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IMPORTERS.

August, a Clearing Month

Extraordinary Offerings Saturday.

We're planning and preparing for the largest business in our history this fall. "Good Goods" are bound to win in the long run, and more people are finding out every day that it is most profitable to buy the best. This business continues to grow because the quality of an article is the first thing considered at this store. The month of August enters our plans and during that month all summer lines must move to make room for fall importations.

Extraordinary shirtwaist sale. You read the particulars in last night's Planet. All this season's styles, reg at 1.00, 1.25, 1.50, 1.75, 2.25, 2.75, 2.85, clearing at 79c, 98c, 1.19, 1.39, 1.79, 2.39, 2.45.
15c, 18c and 25c fine lawn and muslin, clearing at per yard 12c.
38c Cotton Foulard and Crepe de Chine, clearing at per yard 12c.
38c Etamines with small figures, 10c.

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TRUNKS, GRIPS, TELESCOPES,
and SUIT CASES.

We cannot afford to give you anything but the best to be had for the money. Honest, reliable goods at reasonable prices.

Trunks, ranging in price from \$1.75 to \$10.00.
Hand Grips, from 50c to the best made at \$5.00.
Telescopes, from a 14 inch at 40c to 26 inch at \$1.10.
Suit Cases, from \$2.00 to the best novelty suit case at \$12.00.
Shawl Straps, Trunk Straps and Bag Tags.
Lunch Boxes, from 15c to 25c.
Leather Music Rolls, \$1.50 and \$1.75.

You'll find the Variety, Quality and Prices the lowest in every particular by calling at

J. L. CAMPBELL,

Boston Shoe Store, - North Side King St.

WORLD OF SPORT

LAOROSSE

Articles of agreement were signed last night for a match game of lacrosse that will settle once and for all the arguments over the merits of the Detroit and Chatham, Ont., teams, which have been the subject of much acrimonious debate among players and followers of the Canadian sport since the Chatham team played in this city, at D. A. C. field, and was beaten by a score of 16 to 3. This victory satisfied the Detroiters, but Chatham has always claimed that it showed nothing, the Ontario team not having its regular line-up, and holding the bad field—the day being rainy—responsible in part for its poor showing.

Frank Babcock, manager of the Chatham team, came to Detroit yesterday, and had a conference with John H. Mude, of the local club. As a result, each side posted \$50 to bind a side bet of \$100 each for a match to be decided on some neutral field within two weeks' time. J. Fred Jennings is stakeholder. The second \$50 of each side will be posted on the day of the game. This is the club stake, and it is understood that individual members of both teams will do some heavy wagering on the result.

A few conditions are attached to the match. The date is to be agreed on within a week, and the field is to be selected by the Chatham manager. He said last night that it would be at either Blenheim or Wallaceburg, the former if the grounds can be secured. Detroit is limited to its regular team, players who have already participated in games, with Brusso barred. There are to be four periods of ten minutes play, with five minutes' rest after first and third quarters, and ten minutes' rest at half time. The referee is to be a Canadian association official.

This will be Detroit's big match of the year, and a large number of followers of the sport will go up with the team. The club has one match prior to this game, Wallaceburg being scheduled at D. A. C. field on August 6.—Detroit Free Press.

Note—There is surely some mistake about this announcement. The players on the Chatham team could never participate in a game under such conditions without being professionalized—one and all.—Sporting Editor of Planet.

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THE Keeley Drug using
Cure
Over 300,000 CURES
Address: Keeley Institute
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TORONTO, ONT.

GRAND TRUNK PACIFIC.

SIR WILFRID LAURIER EX-
PLAINS THE TERMS.

Mr. R. L. Borden Criticizes the Measure—Some Opinions Expressed by Hon. Mr. Haggart.

Ottawa, July 31.—Yesterday in a speech occupying nearly three hours Premier Laurier explained in detail the Grand Trunk Pacific agreement.

The Government undertakes to build the line from Moncton to Winnipeg, and leases it to the Grand Trunk Pacific for fifty years. For the first seven years the company will pay no rental, but for the remaining 43 years the rental will be 3 per cent. upon the cost of construction. If during the first three years of the latter period the net earnings do not amount to 3 per cent. of the cost of construction, the difference between net earnings and rental will be capitalized and added to the total upon which rental must be paid. To the construction of the western division the Government will guarantee 75 per cent. of the principal of the bond issue, which is not to exceed \$13,000,000 per mile of prairie section, and \$30,000 per mile of mountain section. The Government will meet the interest in the mountain section bonds for the first year, and in case of the default of the company, to pay the interest during the next three years, the Government will do so, and the interest will be capitalized and repaid with interest by the company. The interest outlay by the Government will not exceed \$13,000,000, and they are secured in every respect by a first mortgage upon the line.

Running Rights Secured.
In the case of export traffic which is not specially routed otherwise by the shippers, the company must grant as low through rates via Canadian ports as via United States ports. Running and haulage powers must be given to the Intercolonial and other railways. The tolls to be charged by the Grand Trunk Pacific will be under the control of the Government, or the railway commission. The company must spend \$20,000,000 on improved rolling stock, of which \$5,000,000 must go to the eastern division. The company must put up a deposit of \$5,000,000 as security for the construction of the western division and the equipment of the eastern division. All supplies and materials must be purchased in Canada, the quality, prices, terms, etc., being as advantageous as elsewhere. The capital stock of the company is fixed at \$45,000,000, of which \$20,000,000 will be preferred and \$25,000,000 common stock. The Grand Trunk Company are to take the whole of the latter, and they are also to guarantee a second series of bonds, which are to be issued by the Grand Trunk Pacific to meet the cost of completing the mountain section.

During the term of the lease, and so long as the Government remain liable for any portion of the bonds, they will have the right to appoint a director of the company, who will be paid by them a salary of \$2,000 per annum. The company also agrees to maintain proper steamships at each terminus for the carriage of through freight on the Atlantic and Pacific Oceans.

During his address Sir Wilfrid urged that the road was a national necessity. He said, in part:—

What is our position to-day? From the early days of railway development in this country we have been dependent on American good-will for the transportation of our goods across American territory. From the early days of Canadian railway development we have been forced to make use of American territory and harbors. The American Government granted us the privilege of using their harbors for our imports and exports without paying them tolls and customs dues. But my honorable friends opposite are aware that this privilege has always been held over our heads by the American authorities, as the sword of Damocles. My honorable friends on the other side are aware that this privilege, that the abrogating of this privilege has been used again and again as a threat to obtain from us concessions.

Let me observe upon this that, if we have used American ports, it is not because we are weak, but because our own ports are ice-bound; everybody knows that our ports in winter are just as open as the American harbors. (Cheers.) Everybody knows, except Mr. Andrew Carnegie and the bulk of American public opinion, that if we have used American ports and harbors, it was not because our harbors were ice-bound in winter, but simply because we have no railways to communicate with them. In the face of this I ask the Canadian people to stand on their manhood, and to place us in such a position that at all times of the year, not only by one railway, but by two or more, we shall have access through Canada, from January to December, to our own harbors and be able to say to our American neighbors: "Take off your bonding privilege whenever it suits you (great applause); we are commercially independent; and we shall have our independence absolutely secured to us whenever we shall have this new railway to our own harbors. (Renewed cheers.)

Hon. gentlemen opposite may ask, who is Mr. Andrew Carnegie? and say he is simply an American citizen, he is not speaking for the nation. Sir, when men speak who are in the position of Mr. Carnegie, we must take it for granted that they know something of the public opinion of this country. We know that Mr. Carnegie is a commercially independent man, and we shall have our independence absolutely secured to us whenever we shall have this new railway to our own harbors. (Renewed cheers.)

expressed in the American press. We cannot take a step forward in our own interests to better our position, to improve our trade, but again and again we are told from the American side that we had better look out, because, forsooth, the bonding privilege will be taken from us! When in 1896 the Government of Sir Charles Tupper thought of asking for tenders for the fast Atlantic service—a thing which, after all, the American public had nothing whatever to do, a thing which was purely a measure of domestic concern—the matter was resented by the American press, and we were told again that if we dared to go on with that project the bonding privilege would be removed.

Luckily, sir, up to this moment we have escaped the danger with which, on repeated occasions, we have been threatened. But, sir, what would happen if at any moment there should pass one of those frenzies, one of those periods of excitement which we have seen sometimes amongst nations, the American nation included? If at any moment we may be deprived of the bonding privileges which we have had up to the present, the only way whereby we can contemplate such a contingency with equanimity is to provide against it, and to have upon our own territory all the facilities by which we can get access to our own harbors. (Cheers.)

Sir, our relations to-day with our American neighbors are friendly; they were never more so, and I hope they will continue so. (Renewed cheers.) For my part—I never made any secret of it—I have the greatest possible admiration for the American people. I have always admired their many strong qualities. But I have found in the short experience during which it has been my privilege and my torture to be placed at the head of affairs by the will of the Canadian people, that the best and most effective way to maintain friendship with our American neighbors is to be absolutely independent of them. (Hear, hear.) These are the reasons why we have applied to Parliament to give its countenance to the policy which I have outlined, a policy which will give to this new transcontinental railway a terminus at our own harbor, and an all-Canadian route to reach it. Now, sir, what are some of the objections taken against this proposition which we have seen and heard in the press? They tell us, if you build this railway you will injure the Intercolonial. Sir, I do not admit that we would injure the Intercolonial, because I have no slope towards James' Bay there is no judgment, intelligence and experience of every man in this House, that they will be trade and business enough coming from the west, not only for one road, but for two roads, if not more. (Cheers.) But, after all, I say to our friends on the north shore, who may perhaps feel and decide that the Intercolonial might be prejudiced by this new line, there is nothing to be feared in this respect, because the new road will not prejudice the constituencies which are served by the Intercolonial. With respect to trade, the business of the new road will be created by the road itself; it will be a business which is not in existence to-day. (Hear, hear.)

The Canadian Confederation would have been a union on paper only, but for the fact that the Grand Trunk, the Canadian Pacific Railway and the Intercolonial Railway brought all parts of our country together in union to pulsate with one and the same heart. (Renewed cheer.) This new railway will be another link in that chain of union. It will not only open territory which is now only profitable to the west, but it will not only open Canadian trade into Canadian channels; it will not only promote citizenship between old Canada and new Canada; but it will secure us a commercial independence and it will forever free us from the bondage of bonding privileges. (Cheers.) For that reason alone, in my estimation, it would be worth all the sacrifice and all the more, and we are called upon to make. (Hear, hear.)

Sir, it is therefore with a firm heart that I offer to scheme to friend and foe. It is with a firm heart that I present it to the Canadian people. (Cheers.) But I am well aware that it shall not be received everywhere with the same feeling. I am well aware that it may scare the timid and arouse the resolute; but, I claim that the only one who has his bosom a Canadian heart will welcome it as a scheme worthy of this young nation, for whom a heavy task has been set, and which young nation has strength to face grave duties and give responsibilities. (Cheers.)

Mr. Borden doubts the efficacy of the terms of the agreement to carry trade to Canadian ports. The violation of the agreement was not attended with any penalty. The clause, he said, contained a very nice high-sounding phrase, but was of no practical value. Portland already was racing because it was about to become a terminus of a great transcontinental railway. He read an extract from a Portland paper, stating that it was practically settled that Portland was to be the terminal of the line, and giving an interview with a Grand Trunk official, who supported these statements. As to the running powers to be granted to the railways over the Moncton-Winnipeg section, he said that it was generally known that the railway opening the road could make a running power of absolutely no value to another road using them. He doubted if a Canadian Northern, the only railway likely to avail itself of these powers, would find anything of value to it in them. "There was no congestion of traffic north of Lake Superior, and was said the C.P.R. line there could carry from five to ten times as much freight as there was offered to it. He said where the new line would get its traffic. It was apparently not expected that it would get any of the grain at now goes to the elevators at Fort William, as it would be in no better position to handle it than the C.P. which now handled only 6 per cent. of the grain by an all-rail line. The water rate from Fort William to Montreal was only about 6-1/2 cents a bushel, and the average all-rail rate to Montreal was about 12 cents. He asked why the Premier had not dealt with this aspect

WHAT'S LEFT

Of Summer things, is what we are giving particular attention to these days. We are bound to clear out summer stocks in the summer, when the goods are needed, not during fall or early winter.

Here are some reductions that will set you thinking

Yacht and Golf Caps, reg. price 25c. for	15c	Boys' 2-pc. Suits, regular price \$1.50 and \$1.75, now \$1.00
Straw Hats, reg. price 35c. and 50c., now	10c	Men's Fancy Vests, reg. price \$1.25, now
All styles of Silk Ties, reg. price 25c., clearing for 3 for	25c	Men's Fancy Vests, reg. price \$1.50, now
Fancy Soft Shirts, reg. price \$1.00 and \$1.25, clearing at	50c	Bicycle and Golf Trousers, reg. price \$2 and \$2.50, clearing at 25c. and
		50c

THORNTON & DOUGLAS, LIMITED

CROCKERY! CROCKERY!

New goods for the summer trade.

An elegant line of new berry sets, at \$1, \$1.25, \$1.50, \$2, \$2.50. Dessert Plates and Cake Plates, 10c, 15c, 25c, 50c, \$1.00. Cups and Saucers, very special, 10c, 15c, 25c, 50c. New Dinner Sets, the latest patterns and lowest prices. See them. Lots of odd plates, vegetable dishes, bowls, jugs, cups and saucers, just the thing for everyday use. Get acquainted with this new store.

GRAY'S Bazaar and China Hall.

Bad Coughs

Neglected colds always lead to something serious. They run into chronic bronchitis, pneumonia, asthma, or consumption. Don't wait. Take Ayer's Cherry Pectoral and stop your cough.

J. C. Ayer & Co., Lowell, Mass.

of the case, rather than read wearisome extracts from books of travels. He asked for an estimate from the treasury benches of the cost of the road, refusing to accept the Premier's estimate of \$13,000,000. He asked for an estimate within \$10,000,000 of the probable cost, and receiving no reply, declared, amidst the wild cheers of his supporters, that it was a remarkable spectacle to see this project heralded by the Prime Minister in a three-hour speech, amidst the loud applause of the ministerialists.

And yet not one of them could estimate within \$10,000,000 what it would cost. He estimated that the cost would be from \$5,000,000 to \$8,000,000. He maintained that the proposition to build a railway across the prairie to-day, without a subsidy, would be more favorable to a railway company than the terms on which the C. P. R. was built twenty years ago. Mr. Borden ridiculed the latitude afforded the Grand Trunk Railway under the clause relating to the purchase of building supplies in Canada. The five million guarantee clause he also regarded as of no value, as it was to bind them to carry out a contract on which they were guaranteed \$13,000 a mile on parts of the line and \$30,000 a mile on the balance of it. By this policy the Government had driven from the Cabinet the Minister of Railways, who, above all members of the House, understood the subject of railways. He suggested that all plans, maps, etc., relating to the construction of the railway should be laid on the table of the House, together with all information about the projected route. In conclusion, Mr. Borden stated that the project seemed to him to indicate on the face of it that it had been entered upon without deliberation, and having regard to the fact that they were asked to take it up without any definite information he was not inclined to view it with favor, and he did not wonder that the Minister of Railways found it necessary to part company with his colleagues on this question.

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And leave your order with us at these prices:

3 cans Mackerel	25c
2 the best Lard	25c
Fruit Jars, pints, per doz.	75c
Fruit Jars, quarts, per doz.	75c
Fruit Jars, half-gallons, per doz.	75c
Sweet Pickles, best quality per qt	25c

Sugar, Cured Ham, Shoulder and Breakfast Bacon.

Crockery.

Our Dinner, Tea and Chamber Sets are moving out—the prices sell them. We have reduced the prices on China and Glassware.

John McConnell,

Park St. East. Phone 190.

TELEGRAPHIC BREVITIES.

The rain storm on Thursday inflicted severe damage on farmers near Kingston.

The Great Central Railway dock and sheds at Grimby, England, were destroyed by fire. Loss, \$500,000.

Mrs. Symes, wife of Captain J. B. Symes of the steamer Seguin, fell from the wharf near Garrook's coal yard, Sarnia, and was drowned.

The final installment of ten per cent. due on the \$30,000,000 bonds underwritten by the International Mercantile Marine Syndicate has been paid to J. P. Morgan & Company.

Sixty armed and mounted men have appeared outside villages in the Caucho River district, in Cuba, proclaiming a revolution and demanding the payment of the former members of the revolutionary army.

The Minister of Justice ordered a full investigation into the recent riot among a section of the prisoners in Kingston Penitentiary. Nolan, the dynamiter, who stabbed McMurray of Toronto, was placed in the dungeon for a week.

Mrs. Elisabeth Pansingham of Colchester North was tried at Windsor yesterday before Magistrate Bartlett and Cheyne on the charge of stabbing and wounding Mrs. Mary McCoy, a neighbor. The case was adjourned to Friday.