penney's  
van, Railroad goods car, loaded with  
lumber. The car left Hull, Pa., on  
July 25, and arrived here today. The  
lumber was loaded in two piles, and it  
is believed they were crushed to death be-  
tween the piles.

**Enginesmen from Bull's possess that neces-  
sary something that doctors**

**FOUND LONG-LOST SON.**  
Until Accident Father Did Not  
Know That He Lived Nearby.  
Woodstock, Aug. 2.—In connection  
with the accident to William Bell, who  
was caught in the landslide at the Rap-  
port gravel pit Saturday, an interesting  
incident is related. Bell and his father  
separated many years ago. For some  
time the father has been living near  
the Episcopal cemetery. His son, how-  
ever, was dead to him, for he had not  
seen or heard of him for years.  
Last evening Bell, after picking up a  
paper and read of a serious accident  
to William Bell. He recognized the  
name of his son, and although it was late  
in the evening he started off to find  
him. After midnight he located the  
house of his son, whom he had not seen  
for years, on Railway street. He found  
everyone in bed, but after enquiring  
from the neighbors as to his son's con-  
dition left, stating that he would call  
the means of reconciling father and  
son. Until reading of the accident in  
the paper the father was unaware that  
his son was living in Woodstock.

**STRIKES FOR CONTROL  
OF THE UNIONIST PARTY**

Expected That Conference at Shef-  
field Will Be Unusually  
Exciting.

London, Aug. 2.—There is a great  
struggle between tariff reformers and  
free traders for control of the Unionist  
party machine. It is consequently ex-  
pected that the Conservative confer-  
ence at Sheffield at the end of Septem-  
ber will be unusually exciting, as it will  
indicate the drift of opinion among Con-  
servative associations on the question  
of the hour. The conference will be  
asked to pass resolutions in favor of  
preferential tariffs, and free traders are  
making active steps to organize the op-  
position. They are particularly anxious  
to get hold of that part of the pro-  
cess of last year's colonial conference  
which has not yet been revealed, and  
that is known at present is that the  
premiers expressed the views of the  
colonies they respectively represented  
on the subject of preferential treat-  
ment. Sir Michael Hicks Beach and  
those who agree with him consider it  
essential that the tariff controversy  
should be illuminated by the knowledge  
of all that took place at the conference.  
Mr. Chamberlain has promised to ask  
the permission of the colonial premiers  
to publish their communications, and  
it is said that he will obtain, interest-  
ing lights will be thrown on a practical  
carrying out of the preferential tariff  
system. Of course Sir Michael Hicks  
Beach cannot get any information in  
this subject that he has not already  
fully aware of, as he was a member  
of the cabinet at the time the confer-  
ence was held, but his knowledge is  
useless to him now for controversial  
purposes because he must treat it as  
confidential.

**Unlabeled Lancashire.**  
Mr. Chamberlain has claimed the fears  
of Lancashire that raw cotton from  
America will be taxed in order to give  
preference to the colonies. The colo-  
nial Secretary was not likely to spoil  
the chance of success by proposing an  
import that would have crippled the  
greatest manufacturing industry in En-  
gland. There is, however, still con-  
siderable doubt as to whether he  
will be able to put the matter on an  
equal footing with the colonies as well  
as cotton. It is a singular  
fact that in twenty-five English  
towns only one change in the price of  
bread has been reported since July 1,  
when a shilling registration duty on  
imported corn ceased to operate. In  
that case the price on a quarter loaf  
nearly rose one halfpenny, and yet the  
duty realized about £2,500,000 for the  
Exchequer.

**Churchill Looking Up.**  
Winston Churchill by his speech on  
the sugar convention bill has consid-  
erably enhanced his already brilliant re-  
putation. The junior member for Old-  
ham attacked Mr. Chamberlain with a  
dash and daring worthy of his father,  
declaring that his systematic effort to  
far too much to say on the policy of the  
country, and that it would be better for  
the country if the Prime Minister had  
not fallen under the influence of the  
head of one particular department.  
Lord Randolph built his parliamentary  
reputation on his systematic effort to  
break down the Gladstone tradition.  
Winston has set himself a similar task  
in respect to the colonial Secretary.  
He has constituted himself a relentless  
critic of Mr. Chamberlain's policy, and  
tho he is not alone in this amiable  
diversion, he is the only one who has  
fallen under the influence of the head  
of one particular department.

**PREACHED HIS FIRST SERMON.**  
Rev. Wm. Major is now Assistant  
Rector at Little Trinity.

Rev. William Major of Canington,  
the new assistant rector of Little Trinity  
church, preached his first sermon  
last night.

He took his text from St. John, 1:38—  
"What I desire is that I may see and  
hear." The sermon was spoken by refer-  
ring to the usual watchfulness on the  
part of a congregation when a new min-  
ister came to take a position among  
them.

During the course of his sermon the  
preacher laid great stress on the fact  
that the minister is not to be too much  
on the minister, who, the eloquent or-  
ator conveyed wrong impressions of the  
Gospel.

**EXPERT TRIED TO DEFOUD.**  
Late Capt. Howard's Yukon Min-  
ing Lands are Valuable.

Victoria, B. C., Aug. 2.—Some pri-  
vate letters of Capt. Howard, who was  
found presumably murdered at West  
Berkley, Cal., some days ago, have been  
made public by his widow here.