

The Toronto World

No. 33 YONGE STREET, TORONTO.

Daily World, in advance, \$3 per year.
 Telephone: 252, 253, 254. Private branch
 exchange connected with all departments.
 Hamilton Office: W. E. Smith, agent.
 London, England, Office: F. W. Large,
 agent, 145 Fleet Street, London, E.C.

THE WORLD OUTSIDE.

The World can be had at the following
 news stands:
 Windsor Hotel Montreal.
 Traders & Jones Buffalo.
 Wolverson News Co. Detroit.
 P. O. News Co. Chicago.
 J. O. McDonald Winnipeg.
 E. A. McIntosh St. Paul.
 McKay & Son St. Louis.
 Raymond & Doherty St. John, N.B.

ADVERTISING RATE.

25 cents per line—with discount on ad-
 vertisement orders of 20 or more insertions, or
 orders of 1000 or more lines to be used with-
 in a year.
 Positions may be contracted for subject to
 earlier contracts with other advertisers.
 Positions are never guaranteed to any
 advertiser. The advertiser is responsible for
 the content of his advertisement. An advertiser
 contracting for 1000 words of space
 is to be used within one year may
 have, when practicable, a selected position
 without extra cost.
 Inside rate positions will be charged at 20
 per cent. advance on regular rates.
 All advertisements are subject to approval
 as to character, wording and display.
 Advertisers are free to examine the sub-
 scription lists at any time.
 "Want" advertisements, one cent a word
 each insertion.

THE NEW OPTIMISTS.

We can stand being lectured by
 The Globe and other advocates of
 the Grand Trunk Pacific on cour-
 age, optimism and faith in one's
 country, to any reasonable extent. But
 there are limits, and they seem to be
 transgressed when The Globe begins to
 talk as if the Grand Trunk Pacific
 were the truly Canadian railway.

The dominant and most persistent
 note in Sir Wilfrid Laurier's plan-
 tion of the Grand Trunk Pacific
 Railway project is that the line
 will be entirely Canadian. In this
 respect it differs markedly from
 the Canadian Pacific Railway,
 which originally terminated near
 North Bay, and was extended
 across Maine in order to reach St.
 John.

The Globe goes on to talk as if the
 idea of an all-Canadian railway had
 originated with this government. Sir
 Wilfrid Laurier is compared with King
 Edward in his unerring sagacity.

Instinctively it may be, but none
 the less surely the Globe occupies a
 position that will commend itself to
 the deliberate and mature judg-
 ment of Canadians from ocean to
 ocean. The Globe is a champion of
 nationhood in its blood, and for
 years to come they will watch the
 evolution of the all-Canadian rail-
 way with the feeling that it sym-
 bolizes as well as promotes a
 realized nationality.

The Globe is good enough to mention
 the Intercolonial Railway as a
 enterprise, and to give credit to
 George Brown for his "magnificent
 optimism." If Brown were living to-
 day, it says, he would be found en-
 thusiastically supporting the Laurier
 government's plan to secure a second
 and this time an all-Canadian trans-
 continental policy. A "second" trans-
 continental railway! Nothing done in
 that way between Confederation and
 1903! The Canadian Pacific Railway
 ruled out on the wretched quality of
 its eastern terminus was somewhere
 near North Bay. There is not a
 fair-minded Liberal in Canada who will
 not see the gross injustice of leaving
 the Canadian Pacific out of considera-
 tion in an article filled with such
 phrases as "magnificent optimism" and
 "strong new line of nationhood."

Nearly a quarter of a century ago it
 did require optimism, faith, courage,
 to stake money, business reputation, polit-
 ical reputation, on the building of a
 railway from the older provinces to
 the Pacific. The Globe's population,
 the agriculture of the country to be
 traversed were insignificant. Portions
 of the railway, especially north of Lake
 Superior and thru the Rockies, were
 difficult and expensive. Some people
 laughed at the scheme as visionary.
 Wheat could not be raised because of
 frost; the traffic would not pay for
 grease for the engines. Some fairly
 courageous men were doubtful, and
 feared that the road would be a
 back on the hands of the government.
 There seemed at first to be some reason
 for these doubts and fears. The pro-
 motors staggered under their burden
 and came back to parliament for loans
 and other aid—always with the oppo-
 sition of The Globe and its friends.
 There was some excuse for their lack
 of faith. It was a great undertaking;
 it might have been criticized as a rash
 undertaking. But now that the opti-
 mists have been vindicated, The Globe
 must surely be generous or fair enough
 to give them a fair chance to give
 a credit to be optimistic in those days.
 It is easy to be optimistic now.

To compare that vast, formidable and
 daring project with the Grand Trunk
 Pacific is to compare the explorer with
 the Cooks tourist; the pioneer farmer
 of a century ago with the man who
 dwells in his ease on the lands that his
 ancestors have converted from a wilder-
 ness to a garden; the founder of The
 Globe with those who are now living
 on his reputation. The road has been
 cut thru the forest; the gentlemen
 who are now lecturing on the hope and
 faith and courage have only to travel
 along it. It makes one wroth to hear
 them talk of the new wine of nation-
 hood in such a connection. Everybody
 knows now that the Canadian West
 is a magnificent country; that its future
 is assured; that people are coming in
 by hundreds of thousands. No "mag-
 nificent optimism" is required to build
 railways in such a country. The day
 of experiments, of the pioneer work,
 has passed. Only ordinary business
 ability is required on the part of the
 promoters and of the government that
 deals with them. On business grounds
 the matter must be considered. Our
 criticism of the new enterprise is not
 that it is rash, daring or experimental,
 but that it is clumsy and unbusiness-
 like. We object to its needless cost, be-
 cause it is unbusinesslike; not because
 it will ruin the country. The country
 is so rich and strong that it can stand
 a good deal of foolishness. But that is
 no excuse for the foolishness.

TWO TEXTS A MILE.

Our correspondent in New York
 State, Mr. Porter, continues to give
 very useful and interesting information
 about the manner in which the two-
 cent rate benefits both the railways

NATIONALIZE "THE SPOUT"

Continued From Page 1.

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 Mr. Maclean said he believed that
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 The road should be a high-class road
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 Then it would be possible to carry
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No One Horse Railway.
 "You can build as many one-horse
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 control, then, and give every railway
 that desires it running powers over
 the provinces through which it passes
 and not by the leave of the G.T.R.'"

Run Over This New Road.
 Sir Wm. Van Horne said that the
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THE T. EATON CO. LIMITED

We Close To-Day at 5 p.m. On Saturday at 1 p.m.

Our Normal Condition is to be Ahead.

Our Shirt Sale Keeps On.

200 dozen Men's Colored Shirts; made from extra fine qual-
 ity materials, including Scotch Zephyrs, Oxford, Per-
 cale, Madras and Cambric; negligee or laundered bod-
 ings; some have light open work bosoms; also a line of
 Cambric Shirts; negligee style; with detached cuffs and
 collars; all high-class goods, in the newest stripes and
 designs; sizes 12 to 18 in. neck measure; values are
 up to \$1.00; Wednesday **.50**

54 dozen Boys' Negligé Shirts; laundered neck bands; well
 made; in all the latest stripes and colorings; also
 some sizes in Boys' Shirts; separate stand-up turn-
 over collar; sizes 12 to 13½; were remarkable values
 at 43c and 50c; Wednesday **.29**

Coats and Vests For Men.

120 Men's Lustré Coats; suitable for clerical or elderly gentlemen;
 three-quarter length; square cut; single breasted; unlined; patch
 pockets; sizes 34 to 44; in black only; were remarkably
 good value at \$3; Wednesday **1.25**

150 Men's Summer Suits; coat and pants only; made of all-wool home-
 spun and tennis tweeds; some are blue, with neat stripes, others
 are plain Oxford greys and fawns; coats are unlined, with patch
 pockets; keeps on trousers for belt; cool wearing and very
 stylish; sizes 36 to 44; excellent value Wednesday at **4.29**

Straw Hat Clearance

14 dozen Children's Straw Sailor hats; made from the finest quality Can-
 ton and rustic straw; some are mixed blue and white, others are in
 plain white; neat crowns; smart roll brim; light bands and stream-
 ers; leather sweat; name on band or plain; light weight, stylish
 and cool wearing; \$2 and \$3 values; Wednesday **.79**

10 dozen Boys' Straw Hats; in the latest boater style; made of fine
 quality rustic and Canton straws; leather sweat; silk bands;
 cool wearing for the hot summer weather; were good value at
 50c; Wednesday **.10**

Men's Boots for 75c.

Men's new boots at less than the
 price of soles and heels on old
 ones, purchased with a 3.99 lot
 at a price which enables us to sell:
 480 pairs Men's Medium Heavy Lace
 Boots; new, up-to-date, comfort shape;
 will wear as well as most \$1.50 to \$2
 lines; sizes 6 to 11; Wednesday, half at
 8 a.m. and balance at 12 o'clock, **.75**
 (We reserve the right to sell not more than
 two pairs to each customer.)

Stationery Sundries.

Sermon Paper; 8c quire; **.35**
 Butter Paper; 8 x 12; per
 ream **.50**
 Typewriting Paper; per ream 75c
 **1.00**
 Plain Tissue Paper; all shades;
 per quire **.20**

White Grass Bleached Tissue;
 per quire **.15**
 No. 10 Lead Pencils; Johann
 Faber; each **.05**
 Koh-I-Noor Lead Pencils; 3 for 25c
 Waterman's Ideal Fountain Pens;
 \$2.50, \$3.00, \$4.00 and **5.00**

Letter Press; Cap size; extra
 strong **6.00**
 Letter Copying Book; 500 pages
 90c; 1,000 **1.35**
 Fountain Pen Ink; 3-ounce bot-
 tles **.10**
 Lepage's Liquid Glue; 7c, 10c, 15c
 and **.25**

Secotine; per tube **.12**
 Blank Receipt Books; 5c, 8c
 and **.10**
 Globes; 6-inch wire stand **.25**
 Foolscap Paper; per quire **.10**
 Ledger or Journal Paper; per
 quire **.15**
 Music Manuscript Paper; per
 quire **.35**

68 old Platinotype Photographs and
 Colored Photo Pictures, varying in
 size from 16x20 to 22x27; good as-
 sortment of choice subjects; framed
 in Flemish and gilt moldings; with
 fancy metal corners; \$3.00 to \$5.00
 values; on sale Wednesday **1.50**

Small Leather Goods, Assorted.

Half worth 50c; half worth \$1.00 to \$2.50, for 35c.
 Seldom, if ever, has there been such a conglomeration
 of excellent values in leather goods:

250 pieces Travelers' Samples, including almost every conceivable line
 of small leather goods made; portfolios, collar and cuff cases;
 music cases and rolls, hand bags, wrist bags, chateaus, toilet
 sets complete, cigar cases, 2 photo frames, 1 case for field glass,
 military hair brush case, bill books and folders, card and ticket
 cases, combination clasp, strap, finger and change purses; leather
 in wrist bags, chateaus and purses are mostly real sea and wal-
 rus, in tan, brown, grey and black; no two articles exactly alike;
 all well made and excellently lined; Wednesday, your
 pick for **.35**

(No mail or telephone orders filled. See Yonge street window.)

A Great Bargain in Carpets.

75c to \$1.00 Brussels Carpet, 50c.
 1,065 yards English Body Brussels Carpet; 27 inches wide; a good as-
 sortment of conventional and Oriental designs, with up to date
 color combinations; suitable for any room or hall; some have 5-8
 borders to match; 75c, 90c and \$1 values; special August Sale
 Price to clear on Wednesday, per yard at **.50**

40c and 50c Tapestry Carpets, 25c.
 1,795 yards English Tapestry Carpet; 27 inches wide; a large range of
 effective designs and color combinations; a good, heavy quality;
 40c and 50c values; August Sale Price to clear Wednesday
 at, per yard **.25**

The Toronto Daily Star Will Have a More Complete List

THE T. EATON CO. LIMITED