

STEINWAY PIANOS

are the standard of Excellence for the world.

Every royal house in Europe is graced with a Steinway Piano, and Canadians now recognize its superior musical qualities, which accounts for the large number being sold.

NORDHEIMER'S LIMITED

188 Dundas street, London, Ont.
SOLE CANADIAN AGENTS.

The Free Press, LONDON, ONT.

Thursday, August 31, 1905.

A BROKEN BARGAIN.

The first section of the Grand Trunk Pacific is to be put under immediate contract, west of Winnipeg.

The Canadian Pacific has entered a protest against the decision practically to double track the territory which it traverses.

As in the extreme East, the National Transcontinental is to be usedly duplicated, so in the central West the established and operated Canadian Pacific and Canadian Northern lines are to be, for some 250 miles, unnecessarily paralleled.

The C. P. R. protest complains that the Grand Trunk Pacific route is laid out within one, three, six, ten or twelve miles of existing railway lines, some of which it crosses and recrosses, and whose business will naturally be reduced by the advent of the new competitor, and the towns along which will, also, naturally lose some of their trade through the establishment of stations on the new road, two, three or four or six miles distant.

This is not what the country expected to get, not what was promised in the Transcontinental Railway Act, nor what is to be paid for by the general ratepayers.

The National Transcontinental Railway Act declares the purpose of the measure to be to provide for the "opening up of new territory available for settlement * * * and to afford transportation facilities for such territory." The Grand Trunk Pacific Act, which is a measure supplementary to the National Transcontinental Railway Act, specifically declares that this purpose must be observed.

It was specifically set forth as a Government policy that charters would be granted for parallel railways so long only as they were 30 miles from other railways. Sir William Mulock said the projected road from Moncton to British Columbia, from the commencement to the end, was to be a colonization line. Mr. Patterson said it would open up new territory north of the Canadian Pacific Railway in Manitoba and the Northwest Territories.

As the Montreal Gazette observes: "The matter is one that will require considerable explanation when the ministers meet next Parliament."

The Government apparently has been taken into camp by the Grand Trunk Pacific. The Canadian Pacific protest will go for nothing. It may, however, set people thinking, and the more they think the less satisfied are they likely to be over an action the law does not justify, and that, if taken at all, should not have been taken without explanation and sanction by Parliament.

The Winnipeg Telegram sums up the situation as follows:

"Bonds guaranteed by the Dominion, \$15,000 per mile; bonds guaranteed by Grand Trunk, \$7,500; capital stock, \$20,000 per mile; rolling stock trust, say \$5,000 per mile. Total, \$55,000 per mile. Interest to be paid by the people of Manitoba in addition to sinking funds and profits. And all for a double track on odd sections of the C. P. R. Well, well!"

THE TARIFF COMMISSION.

The Tariff Commission will begin the hearing of appeals for customs charges at Victoria and Vancouver, B. C., and continue eastward by way of Winnipeg, London, Hamilton, Toronto, Ottawa, Montreal, Quebec, St. John and Halifax.

What the members will learn as they pass along will be a general demand for the scaling up of duties on the Dingley model. This has been made clear by the tone of discussion among representative manufacturers on their excursion to England, and those amongst us who find it increasingly difficult to carry on business in face of the "dumping" of goods which goes on by various methods nicely calculated to evade the law.

To offset these demands the Montreal Herald lately printed at the head of its editorial columns the anti-protective resolutions of the Liberal convention of 1892, as a reminder to Parliament that the programme of letting down the bars is still to be kept in mind. The purpose may have been, however, to feed uncertainty and being home to manufacturers their dependence upon the Government.

No doubt the demand persistently made for free coal for manufacturing purposes will reassert itself in the form of some readjustment which will take into consideration the case of Nova Scotia miners.

It is a severe handicap to Ontario,

the levy of a tax on bituminous coal upon trades which have to meet the severest competition from the land where the coal is mined. In the Maritime Provinces there are few industries affected by this duty. That of iron and steel has the coal from the pit's mouth, while Ontario has no recourse but to buy its fuel abroad.

St. John and Halifax are chiefly concerned as channels of traffic. They are said to chafe at the volume of imports which reaches Canada by the American route in winter. What they think themselves justified in demanding is a clause in the British preference which will restrict the reduction of duty to imports by the Canadian route, the effect of which would be to direct such imports to Halifax and St. John in winter instead of via Boston, Portland and New York.

Two reasons are urged why this claim should be considered; first, because the Maritime Provinces receive less direct advantage from the protective tariff than Ontario, and, secondly, because of the likelihood that the preference will be extended particularly in lines of highly skilled and highly organized industries which have not yet been developed in this country. Should this class of trade increase by reason of the settling up of the Northwest, the maritime ports will ask that they be considered by denying the preference to imports by any but an all-Canadian route.

In opposition to this appeal, the railways may be heard in protest. The Grand Trunk, having so great a stake in Portland, in the state of Maine, may be expected to exert a potent influence to stay any such proceedings.

THAT BUILDING STONE.

The Brantford Examiner says: "The London Free Press complains that the stone being used in the new post office building at Winnipeg comes from the United States, and it raises a howl in connection therewith. There may or may not be justification for our contemporary's complaint, but, etc."

There are no "buts" about it. The Free Press does not "raise a howl" about the importation of stone from the United States. What it said was a mild expostulation with the Public Works Department for passing over a struggling Canadian interest to support a flourishing similar industry on foreign soil.

Wealthy individuals may do this without question. If they desire to be singular and have the means to support it, there is no reason why they should not build a palace of imported marbles.

It is different with a Government, which is supposed to represent the interests of the people whose hard-earned money it spends. When Canada has the best kinds of building stone in its own quarries, who asks this Government to go to foreign lands for this class of material to put into the public buildings? Who is it that says Ontario Valley stone would not be as creditable, handsome and durable, in a post office building as Ohio Valley stone?

The Free Press remarked that if some one had a special interest in foisting this foreign stone on to the Government of Canada, it was the duty of Hon. Mr. Hyman as Minister of Public Works, to set his foot down, and put in a word for Canada, to buy the stone here if it were to be found, rather than send so much public money abroad for a material that could stand no better test.

It is galling to Canadian pride that a visiting journalist to Winnipeg should be able to point out the fact that the stone used in the Government building was brought from the United States.

It is not a thing to "raise a howl" about, as the Brant Examiner expresses it. But it is a matter to lay to heart, and ponder over very seriously.

A GRAFT ON NIAGARA.

What the future demand on the electrical power generated at Niagara may be is to be partly judged by the decision which has been reached by the New York Central Railway Company to electrify its entire route of some 8,000 miles of railway.

This report is based upon the fact that the Ontario Power Company, of Niagara Falls, has sold to the New York Central all the power required for its traction properties in New York west of Syracuse for a period, ending April 1, 1950, with the privilege of renewal for sixty years more. Granting that this is true, it must not be assumed that the New York Central proposes to run all its trains by electricity. That it may do so at some time in the future is not improbable. As a matter of fact, however, the Ontario Power Company, which is a Canadian corporation, is able to deliver at present only 30,000 horsepower. The proposed maximum capacity of the plant is 180,000 horsepower.

An American corporation, the Niagara, Lockport & Ontario Power Company, has been formed for the purpose of developing the waterpower on the American side, and its plans contemplate the ultimate generation of electrical energy of 400,000 horsepower. Probably this company will buy the power generated by the Canadian company, and use it on the American side.

The 580,000 horsepower would be sufficient for the uses of the New York Central, which is said to control the Lockport company, a company which as yet has no plant.

But this is only the beginning of the electrical requirements to the southward from Niagara. It is not to be supposed that the demand for power will stop with the N. Y. Central, if

TO-DAY'S FASHION NOTE



Modish frock of black voile over tulle, for early fall wear. A jaunty air is given to the jacket by the soft tie of tulle. The skirt is one of the new bell shapes trimmed with stitched bands.

the experiment on that road should prove successful.

What Ontario has to dread is the merging of interests at Niagara in a way to force the power capable of being generated eventually into foreign consumption.

The Ontario Government, backed by the people, has an evident duty to perform in this matter.

TREATMENT OF INSANE.

The Germans are far ahead of most other countries in their practice and experience in the treatment of mental disease, when insanity is likely to be curable. No less than twenty-two extensive public hospitals exist in Germany, and recently the list has been notably increased by the establishment of the new hospital for the insane or "psychiatric clinic" of Munich. This modern example of the best development in hospitals for the insane, embodies, it seems, all the essential conditions and approved requirements of such institutions, including ease of access, limited capacity, a relatively large staff of physicians and nurses, ample provision for student instruction and post graduate work and a complete modern equipment. The last, it is interesting to note, embraces such practical provisions as bathrooms arranged with tubs in which the water can be maintained indefinitely at a given temperature, and in which excited patients may be kept, without restraint, for hours to splash at will or even to sleep, using rubber air cushions as pillows—a soothing and highly efficacious form of treatment. It is said, at certain stages of mental disease.

A combination is said to be on foot between the Vanderbilt, Cassatt, Harriman, Hill and Morgan interests, the most important railroads of the United States, against George J. Gould's Western Pacific Railroad project, an enterprise which, connecting with the Gould lines that now reach far out into the west, is to go to the Pacific coast and form another link between the two oceans that wash the eastern and western shores of the United States. The "community of interest" between these great railroads which are to array themselves against the Gould project is the tie which binds them together in the fight.

The Toronto Sun remarks: The Whitney Government has done well to appoint a commission to enquire into this whole electrical power problem. The report of that commission should be followed by legislation rigidly limiting the charges which may be imposed, so that these shall be based, not on monopoly privileges, bolstered by the strength given by allied corporations, but on a fair return for the capital actually invested and the labor necessarily employed.

National Exposition, Toronto, via Canadian Pacific.

The excellent through service of the Canadian Pacific should be used in going to the National Exposition at Toronto by all those who wish comfort and safety. Call on W. Fulton, City Passenger Agent, 161 Dundas street, for programme and special time table.

PERSONAL

Detective Nickle is on his holidays. Roy Lashbrook, of King street, left Tuesday for Winnipeg.

Miss Etta M. Bell, of Sarnia, is visiting friends in this city.

Miss Mary Laurence, of this city, is visiting friends in Ingersoll.

Miss Eva Reece, of Cleveland, is the guest of London friends.

Mr. Thomas Evans, local M. C. R. agent, is holidaying in Michigan.

Miss Knowles, of this city, is the guest of Mrs. O'Reilly, Colborne street, Chatham.

Miss Florence Dwyer, of this city, is the guest of Miss Bessie Bodley, at Port Huron.

Mrs. Louisa Dowd, of Bowmanville, has been visiting her sister, Mrs. W. Russell, here.

Miss Rosa Pask, of this city, is the guest of her cousin, Miss Margaret McLean, Toronto.

Mrs. George D. Cameron and daughter, Bessie, of Cleveland, are guests of Mrs. James Durand.

Dr. Harry Taylor, formerly of London, now of Burnside, Mich., is visiting relatives in the city.

Mr. and Mrs. John Reynolds, Grey street, are holidaying at Toronto, Hamilton and the Falls.

Mr. Robert Carter, of Boyle's drug store, has left for Toronto to attend the College of Pharmacy.

Mrs. S. McCue and family, of this city, are visiting Mrs. W. F. McCue, Canterbury street, Ingersoll.

Mr. Edwin Slater, of the firm of Gould & Slater, has left for Montreal, accompanied by his two sons.

Mr. and Mrs. Wm. Alister have returned from a two weeks' trip to Montreal, Portland and Boston.

Mr. Alfred Francis, who has been visiting his parents, Ontario street, returned to Brandon, Man., Saturday.

Miss Mae Perin, Adelaide street, has returned home after holidaying with friends in St. Mary's and Stratford.

Mr. Wellington Kaiser, formerly with Mr. J. A. Anderson and Mr. Robert Mitchell, has accepted a position in Michigan.

Miss Edna Leona Graves, No. 8 High street, is spending her holidays in Toronto, the guest of her cousins, Mr. and Mrs. Angus Anderson.

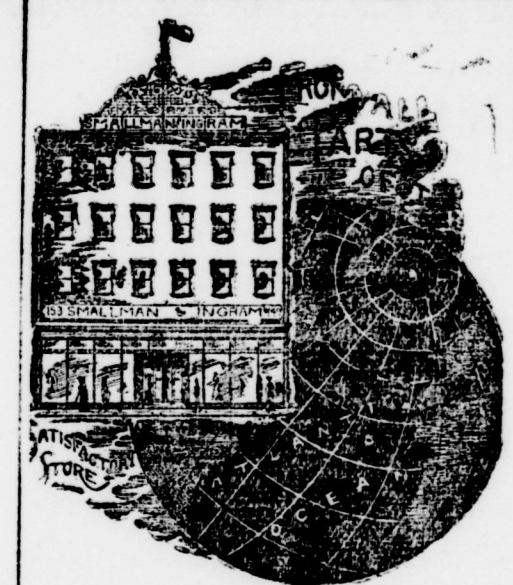
Mrs. C. E. Heard, 90 Curtis street, St. Thomas, entertained a number of young people Monday evening in honor of her sister, Miss Florence Hoskin, London.

Miss M. Nellie Burnip, soloist of the Central Methodist church, Sarnia, a former vocalist of this city, leaves, she will continue her musical studies.

Mrs. John Payne, of Guelph, the mother of Mr. J. Lambert Payne, of Ottawa, formerly of this city, died at the Guelph general hospital last Monday, aged 79 years, from a stroke of paralysis.

E. F. LADEW DEAD.

New York, Aug. 30.—Edward B. Ladew, one of the most prominent leather manufacturers in the United States, died at his home at Glen Cove, L. I. to-day, aged 50 years. He had been ill for several weeks of cirrhosis of the liver. Mr. Ladew was a member of the Chamber of Commerce and of many clubs.



Last of the Summer Lace Glove and Mitt Bargains

Only a few dozen Black Lace-Lisle Gloves (2-clasp) remain in stock. These have been selling at 50c pair, and were good value at this price. To clear them out in a hurry they have been marked at the very low price of, pair 29c (All sizes in the lot).

The quantity is also limited in the White Silk Lace Mitts. These are in elbow length and are correct for "flow sleeve" dresses and evening wear. Splendid value at 65c and 75c pair. Clearing at, pair 35c

We would make a special hour sale of these lines if we were sure we could supply all comers, but the supply will hardly last out that length of time. So come early Friday morning if you want a pair or two.

Mohairs Are Popular Autumn Fabrics

We knew that Mohairs were to be very popular this autumn. Our buyers told us so from information they secured while abroad in the leading fashion centres of the world. The Fashion Magazines say so, too. And the ladies of Western Ontario—at least, a large number have selected it for their shirt waist suits for autumn wear—are making it evident that Mohair has not lost any of its popularity, but rather increased in favor. Our showing of this fabric is quite in keeping with this store's reputation as the Dress Goods Centre of Western Ontario. The four following lines for example:—

IN 20c MOHAIRS we show an excellent line of Corded Mohairs, with white thread forming a very pretty pattern. Colors are green, brown, navy and black. A special value at this price.

65c MOHAIRS ARE EXCELLENT VALUE—A beautiful line of invisible checks in beautiful two-toned colorings of brown, navy, fawn, green and grey.

75c MOHAIRS—A great variety of fancy weaves, checks and small, neat patterns in a diversity of seasonable shades.

85c MOHAIRS—At this price we are showing a very handsome Mohair, in plaid effect, self color; also check in self colors. Very handsome goods for autumn shirt waist suits. GOODS ORDERED THROUGH OUR MAIL ORDER DEPARTMENT DELIVERED PROMPTLY. EXPRESS PREPAID WITHIN A RADIUS OF 200 MILES FROM LONDON.

Select the Fall and Winter Supply of Flannel and Wool Sheeting Now

Now is the best time to select the fall and winter supply of Wool and Flannel Sheeting, when the stocks are new, fresh and complete. Perhaps you need a little extra supply for the spare bedrooms. Only a few days before visitors to the Western Fair will be dropping in on you.

72-inch Union Sheeting, extra quality, will not shrink; per yard..... 80c

72-inch All-wool Sheeting, extra heavy quality, nice, clean goods..... 95c yard

We have also the same quality Sheeting, cut into strips of 2½ yard lengths, with nicely whipped edges, at..... 12c per sheet extra

SMALLMAN & INGRAM

149 151 and 153 DUNDAS STREET

When the Telephone has a Bad Breath

THAT'S the time to take a Cascaret.
—When your Tongue is coated—
—When you have Heartburn,
Belching, Acid Risings in Throat.
—When Pimples begin to peep out.
—When your Stomach Gnaaws and Burns.
—That's the time to check coming Constipation, Indigestion and Dyspepsia.

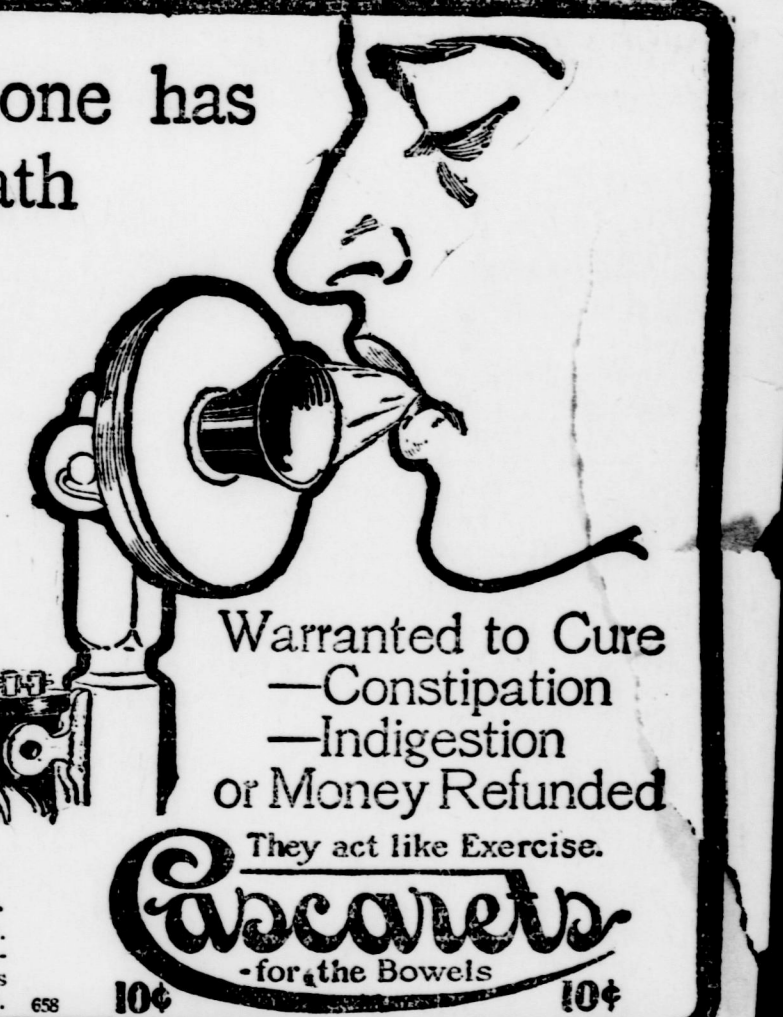
One single Candy Cascaret will do it, if taken at the right minute, just when you first feel the need of it.

A "Cascaret in time is worth nine" later on.

Cascarets don't Purge, nor Weaken, nor waste Digestive Juices in flooding out the Bowels, like Salts, Castor Oil, Cathartics.

But,—they get like Exercise on the Muscles that shrink and expand the Intestines, thus pushing the Food on naturally to its Finish.

You can try Cascarets FREE before you buy. Write for Free Sample and booklet, "The Curse of Constipation," best ever printed on the subject. Address Sterling Remedy Company, 374 St. Paul St., Montreal.



Warranted to Cure
—Constipation
—Indigestion
or Money Refunded
They act like Exercise.

Cascarets
for the Bowels

POISON IN THE WINE

Young Man Accused of An Attempt on Lady's Life.

Niagara Falls, Ont., Aug. 29.—A young man named Donald is a prisoner at police headquarters as a result of his attempt to poison a daughter of Mrs. Root, who keeps a boarding house on Perry street. Donald boarded at Root's, and it is said, has been courting the landlady's daughter. Late yesterday he has been drinking and his actions have given cause for anxiety as to his sanity. Yesterday he took some wine to the boarding house and invited Miss Root to have a glass.

When she tasted the liquor she found it to be heavily charged with carbolic acid. A doctor was summoned and her injuries were found to be slight. Donald escaped, but came back later and was arrested. He was found hidden in his room.

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U. S. CITIZEN'S HARD LINES

Lived in Michigan 32 Years, But Denied Citizenship on Return From Abroad.

New York, Aug. 29.—August Albert, who says he has voted for several presidents, including Theodore Roosevelt, arrived here on Sunday in the steamer from Hamburg, and admitting he was not a citizen of the United States, but a citizen of the State of Michigan, was sent to Ellis Island and is likely to be sent back to Europe unless the officials at Washington interfere. Albert is 62 years old, is unmarried and has lived in Michigan for thirty-two years. A year ago he decided to visit his childhood home in Saxony. When held up by the immigration officials and told that, because of his age, he was likely to be refused admission to America, Albert showed \$1,168 in American money to prove that he was not likely to become a public charge, and declared himself as still capable of working as a farmer.

He was examined by the Ellis Island physicians, then taken before the special board of inquiry and examined in English, which he speaks well. He admitted that he had no papers to prove his declaration, but said it had been only necessary to declare his intention of becoming a citizen two and one-half years prior to Nov. 8, 1892, to become one in Michigan.

The board declared he must go back to Europe, but friends interceded and the matter has been placed before the department of Labor and Commerce.

Some men practice what they preach, but the majority are satisfied with preaching what they practice.

DOES NOT APPROVE IT

Sec. Bonaparte Orders Captain and Ensign to be Court Martialled.

Washington, D. C., Aug. 29.—Secretary of the Navy Bonaparte to-day acted upon the findings of the Court of Inquiry in the case of the Bennington explosion. He disapproved of so much of the findings as declared that the Bennington was "in an excellent state of discipline, and good and efficient condition" at the time of the explosion, and is particularly severe in his comment upon the failure of the officers to look after the safety valves.

He further says that the failure of the Court of Inquiry to make any finding respecting the captain of the ship, Lucien Young, does not meet his approval, and he therefore declares that to clear himself Captain Young must appear before a Court Martial. Ensign Charles T. Wade, who was in charge of the machinery, is also ordered before a Court Martial.

Lots of men who attend the races can't win even a little sympathy.

A Summer Cough is the hardest kind to get rid of and the most dangerous kind to neglect.

Shiloh's Consumption Cure

The Lung Tonic

will cure you quickly and surely—stop the fever, strengthen the lungs and make you well again.

At all druggists, 25c, 50c and \$1.00 a bottle.