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London, Thursday, October 13.

Sir Wilfrid in Ontario.

Sir Wilfrid Laurier is giving over two weeks to his Ontario tour, speaking on alternate days to conserve his voice and energy. His presence cannot fail to give a stimulus to the Liberal party, for there is no Canadian who has so great a hold upon the heart and imagination of the people of this Province, or who has so well deserved their homage and support. Ontario did not do his administration justice four years ago, but the cause did not lie in any recession of his extraordinary personal popularity. The indiscretions of Mr. Tarte were visited upon the Government, and the temper raised by the jingoism swept off their feet many who would otherwise have voted Liberal and who will not be duped again by such foolish and mischievous clamor.

Ontario has the unenviable distinction of being the only Province which shows a majority against the Government. Our Conservative friends lay great store by their accidental and transient success in the last campaign, and they speak as though Ontario was their special preserve. Some of their newspapers not all are furiously fanning the old embers of race prejudice, but since the collapse of the Dundas agitation a pretext for an excitement of popular passion has been wanting, and the leaders of the Opposition—Mr. Borden himself setting the good example—have, in Ontario at least, abjured sectarian appeals, though the attacks on the British preferential tariff by his Quebec colleagues have a sinister appearance. With the tariff and the railway question replacing Mr. Tarte and his French speeches as the foremost issues, and with the incus of the gerrymandering removed, the Liberal party should improve its position in Ontario, and if it does not do so it will be no fault of the Government. The worst that Liberals expect is that this Province will break even. The Opposition wisecracks boast that they will come to the Ottawa River with a majority of between 30 and 50, but they are painting the western sky all the colors of Joseph's coat. Prophecy in either party is reticent about Manitoba and British Columbia, but the Liberals claim they will make a clean sweep of the Territories, which have now ten seats. If the Conservatives cannot do better than break even in Ontario they will be the worst beaten party since the debacle of the Pacific Scandal, for they expect no material gains in Quebec and the Maritime Provinces. It is no wonder they are making a "dead set" on this Province, and that the more unscrupulous of their organs are playing the old sectarian tunes.

Ontario would like to see more of Sir Wilfrid, but no public man has been so martyred to duty as he. The last two sessions of Parliament have been extraordinarily long, and have tested the endurance of the members, particularly that of the ministers, who must be unrelenting in their attendance. Add to this the vast amount of extra-parliamentary work that falls to the lot of the Premier and it will be seen that he has had few opportunities of leaving Ottawa. In his Ontario tour of 1900 he could not fail to detect the undercurrent of hostility set in motion by the anti-Tarte crusade, but his present tour will be a repetition of his triumphal progress in 1891 and 1896, and even better results are hoped for. What Sir John Macdonald was to the Conservatives of this Province, Sir Wilfrid Laurier is to the Liberals, and he will stir them as nobody else can.

Building Up Canadian Ports.

Mr. Borden and his newspaper echoes misrepresent the Grand Trunk Pacific contract in more than one particular. They are fond of repeating that the new road will build up United States ports, cheerfully ignoring the fact that the Quebec-to-Moncton extension is designed to insure a Canadian outlet and inlet for the traffic of the new highway the year round, and that the Government has done all in its power to avert this traffic from Portland, Maine, the established terminus of the Grand Trunk.

The Opposition confesses that it was favorable to the first proposal of the Grand Trunk by which the new road would have had its eastern terminus at North Bay and transferred its traffic at that point to the old Grand Trunk system for transportation to the Atlantic seaboard. In that event every pound of freight for export carried by the new line would have found its way to Portland; but to keep this traffic in Canadian channels the Government insisted that the Grand Trunk Pacific should be extended to the Atlantic coast over exclusively Canadian territory. The contract provides that the company shall not charge a greater rate to Canadian than to American seaports, and shall carry all freight to Canadian ports unless the shipper specifically routes it via the United States. The clauses of the contract are here given in full:

"It is hereby declared and agreed between the parties to the agreement that the aid herein provided for is granted by the Government of Canada for the express purpose of encouraging the development of Canadian trade and the transportation of goods through Canadian channels. The company accepts the aid on these conditions and agrees that all freight originating on the line of the railway, or its branches, shall be specifically routed otherwise by the shippers, shall when destined for points in Canada, be carried entirely by Canadian ports, or between Canadian inland ports, and that the through rate on export traffic from the point of origin to the point of destination shall at no time be greater via Canadian ports than via United States ports, and that all such traffic not specifically routed

otherwise by the shipper, shall be carried to Canadian ocean ports. The company further agrees that it shall not in any manner within its power, directly or indirectly, advise or encourage the transportation of such freight by routes other than those above provided, but shall, in all respects, in good faith, use its utmost endeavors to fulfill the conditions upon which public aid is granted, namely the development of trade through Canadian channels and Canadian ocean ports. The company shall arrange for and provide, either by purchase, charter, or otherwise, shipping connections upon both the Atlantic and Pacific Oceans, sufficient in tonnage and number of sailings to take care of and transport all its traffic both inward and outward, at such ocean ports within Canada, upon the said line of railway, or upon the line of the Intercolonial Railway, as may be agreed upon from time to time, and the company shall not divert or so far as it can lawfully prevent, permit the diversion to ports outside of Canada any traffic which it can lawfully transport, or control upon the amount of shipping to transport such traffic from or to such Canadian ocean ports."

These provisions are as stringent as they can be made. The company is obliged to carry freight by the route designated by the shipper, but why should any Canadian shipper prefer an American to a Canadian port when rates and service are equal? It should be borne in mind that the Grand Trunk Pacific will come under the jurisdiction of the Canadian railway commission, and will be the business of this commission, and within its competence, to interpret and enforce the terms of the contract. The commission has already shown its independence and fearlessness in dealing with the railway corporations, and its determination to do justice as between the railways and the shippers, and the railways and the Government. Such a tribunal, armed with almost unlimited power, will be in constant watch over the operations of the Grand Trunk Pacific, and the national interests will be safe in its hands.

Grand Trunk employees are solid for the Grand Trunk Pacific.

If you want to know what the Laurier Government has done for Canada, look around.

Our neighbor has secured a search warrant and is hunting hard for a sign of depression.

As Sidney Smith would say, Mr. Tarte's loquacity is relieved just now by a flash of silence.

Contrast the Canada of 1904 with the Canada of 1896, and who can deny that the N. P. stood for No Progress?

London is a Grand Trunk center and will benefit greatly by the Grand Trunk Pacific Railway.

When the Free Press gets tired of Mr. Hyman's car it can turn again to the menu at the county jail.

The fire and enthusiasm of Laurier's meetings in Ontario strongly contrast with the frigidity of the Borden tour.

Hamilton will return one Liberal, probably two. No city in Canada is a greater monument to the benefits of Liberal rule.

Our good friend the assessment commissioner will lose caste in his party if he continues handing out such prosperity statistics.

Ananias was a good church member compared with the author of the pipe story that the Liberals spent \$40,000 in North Renfrew.

The town of Sarnia should make it unanimous for Dr. Johnston. If the Opposition had had its way the oil refining industry would be ruined.

Scores of life-long Conservatives in this city who will be marked "safe" by the party canvassers, will quietly mark their ballots for Charles S. Hyman.

Sir Wilfrid Laurier scored a bullseye, when he said the Opposition started at the preference, but did not attack it.

The Free Press declares day after day that "Canada wants E. L. Borden as her Premier." Our neighbor is like the three tailors of Tooley street.

When the Conservatives find a leader as popular in the English provinces as Sir Wilfrid Laurier they will have more reason to growl about Quebec.

Mr. Osler, M. P., says there is room for six railways in the Canadian West. And Mr. Osler's leader declared last year that another transcontinental railway was unnecessary.

Senator Chagnon, of Quebec, says that those who accuse him of appealing to race prejudice are "Tory liars." The language is rough, but it can be misunderstood.

A million dollars increase in London's assessment during the past year! Forest City doesn't make as much noise as some of its sister municipalities, but it saws just as much wood.

A strong candidate, P. J. McLaughlin, K.C., has entered the lists against Colonel Sam Hughes. We won't say

Mr. McLaughlin is Quixotic, but he is certainly lifting a windmill.

Sir Mackenzie Bowell mounted Mr. Borden's platform at Picton and denounced Government operation of railways. Sir Mackenzie says what he means, but no one knows what Mr. Borden means.

EAGLE SWOOPS DOWN ON BOY

Driven Off Only After a Fierce Fight With Two Men Heavily Armed.

Colorado Springs, Oct. 12.—An immense bald eagle tried to carry away to the mountains Alfred, the 8-year-old son of Cornelius A. Starr, sexton at Evergreen Cemetery. The timely arrival of the lad's father and another man with a shotgun saved the boy from death or serious injury.

The sexton was working in a distant portion of the cemetery, while his little son was playing around the gate. Suddenly an immense bald eagle which had been circling high in the air above the two boys swooped down upon them and alighted on one of the big posts of the gate. Alfred picked up a stone and threw it at the bird, which left its perch and attacked the boy. It circled about the lad and three times tried to fasten its huge talons into the back of the boy's waist.

Alfred did not lose his presence of mind, but fought off the eagle as best he could with his hands. Every time the giant bird swept toward him he would dodge its wings and throw himself upon the ground. When the eagle came back he would kick and strike at it.

The boy's cries attracted a man living near the cemetery, who came running to the spot with a shotgun. By this time Alfred's father appeared on the scene and attacked the eagle with a club.

After the eagle made its escape it seemed to a great height and resumed its circling over the cemetery for fully an hour. Then it flew toward the mountains and disappeared. Mr. Starr says the bird would easily measure nine feet from one tip of its wing to the other.

WED LIKE "POP," TELL AFTERWARD

Sixth Quasi-Elopement in the Harburger Family.

CHILDREN IMITATED PARENTS

Noted Tammany Leader Has Forgiven All in Rotation, as He Was Forgiven.

New York, Oct. 12.—"My daughter Hazel's marriage, Thursday last, said Julius Harburger, Tammany leader of the Tenth Assembly district, at a wedding reception to be held at the family residence, at No. 50 St. Mark's place, 'was the fifth political romance in my family. Indeed, it is the sixth if I want to state the facts correctly, as I myself must plead guilty of the same offense.'

"It was 32 years ago," continued Leader Harburger, as he looked beamingly at his wife, "that I popped the question to my wife. She was also married. We then went home to our parents and received their congratulations. They were the only children did the same thing. They simply did as we did. They are chiefs of the block. These five marriages have taken place during the last seven years."

"The first of my children to marry was David Napoleon Harburger. I was excise commissioner at the time. 'Pop,' he said to me as he came to my office as the criminal court buildings were got a great secret to tell you. It took him a long time to tell it. He had been married without my knowledge. He had met Dora while working for me in the political line in the Tenth Assembly district. To his surprise, I was his hand and said, 'David, you only did what I did myself, and I congratulate you. It lifted a big load from the boy's mind. He was afraid of the consequences, but I had no right to complain.'

"Leopold Washington Harburger, who is the alderman from this district and who has performed more than three thousand marriages, was also married. He was married to a girl named Dora. He also surprised me by coming to the family residence and saying, 'Pop, we are married.'

"My daughter, Marcella Martha Harburger, was next. She had been assisting her mother in looking after the women of the district to see that the male members voted the Democratic ticket. During her campaign work she became acquainted with T. J. Schwartz, who was also in politics, and they were married. For the third time I said, 'Bless you, my children.'

"The fourth marriage was that of my son Horace Greeley Harburger, who, while making a speech several weeks ago was interrupted by the announcement that his wife had made his a present of a bouncing girl baby. Horace came home manfully on his wedding day and said that he was married. 'Pop,' he said, 'don't scold; you know you did it yourself.'

"The last marriage took place Thursday last, when Hazel announced her marriage to Louis Cohen. Hazel had also assisted her mother in looking after political affairs in the district. In her electioneering work she had met the young man. Remember they always were in love. What did I do? Why, I made the best of it."

"My children have been good children," said Mr. Harburger in conclusion. "I cannot find fault, because they did not get married with pomp and ceremony. They only did what my wife and I did, and without saying a word. As I said in the beginning, they are chiefs of the old block 'God bless 'em'."

To which Mrs. Harburger said "Amen."

"One word more," said Leader Harburger. "I want also to say that I have now six grandchildren."

Common soaps destroy the clothes and render the hands liable to eczema.

SUNLIGHT SOAP

REDUCES EXPENSE
A HAREM BELLE FLEES IN DISGUISE

And the Lady is on Her Way to This Country.

IS A NIECE OF THE SULTAN

Will Sail This Week on the French Liner La Lorraine for New York.

Paris, Oct. 12.—The Prince and Princess Ourousoff will sail this week on the French liner La Lorraine for New York, on their way to the exposition at St. Louis. The lady was the Princess Cheroff, a niece of the Sultan of Turkey, daughter of the general of division, Himm Pasha, aide-de-camp to the Sultan, and the divorced wife of the imperial Prince Samy. She succeeded only recently in escaping from the harem and reaching France.

The Russian prince, a well-known resident of Paris, and they soon were engaged to be married. To evade the many difficulties of the French marriage laws the prince and princess went to London and were made one by the lord mayor, afterward registering the marriage at the Russian embassy.

TURKS SCANDALIZED.
The escape of the princess from the harem created a great commotion in Constantinople, and much scandal was added to the adventure by her subsequent wedding with the orthodox Russian prince. The Sultan of Turkey, who was deeply attached to his young niece, sent instructions to the Turkish ambassador here to keep a close watch on the couple, and every Turkish consular agent in France is now on the vive for information. At Monte Carlo, where the prince and princess spent their honeymoon, their every footstep was followed by the Sultan's detectives.

The princess is a blonde beauty, not having been a year of age, and her large, black eyes only serve to emphasize the extreme whiteness of her complexion. Her full name is Cheroff Himm Zade, and she is to be a power behind the throne of the Turkish sovereign. She still is too frightened to speak of the causes of her flight, but she admitted that while she loved her husband and was loved in turn, he was forced to divorce her under threat of death, because of a court intrigue, which she speaks of as a tragedy.

FRENCH NOVELS AS A LIFE.

Since her divorce, notwithstanding the extreme kindness of the Sultan, she became tired of life in the harem, and having learned from smuggled French novels that life in France would be more attractive, she decided to run away. With the help of a servant, who furnished the princess with a passport, she succeeded in getting out of the harem and boarding a steamer for France. As soon as she arrived on board she told her story to the captain, begging for protection, which was readily extended to her. She immediately discarded her Turkish costume and donned European apparel. She speaks very bitterly of her experience, and of the restrictions which forbid the women to attend theaters and concerts, and of the women's dresses in their short, daily promenades.

TRAINED CATFISH

Man Whistles and He Comes to the Surface for Food.

Evansville, Ind., Oct. 12.—A trained catfish that disports himself in the turbid waters of the Ohio is the wonder of this town. The man who did the training is Joseph Bailey, and Capt. Carter of the aerial fire truck company, and other voracious citizens vouch for his training.

SPECKS BEFORE THE EYES.

Seeing Things in The Day Time.

There are Thousands of Persons Afflicted This Way. Ninety-Nine Times Out of One Hundred It Is Caused by Either the Liver, Stomach, Bowels or Digestive Organs.

In no part of the body are the effects of contamination more quickly noticed than in the condition of the eyes. They quickly reveal the poisonous elements which are absorbed into the blood in chronic cases of liver torpidity and sluggish bowel action. When you see a yellowish tinge in the whites of the eyes it shows quickly the biliousness which pervades the whole system; but it is the specks and floating objects in the vision itself that are even more quickly apparent. Thousands of people see things in the daytime; their vision is blurred, spots come between them and other objects which seem quite intangible, almost imaginary, and as they turn their heads they always find a trace of a torpid liver and a congested condition of the bowels, yet can always be cured by the well-advised use of Smith's Pile and Bittern Pills, which cure constipation as if by magic. They regulate the functions of the liver, cleanse the poisons from the blood, remove the bilious elements from the circulation and strengthen the nerves. If your eyes are clouded without an appreciable cause, if you have specks and floating objects before your vision, use Smith's Pile and Bittern Pills and get the poisonous elements out of your blood. Remember they always cure sick headache, constipation and biliousness one night. 25 cents, all dealers. All genuine signed by W. E. Smith.

SMITH'S BUCHU LITHIA PILLS
A POSITIVE CURE FOR RHEUMATISM AND ALL FORMS OF KIDNEY AND BLADDER ILLS.
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You will be delighted with our Pearl Suitings. Finest selection of this handsome fabric in navy, brown and emerald, 54 inches wide, all wool, in two qualities. Per yard, \$1.00 and \$1.25

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Best selection of Panama Suitings, in all the newest and most stylish colorings, including black, various qualities for your selection. Per yard, 67c, 75c, 90c, \$1.00

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Big 5-Cent Line. Big 10-Cent Line. Big 15-Cent Line.
Toasting Forks, Sink Shovels, Towel Racks, Spoon Stands, Egg Beaters, Sponge Racks, Sink Brushes, Photo Holders, Sink Shovels, Corn Poppers, Egg Lifters, Photo Frames, Ladles, Soap Dishes, Towel Racks, Coat Hangers.
Our big purchase of Stove Pipes, selling at each Big line Stove Boards. Coal Hods all prices.
Immense Purchase in Castile Soap. 500 bars of Fine Castile Soap, one of the best makes; each bar is twelve inches long and weighs nearly two pounds. We are going to use this line as our special for Friday and Saturday this week; twice what we ask; Friday and Saturday's price is, bar10c
Shown in our west window. See it.

Liquid Stove Polish10c Household Ammonia, 3 for 25c
Mirror Stove Polish10c Lawton's Ammonia, 6 for .25c

We have just received one carload of Granite Ware. It will be on sale Friday and Saturday at specially reduced prices. See great line in window. Pails, Stew Kettles, Teapots, Coffeepots, Kettles, Chambers, Rice Boilers, Jelly Tins, Basins, Dishpans, Frypans, Bowls, Spoons, Tea Steepers, Mugs, Cups, Tea Kettles, Chamber Pails.
ALL AT GREATLY REDUCED PRICES. COME EARLY.

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DONALD McLEAN, Agent, 436 Richmond Street

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The Canadian Pacific Railway announces single fare for the round trip to all the big hunting grounds of Muskoka, New Ontario and the Canadian Pacific, with liberal stop-over privileges. Call on W. Fulton, city passenger agent, for copy of the "Game Land and Canada," "Fishing and Shooting," and "Sportsmen's Map," which gives full details where the best hunting is to be found on the line of the Canadian Pacific. 25c

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