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NINETEENTH YEAR

CHILDREN'S DAY AT THE FAIR

Largest Crowd in the History of the Show—Big Children and Little Children Had Fun—They Crowded the Grand Stand and Laughed and Applauded and Shouted.

Yesterday was Children's Day at the Fair. It Wednesday was sacred to learning and the brotherhood of man, the leading note yesterday was music, the most useful anyone could wish to hear. All the choirs of the province would not have been in it with the children, and the best of it was that the performers themselves were too interested in their surroundings to be aware of the pleasure they gave.

The army of youngsters began to arrive about 9 a.m. and by eight some 35,000 children had passed the gates. No adult had a chance of a chance to get into the main building, and the Music Pavilion, the country and the wild animals were besieged all day.

The Show Applauded. But the show was the chief attraction, and called forth the most original and cordial comments. Upstairs and downstairs were jammed with merry children, and the whole body, convulsed with laughter, and a wonderful sight. Before the performance began questions were rampant. One youngster began, seeing the metal reflectors to the electric lights strung across the stage, asked his dad, "What are those things hanging in the air for?" and it took "dad" some time to explain.

Racy Criticisms. There was a very merry chorus of delight when Newell and Sherrette began to throw themselves on the bars. The general criticism was "They do that sick." The pink and airy costumes of the Watson sisters, revolving trapezoid and aerialists, tickled the girls immensely. When the fat lady began to spin round, however, at an alarming rate, the boys came to the conclusion that they were not real, but made of wood, an impression that was hotly resented.

When Senbury made his high jump from a swing into the water the boys let up a frantic chorus of "Hurrah, did you see him jump?" It was the girls who were now skeptical, and some of them held that he only fell off the swing. The three little pigs, in clever tumbling feats, made a great hit. As they walked out there were cries of "Look at the kid," and little girls ran desperately about asking their brothers to "Lift me up so I can see."

The Blondie donkey net made some of the youngsters laugh so convulsively that they had to be reproved by their guardians, and one boy, in his merriment, dropped two bottles of ginger beer to the anxiety of the rest of his party.

Talking Of His Bloomers. "Judge," the balancing ladder man, taking off his outer pants, interested the little 'uns. "Look, Mand, he's going to undress," said a guileless little maid of about 10 years, of age to her companion. Her brother, of about the same age, standing next, corrected this statement, remarking, "He's only taking off his bloomers."

Thought They Were Nightgowns. The shapely lady acrobats of the Carl Danman troupe won every heart, but the audience was not so sure of the garments they wore. "Look, look, they're talking of their nightgowns!" was the astonished comment as the young ladies threw aside their pink cloaks before starting the tumbling. Some innocent little girls started to sing "Tra-la-lala-lee," and "Oh, Good Lands, Luke!"

A number of lively boys anxiously asked The World what would happen if Madame Plank's lions escaped, and a blue-eyed girl of about 8 years of age informed the scribe confidently that "it was hard work to catch the elks and tame them."

A Victorious Lion. When Madame Plank entered the cage the 3-year-old lion struck at her viciously, and the interest in the audience was intense. Binding a handkerchief about her arm, she continued the performance and was loudly applauded.

Madame Plank's Talks. The fireworks and the battle of Santiago were voted out of sight. Never did children more enjoy a day.

Shows Her Scars. On expressing renewed sympathy, the lady lion tamer remarked: "Oh, that's nothing, look at this!" On her left arm, close to the shoulder, were the not quite healed scars of a double row of huge teeth. "It was six months in bed for that," she exclaimed in pretty broken English, for Madame Plank is a Pole by birth, and my whole body is covered with scars and scratches.

The Toronto Daily Star

TEN PAGES-FRIDAY MORNING SEPTEMBER 2 1898-TEN PAGES

U. S. LUMBERMEN SATISFIED. A REVIVAL OF THE DREYFUS SENSATION.

Don't Want Any Change Made in the Tariff, So They Tell the Conferees—Pulp Paper Men Also Want Things to Remain as They Are—Don Dickinson Says the Lumber Schedule Will Not be Tampered With.

Quebec, Sept. 1.—The delegation of American lumbermen, which had an interview with the American High Commissioners this morning, argued in favor of the maintenance of the duties as they are now in force; that the lumber trade over the border gives employment to almost as many hands as the whole population of Canada.

Another point which they advance, and which, no doubt, will be a strong argument in the lumber interests should not be interferred with by treaty, but left to Congress. In this matter the lumber Congress it could always be repealed if found unsatisfactory, while if settled by treaty this could not be done without the mutual consent of both nations.

Mr. Warner Miller of New York is also in town in the interests of the pulp paper manufacturers, and like the lumbermen, wants the tariff to remain just as it is now. This industry of late has been making great strides in the United States, and most satisfactory business is reported. The American pulp and paper manufacturers are

entirely satisfied with the present state of the tariff and does not want any change. Each delegation was allowed one half-hour's audience with the American Commissioners this morning.

What Don Dickinson Says. Canadian Loggers Will be Rafted Across the Line as Usual. Detroit, Sept. 1.—A prominent banker here says: "You may take it for granted that the International Commission has arrived at an agreement by which American lumbermen owning timber lands in Canada will be allowed to cut their logs and ship them over to this side, instead of being compelled to cut them into lumber on the Canada side. I am satisfied of this, because Don M. Dickinson, who represented the American lumbermen in their petition to the Commission, yesterday, at a meeting of Fisher & Turner, the Bay City lumbermen, advised his clients, the First National Bank of Detroit, to allow Fisher & Turner to continue their logging operations in Canada as a sure means of paying their debts."

Mr. Dickinson must have had a straight tip that the Commission had decided in favor of the American lumbermen or he would never have offered his clients advice of that nature.

chambers of commerce of the cities. This will be to show that commercial bodies, independent of the lake interests, are for the abolition of tolls. It is said the chief opposition will probably come from the Canada Atlantic Railway.

Lake Carriers Move Also. Cleveland, O., Sept. 1.—Important steps were taken by the Lake Carriers' Association for the abolition of tolls on the Welland and other canals at a meeting to-day. A motion was adopted to send a committee of Fisher & Turner, the Bay City lumbermen, to the American High Commissioners, to urge that tolls be abolished.

War Office in London Relieved—The Column Advancing Toward Omdurman—A Storm Broke the Telegraph Wires—First Skirmish With the Dervishes, Who Showed Fight.

London, Sept. 1.—(11 p.m.)—The War Office was relieved this evening by the receipt of a despatch from Cairo, explaining the sudden interruption of news from the Sudan, which gave rise to some uneasiness yesterday, as to the movements of the Anglo-Egyptian column, now advancing towards Omdurman, under General Sir Herbert Kitchener.

It appears that telegraphic communication was interrupted by the wire beyond Nasr Island, about midway between Mts. Kom and the sixth cataract of the Nile having been damaged by a severe storm. Shortly after the arrival of this intelligence came the following despatch to the Advertiser Press from Nasr Island, dated Aug. 30, and forwarded by messenger from the camp at the front of Nasr:

"There have been glimpses of the enemy during the last few days, and the first skirmish took place to-day, when an advance party of our force, consisting of the 2nd and 3rd battalions of the 24th Regiment, met the dervishes at a spot named north near Kerki, about eight miles north of Omdurman. The enemy showed a disposition to fight, but was driven back by our fire. The dervishes were seen to be in a hollow, but fleeing troops could not be distinctly seen."

How France Was Fooled. Had Plans All Laid and Expected Salisbury to Endorse Them, But He Went the Other Way. London, Sept. 1.—William Wilson, editor of the London Year Book and other publications, amplifies the article which was published by the Spectator on Saturday last, regarding France's attitude towards the United States in the late war.

By a combination of good fortune and diplomatic coolness the French Government secured the support of the other continental powers, Germany, and Russia included. The stroke was all but completely prepared, and nothing remained but to secure, if not the active adherence, at least the tacit consent, of neutrality of the English Government. At this point, the first and last check to the scheme was received.

The English press, so reassured the French Cabinet, have suffered more from American aggression of late years than any other nation. Deeply angered by the worst part of the American press, they must have reached the limit of their endurance under the menaces of President Cleveland. Here, therefore, is their opportunity for an easy and overwhelming revenge.

Accordingly the proposition of diplomatic intervention, if that should be sufficient, or force of arms if needful, was definitely submitted to Lord Salisbury. To the dismay and surprise and grief of the French Cabinet, a reply was delivered to the effect that if the plan was not directly abandoned, not only would Her Majesty's Government refuse to countenance its execution, but would join forces with the American Government and declare war on France and such supporters as should come to her assistance.

The negotiations at once fell through and the French Government was compelled to beat a retreat.

Harry Wells Killed. Brother of the Well-Known Bicycle Rider Struck by a Train Near Paris, Ont. Paris, Ont., Sept. 1.—(Special.)—A sad fatality occurred at 8 o'clock this morning on the Grand Trunk track, about a mile and a half east of here, in which Harry Wells, a popular young man, met his death.

One of the best places from which to see the fireworks at Hamilton's Point, where an uninterfered view can be had without crowding anything, may have a grand display of the opportunity, and for the last two nights the promenade has been thronged with sight-seers.

MACKINTOSHES Clearing the line. \$1.00 Ladies' Mantles selling at 75 Cents. THE TORONTO RUBBER CO., LIMITED 185 Yonge-St. (Opposite Eaton's).

ONE CENT

The Much-Punished Captain of the French Army May Yet Prove His Innocence and Secure His Liberty—His Principal Accuser Has Resigned—Paris Greatly Agitated.

On Oct. 15, 1894, Capt. Dreyfus of the French army was arrested on the charge of furnishing information to a foreign power regarding the national defenses. Dreyfus is an Alsatian Jew of good family, and at the period of his arrest anti-Semitic feeling ran high in France, and was fanned by one of the political parties.

It was urged at the time that the Government sacrificed Dreyfus to this feeling in order to profit by it. From the date of his arrest until some time in November of the same year he lay in prison, unaware of the charge against him. He was afterwards tried by secret court-martial, degraded and transported to Devil's Island, French Guiana.

On Wednesday last Lieut.-Col. Henry was arrested in Paris, charged with having written an important letter which figured in the Dreyfus case, and which was a forgery. The new development has caused a great sensation in military and civil circles alike. Col. Henry, under pressure, admitted the authorship of the letter, and then committed suicide with a razor, dying instantly.

Col. Henry is believed to have been merely the tool and instrument of someone far higher in authority, and the name of General de Boisdeffre, chief of staff of the French army, has been freely mentioned in connection with the affair. It was he who was the moving spirit in all the prosecution of Dreyfus, and in the campaign against Zola. Col. Picquart and others, who espoused the cause of the unfortunate prisoner of Devil's Island, under the circumstances it is not astonishing that he should have resigned with the object of

mean that the unhappy man was pursuing the course he took under orders from his superior officers in the army. Col. Paty du Clam, who was one of the principal witnesses against Dreyfus and Zola, has been arrested, and it is said M. Cavagnac, Minister of War, will resign. A Cabinet crisis is expected as a result of the affair. It is said Count Esterhazy will be arrested and that startling revelations of the part he has taken in the case will soon be made at Berlin and Rome.

British, German and Austrian papers regard a revision of the Dreyfus case as inevitable, and it is reported that the Minister of Justice, M. Sarrien, has already taken steps to grant Dreyfus a re-trial. General Bismarck, Director of the Military College, has accepted the office of chief of the general staff, vacant owing to the resignation of General Boisdeffre.



Captain Dreyfus.



Dreyfus in Exile.

BIG BLAZE AT BERTRAM'S.

Toronto's Shipyard Suffers a Loss to the Extent of \$150,000—New Steamer Toronto Slightly Damaged—Spontaneous Combustion.

This morning at 1:30 o'clock a telephone message to Queen and Dundas fire hall brought the news that the Bertram shipyard at the foot of Bathurst-street was on fire, and the R. and O. passenger steamer, that slid so majestically into her berth some two months ago, was in danger of being destroyed. Queen and Dundas responded, and at 1:45 o'clock a general alarm was sounded.

Spontaneous combustion was the cause of the fire, and was the dock in flames and dock No. 3 blazing, it was feared the damage to the machinery and building would reach \$450,000. It took 1200 feet of hose to reach the Toronto; the hydrants were not in use, the water being pumped from the bay; the lumber piles stationed along the maze of railway tracks caught and added to the glare.

Chief Graham, when he arrived, soon got the work of fighting the flames down to a system, and the fire was practically under control at 2 o'clock. The lumber was owned by James Tennant & Co., slightly damaged; Albert Oakley and the Book Manufacturing Co. The damage is estimated at \$150,000. Had the building and the Toronto gone up the damage would have been half a million.

The night watchman sent a still alarm to Portland station, and a man named Williams notified another district. The railway companies shifted their standing cars from the scene, but the boats at the yard were considered in no danger. The fire will temporarily throw 120 men out of work. A steamer ship to the steel barge Hilda launched a few weeks ago, was burned. She was being built for the Prescott Elevator Company.

Mr. Williams, proprietor of the Mayflower Hotel, rang the second alarm about 2 o'clock. The insurance was not carried by local companies, but by outside firms. The World saw Mr. Bertram, who said: "The insurance covers the damage to the amount of \$75,000 to \$100,000." The tug Petrow towed the Toronto out into the Bay from damage. Work will be delayed only for a short time.

The catastrophe was only a result of the criminal imprudence, the petty "pound-fence, penny-wise" mismanagement of certain of the city aldermen. Last year Mr. Bertram made application to have 1000 feet of water pipe laid from the foot of Bathurst-street to his shops. Chief Graham visited the district with Ald. Hubbard, then chairman of the Fire and Light Committee, and after a thorough inspection, reported in favor of granting Mr. Bertram the protection he desired. Council

Steamship Arrivals. Sept. 1. At 10 a.m. From Fire Island, Bremen. New York. At 11 a.m. From Liverpool. At 12 p.m. From London. At 1 p.m. From Hamburg. At 2 p.m. From Bremen. At 3 p.m. From London. At 4 p.m. From Hamburg. At 5 p.m. From Bremen. At 6 p.m. From London. At 7 p.m. From Hamburg. At 8 p.m. From Bremen. At 9 p.m. From London. At 10 p.m. From Hamburg. At 11 p.m. From Bremen. At 12 p.m. From London.

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Vertical text on the right margin containing various advertisements and notices.