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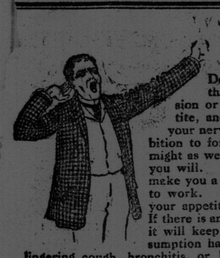


Do You Feel This Way?

Do you feel all tired out? Do you sometimes think you just can't work away at your profession or trade any longer? Do you have a poor appetite, and lay awake at nights unable to sleep? Are your nerves all gone, and your stomach too? Has ambition to forge ahead in the world left you? If so, you might as well put a stop to your misery. You can do it if you will. Dr. Pierce's Golden Medical Discovery will make you a different individual. It will set your lazy liver to work. It will set things right in your stomach, and your appetite will come back. It will purify your blood. If there is any tendency in your family toward consumption, it will keep that dread destroyer away. Even after consumption has almost gained a foothold in the form of a lingering cough, bronchitis, or bleeding at the lungs, it will bring about a cure in 98 per cent. of all cases. It is a remedy prepared by Dr. R. V. Pierce, of Buffalo, N. Y., whose *advice is given free* to all who wish to write him. His great success has come from his wide experience and varied practice.

Don't be wheedled by a penny-grabbing dealer into taking inferior substitutes for Dr. Pierce's medicines, recommended to be "just as good." Dr. Pierce's medicines are OF KNOWN COMPOSITION. Their every ingredient printed on their wrappers. Made from roots without alcohol. Contain no habit-forming drugs. World's Dispensary Medical Association, Buffalo, N. Y.

A CLEVER PLAYER IN PIRATES' CREW

BYRNE

PHOTO BY STEFANO

Bobby Byrne, the clever little guardian of the far corner on Fred Clarke's piratical crew is going better this year than ever. The diminutive veteran is working every minute of play, and his showing is most pleasant to the fans from the Smoky City. He has always been a consistant player, with careful attention to his work at all times, he has been a great help to the Robin Hood bunch of hustlers.

The Pirates are going good now, and the little fellow expects to figure in another world's championship series.

MONSTER WARSHIPS FOR JAPAN

The Kawachi and Seitsu Nearly Ready for Launching—A Giant Destroyer—Speed of 33 Knots Expected

Tokio, Aug. 27—Changes in Japan's naval construction programme are foreshadowed in discussion by experts in the press. The former "third stage programme" provides for the construction of one Dreadnought, two battleship cruisers, three speedy third-class cruisers, one destroyer and one submarine, but the naval officials are inclined to the opinion that it would be far wiser to build fewer and much more powerful ships, in deference to the current tendency of modern naval architecture, which is in favor of more tonnage and bigger armaments.

The monster torpedo boat destroyer Yamakase, displacing 1,300 tons, whose construction has already begun at the Mitsu Bisha dockyard, Nagasaki, will follow the same lines as the despatch boat Mogami. She will have a mast toward the bow, three uniform smokestacks and an armament of three-inch guns which can fire fourteen rounds of shrapnel a minute. She will also have two torpedo tubes measuring sixteen feet in length and eighteen inches in diameter. Her engines are triple expansion Parson steam turbines, which can develop a speed of thirty-three knots per hour. The destroyer has no ram.

Progress in Battleships

The battle ships Kawachi and Settsu are making satisfactory progress. The former will be launched next spring and the latter during the coming October. They are sister ships displacing 28,000 tons, 480 feet in length and 84 feet beam, with 25,000 horse power. Their armament consists of twelve 12-inch guns, ten 6-inch, and twelve 4-inch guns. With respective tonnage, horse power and armaments, they are far superior to their prede cessors, the Satsuma and Aki, and when completed will constitute notable additions to the fighting strength of the Japanese navy.

A Japanese authority on naval matters comments as follows on the prevailing tendency to increase the size of destroyers: "The attention of the world maritime powers was aroused when the British destroyer Swift, which displaced 1,800 tons, went into commission and by the construction of two destroyers which are to displace 1,100 tons each. Although many advantages may be claimed for the larger type of boat over the smaller one, there are, on the other hand, many corresponding disadvantages to be cited. The danger of collision will grow with this increase in size.

"Another consideration is that the amount required for the building of one of these bulky craft would easily construct four or five of the smaller ones, those displacing about three hundred tons each. It is evident that in time of war five or six of these smaller boats would be able to do more work than one larger one.

"We even hear that the British admiralty, which ordered the construction of the Swift, is now building a boat of 900 tons. I think that this fact should be given due consideration, since it surely points to a new development in the shape of a reduction of the maximum tonnage of destroyers to 600 or 700 tons."

Thirty Destroyers Built

The Japanese navy has built more than thirty destroyers since the war, these embodying experience gained during the conflict. In addition to the Yamakase and Mitsukase, now in course of construction, two more are being designed at the Maizuru yard. They are said to be somewhat smaller than the Yamakase type, with only 700 tons displacement. It is expected that in the programme for naval increment which will be submitted to the Diet next session provision will be made for the building of an even larger destroyer fleet. In this respect Japan is supposed to have taken the lead over foreign rivals.

One object aimed at in building the latest destroyers on so big a scale is to render them competent to resist the heavy seas usually found south of Formosa. It is confidently believed that they will prove faster than the best English boats of the same class.

A novel method of raising funds for the construction of torpedo boats to be donated to the navy has been evolved by a gentleman named Takeo Uchi, who has started an association called the Children's Patriotic Society. His plan of appeal to the susceptibilities of his charges is known as the Ahodara-kyo, a system of humorous story telling. He points out that there are 6,000,000 children in Japan, and that if each child saves one sen a month the sum of 700,000 odd yen can easily be amassed in a year. In this way many torpedo boats can be built and given to the navy.

GLEN MAWR.—651 Spadina
RESIDENTIAL AND DAY SCHOOL FOR GIRLS

Large Staff of Highly Qualified and Experienced Teachers. Native French and German Teachers.

Pupils prepared for the Universities and for Examinations in Toronto University, the Conservatory of Music and the Toronto College of Music.

Modern Educational Methods, Refining Influences and Well-regulated Home.

Lawn Tennis and other games. Rink. The School will re-open on Tuesday, September 13th. For Prospectus, apply to

MISS VEALS, Principal.

CANADIAN AMATEUR RECORDS

The Athletic World publishes the following list of Canadian records in amateur sport:—

Running

50 yards—Robert Kerr, 5 3-5s. April 3, 1908, Toronto. Hamilton Y M. C. A.

100 yards—Robert Kerr, 9 4-5s. Sept 3, at Halifax, Sept 26 '08 and Sept 11 '09 at Toronto, Tiger A. C. Hamilton.

120 yards—J. W. Morton, 12s. Sept 16, 1905, Montreal, South London Harriers.

220 yards—Robert Kerr, 21 2-5s, Sept 11, 1909, (1-2 mile track) Toronto, Tiger A. C.

220 yards—Robert Kerr, 21 3-5s. Sept 26, 1908, (straightaway) Toronto, Hamilton Y. M. C. A.

220 yards—P. J. Walsh 21 3-5s. Sept 21, 1902, Montreal, New York, A. C.

250 yards—W. W. Ford, 26 3-4s. Sept. 24, 1886, Montreal (1-3 mile track) N. Y. A. C., Sept. 15, 1909, Moncton, Irish-American A. C.

300 yards—T. E. Burke, 31.3-4s. July 29, 1896, Montreal, Boston A. A. A.

440 yards ..L. J. Sebert, 49 1-5s. July 15, 1909 (1-3 mile track) Montreal, Toronto W. E. Y. M. C. A.

440 yards—W. C. Robbins, 48.3-5s. September 15, 1909, Moncton, Irish-American A. C.

600 yards—T. E. Burke, 1m. 13 1-2s. July 29, 1896, Winnipeg, Boston A. A. A.

880 yards—Emilo Lunghi, 1m. 52 4-5s., Sept 15, 1909, Moncton, Irish American A. C.

1000 yards—Irving S. Parkes, 2m. 26 2-5s April 25, 1908, Montreal, Toronto W. E. Y. M. C. A.

1 mile—Geo. W. Orton, 4m. 21 4-5s. Sept. 24, 1892, Toronto, Toronto Lacrosse Club.

1 1-2 miles—M. A. Beale 8m. 0 1-2s. September 23, 1893, Montreal, Wanderer A. C.

2 miles—T. P. Conneff, 9m. 34 3-5s. Sept. 27, 1890, Halifax, Manhattan A. C.

3 miles—J. P. Sullivan, 14m. 58 3-5s. Sept 15, 1909, Montreal, Irish American A. C.

5 miles—F. G. Behars, 25m. 31 4-5s. October 3, 1908, Montreal, New York A. C.

10 miles—Geo. Adams, 53m. 59s. Jan. 1, 1907, St. Catherines, Hamilton Y. M. C. A.

15 miles—Tom Longboat, 1h. 25m. 11s., Oct. 24, 1908, Montreal, Irish Canadian A. C.

25 miles—Harry Lawson, 2h. 38m 11s. June 6, 1908, Toronto, Toronto W. E. Y. M. C. A.

120 yards Hurdle—A. C. Kranzlein, 15 3-5s. Sept 24, 1898, Montreal, Chicago, A. C..

120 yards Hurdles—Forest Smithson, 15 3-5s. Sept 21, 1907, Montreal, Multnomash A. C.

220 yards Hurdles—Geo. H. Barber, 26 1-5s., July 17, 1909, Winnipeg, Toronto, Central Y. M. C. A.

100 metres—Robert Kerr, 11s. May 23, 1908, Toronto, Hamilton Y. M. C. A.

200 metres—Robert Kerr, 21 4-5s. May 23, 1908, Toronto, Hamilton Y. M. C. A.

400 metres—L. J. Sebert, 49 4-5s. June 6, 1908, Montreal, Toronto W. E. Y. M. C. A.

800 metres—Irving S. Parkes 1m. 57 4-5s. May 23, 1908, Toronto, Toronto W. E. Y. M. C. A.

1500 metres—Jno L. Tait, 4m. 5s. June 6, 1908, Montreal, Toronto W. E. Y. M. C. A.

110 metres Hrudles—G. H. Barber, 16 4-5s May 23, 1908, Toronto, Toronto W. E. Y. M. C. A.

400 metres Hurdles—C. D. Bricker, 58 4-5s, May 25, 1908, Toronto Varsity A. A. A.

1 Mile Relay.

(Four men)—L. J. Sebert, R. B. Chandler, F. Halbaus, L. A. Wright. Toronto, W. E. Y. M. C. A.

Walking.

One mile, C. J. Skene, 6m., 45s.. April 25, 1908, Toronto, Toronto W. E. Y. M. C. A.

Two miles, Geo. H. Goulding. 13m. 39s., Sept. 11, 1909, Toronto, Toronto Central Y. M. C. A.

Three miles, W. H. Meek. 21m. 55 2-5s., Sept. 24, 1892, Montreal, Columbia A.C., New York.

Four miles, Geo. H. Goulding, 31m. 39s., May 25, 1908, Toronto, Toronto Central, Y. M. C. A.

Five miles, Geo. H. Goulding, 39m. 45s., May 25, 1908, Toronto, Toronto Central Y. M. C. A.

Six miles, Geo. H. Goulding, 48m. 03-5, May 25, 1908, Toronto, Toronto Central Y. M. C. A.

Seven miles, Geo. H. Goulding, 56m. 27 1-5s., May 25, 1908, Toronto, Toronto Central, Y. M. C. A.

Eight miles, Geo. H. Goulding, 1h. 5m. 2 3-5s., May 25, 1908, Toronto, Toronto Central Y. M. C. A.

Nine miles, Geo. H. Goulding, 1h. 13m. 23 3-5s., May 25, 1908, Toronto, Toronto Central Y. M. C. A.

Ten miles, Geo H. Goulding, 1h. 21m. 42 2-5s., May 25, 1908, Toronto, Toronto Central Y. M. C. A.

Three thousand five hundred metres, G. H. Goulding, 16m. 1 2-5s., June 6, 1908, Toronto, Toronto Central, Y. M. C. A.

Jumping.

Running broad jump—C. D. Bricker, 23ft 8 1-2in., June 6, 1908, Montreal, Toronto W. E. Y. M. C. A.

Standing Broad Jump, G. H. Barber, 10 ft., 2 1-2 in., May 23, 1908, Toronto, Toronto Central Y. M. C. A.

Running High Jump, J. K. Baxter, 6 ft. 2 1-2 in., Sept. 16, 1899, Toronto, New York A. C.

Standing High Jump, G. H. Barber, 4 ft. 8 1-2 in., May 23, 1908, Toronto, Toronto Central Y. M. C. A.

Hop, Step and Jump, Dr. J. G. Macdonald, 47 ft. 1 1-2 in., Sept. 12, 1908, Halifax, New Glasgow A.A.A.

Pole Vault, E. B. Archibald, 12 ft., 5 in. June 6, 1908, Toronto, Toronto W. E. Y. M. C. A.

Weight Events.

Putting 12 lbs. Shot, J. H. Gillis, 51 ft. 5 1-2 in., Dec. 5, 1908, Vancouver, Vancouver Police A.A.A.

Putting 16 lbs. Shot, Ralph Rose, 49 ft. 7 1-4 in., Sept. 21, 1907, Montreal, Olympic Club.

Throwing 16 lb. Hammer, M. J. McGrath, 173 ft., 7 in., Sept 21, 1907, Montreal, New York A.A.A.

Fifty-six Pounds Weight (for ht.), Con. Walsh, 15 ft., 9 1-2 in., April 10, 1908, Toronto, Woodstock A.A.A.

Fifty-six pound Weight (distance), Duncan Gillis, 37 ft., Sept. 18, 1909, Vancouver, Vancouver Police A.A.A.

Discus, M. J. Sheridan, 130 ft., 10 1-2 in. Oct. 3, 1908, Montreal, Irish American A. C.

Javelin, E. B. Archibald, 131 ft., 8 in., June 6, 1908, Toronto, Toronto, W. E. Y. M. C. A.

ASHBURY COLLEGE
ROCKCLIFFE, OTTAWA.

RESIDENTIAL SCHOOL FOR BOYS.
Accommodation for 90 boarders and 100 day boys. Large, new, fireproof buildings. Ten acres of grounds, fine gymnasium, beautifully situated outside city.
SPECIAL PREPARATORY FORM R.M.C.
In 1910 Entrance Examination for R. M. C. the school obtained FIRST PLACE on list, and all its candidates passed.
School reopens Sept. 13, 1910.
Send for catalogue to
REV. GEO. P. WOOLLCOMBE, M. A. (Oxon) Headmaster.

DOCTORS ENDORSE HERPICIDE.

Because Its Formula is Submitted to Them

Alexander McMillian, M. D., a prominent physician of Lansing, Michigan, writes: "On three cases I have tested Herpicide for dandruff and the result has been all that could be desired."

Herpicide is made upon an entirely new principle, that is, that dandruff and falling hair are caused from a microbe that infests the hair bulb, and, by destroying the microbe one's hair is bound to grow luxuriantly. Herpicide is the only hair remedy, that claims to, and really does, destroy the dandruff germs.

Sold by leading druggists. Send 10c. in stamps for sample to The Herpicide Co., Detroit, Mich.

One dollar bottles guaranteed.

E. Clinton Brown, Special Agent.

The party of eight members of the Natural History Society, who left the city on August 1 to collect relics of the stone age made some interesting finds including a stone axe, wigwam bottoms, firestones, arrow heads, pottery chips, and a semi-circular stone knife of an esquimaux. About 400 pieces were discovered altogether during the trip over many interesting spots in New Brunswick. Those in the party were: Mr. and Mrs. McIntosh, Misses Elizabeth McKinnon, Edith M. Kee, Constance Coster, Janet Freeze and R. A. Treherne, of Ottawa; also part of the time, A. G. Leavitt.

What is the best way of making a coat last? Make the trousers and waistcoast first.

About 3000 left from here yesterday on the C. P. R. farm laborers' excursion.

AMUSEMENTS

NICKEL — "A Cowboy's Good Deed"
Comedy Travel Film "VACATION IN HAVANA" — Industrial Film "THE SHRIMP INDUSTRY"
VERY FUNNY "BUMPTIOUS PAPERS THE PARLOR!"
DeWITT CAIRNS in Songs — BIG ORCHESTRA!
SADIE CALHOUN STOCK CO. IN PRETTY PLAY "CINDERS"
Close Sat. Night 10.30—Re-open Wed. at 6.30.

PLEASED EVERYBODY — Allen and Hughes — Funny Dancers — Allen and Hughes — SEE THEM LYRIC
MON.—TUES.—WED. — ZINKA, NOVEL MUSICIAN AND HIS Merry Widow Dancing Dogs. See the Dogs in Latest Dancing. A SURE HIT.
THURS.—FRI.—SAT. An Act That Startled the World. McDonald & Co. in their Daring Electrical Sensation. SEE.—A napkin set on fire from the tongue. THE DUEL OF FIRE. Defying the Electric Chair, etc.
BEST OF PICTURES ALWAYS.

MR. HAWK'S REVENGE. Western Dramatic Hit.
MR. SHERMAN Sings "You Look Good to Me"
UNIQUE — IDEAL Summer Hits | 2 New Western Features 2
Vitagraph Story of the Golf Links. THE TURN OF THE BALANCE
COWBOY LAUGH SUCCESS AH SING AND THE GREASERS.
Watch for "A CHEYENNE BRAVE" — Coming Soon
Transformation Silhouettes. A Beautifully Colored Film.
Every Picture a Feature.
Every Feature a Hit.

GEM
"PURE GOLD"—Kalem Western Drama
"A CHANGE OF HEARTS"—Comedy Drama
"On Bad Terms With Janitor"—Big Laugh
"Locked Up"—Another Scream
Song, Prof. Titus — Orchestral Music
School Souvenirs at Saturday Matinee

OPERA HOUSE.
Exhibition Attraction
Opening Labor Day Matinee
The All Laughter Musical Comedy Success
The Alaskan
5 Months in Chicago
3 Months in New York
—WITH—
Richard F. Carroll — Gus Weinburg
And a Real Chorus of Girly Girls

AMUSEMENTS FOR OURSELVES AND OTHERS

OPERA HOUSE.

A popular attraction at the Opera House for exhibition week, is William P. Cullen's new edition of "The Alaskan," already seen here in its original form. This splendid musical show, it is said, has been revised by two very clever comedians, Richard F. Carroll and Gus Weinberg, who themselves have parts suited to their humor in this new offering. The piece comes here after a phenomenal run of five months in Chicago, and while many of the original song numbers have been retained, new and novel interpolations have been introduced. Amongst the latter is the now famous Snowballing number, in which the "girly" chorus throw snowballs at the audience, whilg the audience pelts them back. The group of well behaved, genuine Alaskan dogs are still a prominent feature, while the weird dance of the Totem Poles, the wonderfully realistic snow storm scene, and the many primatic and electrical effects all go to form an entirely "somewhat different" departure in latter day musical comedy. The entire Chicago production, it is promised, will be brought here intact, and besides the principal comedians, Carroll and Weinberg, the large company consists of Detmar-Poppen, Leo Kendall, Al. Rauh, Sidney Algiers, Jessie Stoner, Alice Keen, Etta Lockhart, Marcell Scott and an exceptionally large chorus.

THE LYRIC.

The Lyric was again the mecca for another large crowd last evening. Allen and Hughes, the dancing boys, gave delight to all by their clever performance. The pictures were also good and pleased all. Zinka, the comic musician, and his Merry Widow Dancing Dogs will be the vaudeville attraction for the first part of next week. The dogs are said to be exceptionally clever and will be seen in a number of funny dancing acts. Zinka is expected to prove poular in his musical offerings. A daring act will be presented for the last half of the week in McDonald and company in their wonderful electrical novel sensation. This is claimed to be a marvellous performance, the like of which has never yet been seen by St. John theatre goers.

A recent measurement of some pine trees at Winchester, N. H., showed one with a girth, three feet from the ground, of 14 feet, 2 inches and several others with a girth of 13 feet.

MACKEREL BRING $1,700.

Seiner Victor Clings to Mackerel Grounds and Salts Down 40 Barrels—Price a Record One

(Boston Globe Thursday).

Everyone at T wharf this morning was rejoicing over the good fortune that came to Capt. John McFarland of the seiner Victor. Capt. McFarland is one of the seiners who have not lost confidence in the ultimate success of the mackerel fisheries this year, and has clung to the grounds south of cape Cod in spite of all the disappointments. Recently he took several small seinings which were not large enough to bring to the market fresh, and salted his fish, making in all 40 barrels. Yesterday he went back to Gloucester to refit and sold his mackerel for $42.50 a barrell, getting $1700 for the lot. This is a record price for salt mackerel in recent years.

Capt. Herbert Nickerson and the crew of the Victor and Ethan were boasting this morning over their success in a triangular race on the way in. Day before yesterday they had a brush with the Regina and the Benjamin F. Phillips, all three coming in from the Georges. The knockabout outfooted the bowsprit vessel easily, leaving them several miles behind.

The Portland schooner Marion E. Turner, is at T wharf today with her first catch of swordfish. She started in the fishing three weeks ago, and had 74 swordfish to sell. Her first stock will be a big one.

At 10 o'clock this morning there were 15 vessels at T wharf with groundfish. Among them were the Spray, with 38,000 pounds of haddock, 1000 pounds of cod, 100 pounds of pollock, 800 pounds of hake, 2500 pounds of scrod and 1200 pounds of sole; the Frances P. Mesquita, with 35,000 pounds of haddock, 38,000 pounds of cod and 2000 pounds of pollock; the W. M. Goodspeed, with 36,000 pounds of haddock, 3000 pounds of cod and 5000 pounds of hake; the Victor and Ethan with 29,000 pounds of haddock, 5000 pounds of hake, and the William A Morse, with 19,000 pounds of haddock, 14,000 pounds of cod, 2,000 pounds of pollock, and 13,000 pounds of hake.

In all the vessels there were 221,000 pounds of haddock, 166,0000 pounds of cod, 42,000 pounds of pollock, 45,000 pounds of hake and 1,500 pounds of cusk. From outside there were received four boxes of haddock, one barrel of cod, nine boxes of pollock, seven barrels of weakfish, three barrels of bullseyes, and 16 barrels of mackerel.

The wholesale dealers asked this morning $2.75 a hundredweight for haddock, $3.75 for large cod, $2.75 for market cod, $2.25 for pollock, $2.25 for large hake, $2 for small hake and $2.25 a hundredweight for cusk.

CONFIRMATION IN ALBERT

His Lordship Bishop Casey will make the pastoral visitation of the Catholic churches in Albert county during the week beginning September 18. On the morning of the 19th, the class of children and adults at Mechanics' Settlement will be confirmed. On Wednesday morning, the new bell of the church of the Holy Ghost at Riverside will be solemnly blessed, and afterwards, confirmation will be given in the church of Our Lady of Mercy, at Fredericton Road.

SPORT NEWS OF A DAY; AT HOME AND ABROAD

Wagner Has Come Back.

New York, Aug. 21—The recent slump in batting by Fred Snodgrass, the Giant aspirant for the automobile that has been offered for the leading batter this season in the major leagues, makes Honus Wagner loom up again as the probable winner of the National League honor, if not of both big leagues.

Wagner's feat of getting seven hits out of seven trips to the plate gave the Teuton a big boost. In the last month Wagner has been hitting at the merriest sort of clip, and if he keeps it up for the remaining six weeks of the schedule there is no doubt that he will reach the front in the National. Ty Cobb has such a handsome average in the American League, however, that he appears the most likely recipient of the auto.

Snodgrass, who was hailed as a marvel two weeks ago, has made only five hits in the last ten days.

Lowell Players at St. Stephen

Says the St. Croix Courier:—A quartette of base ball players arrived in town from Lowell on Friday of last week to play in the home team. Their names are Foye, Sharkey, Farrell and Riley. It is said that Foye worked on a battery with Harrington of St. John. The new players say that the diamond is not up to the official diagram for the game, but it will probably be arranged according to the proper measurements of Spalding's base ball guide.

Fredericton Won.

Fredericton turned the tables on Woodstock today, winning a fairly good game, by a score of 5-3. The batteries were: For Fredericton, Harrington and Finnamore; for Woodstock, Neptune and Bunker.

St. Stephen Won.

The St. Stephens defeated the Dover-Foxcroft team at St. Stephen yesterday by a score of 4—3.

K—Tennis

The annual tennis tournament between the St. John and Rothesay clubs will take place today on the courts of the latter. There are twenty-four events. A team from the Hampton Tennis clubs will meet the Westfield team this afternoon on the latter's courts.

The Turf

Gambetta Wilkes Dead.

Lexington, Ky., Aug. 26—Gambetta Wilkes, sire of 212 harness horses in the 2.30 class or better, is dead at Cecil Farm near Danville, Ky. He was 29 years old and was by George Wilkes.

Golf

The third match in the Weldon cup series will be played on the local links today (Saturday.)

SHOULD I. C. R. RUN WEST TO TORONTO?

C. P. R. Director Says "No," But Two Toronto Merchants Support it

(Toronto News.)

As is not unnatural, when the magnitude of the undertaking is taken into account, Toronto business men are inclined to differ with regard to the proposal made by Senator Jaffray to the Board of Trade yesterday that the Government should be induced to extend the Intercolonial to Toronto.

Mr. W. D. Matthews, one of the two Toronto directors of the Canadian Pacific Railway, had not given any mature thought to the proposal, but at first blush, was inclined to deprecate the step.

"We have so many big things on the card," he said, "which men, both public and private, are inclined to consider of paramount importance, that if we keep on as we are going there will be no end to our expenditures."

"Do you think that the entry of the Intercolonial into Toronto would benefit the city and province largely?" asked the reporter.

Thinks Three Lines Enough

"I do not think so," replied Mr. Matthews with emphasis. "I do not think that there is enough direct trade with the Lower Provinces to warrant another line. We have the G. T. R and the C. P. R, now, and we will shortly have the C. N. R. These three lines will be able to take charge of all the traffic that is likely to originate in this district for many years to come. So that, in my view, to talk about building another railway between Toronto and the east, based upon the evidence adduced at yesterday's meeting of the Board of Trade, is simply folly."

Mr. John F. Ellis, of the Barber-Ellis Company, is just as outspoken on the other side.

Maritime Connections Too Slow

"I would be glad to see the advent of the Intercolonial in Toronto," he said. "It would be a great help to our trade with the Maritime Provinces.

"The difficulty we labor under just now is the length of time that it takes to deliver goods in the Lower Provinces.

"To send goods from Toronto to St. John or Halifax frequently takes from 10 days to three weeks, with the result that not a few of the merchants in those cities would rather buy in Boston even if they have to pay a higher price.

"Of course, you will understand that the gain will be entirely in promptitude of delivery, because the rates are fixed by the Railway Commission and would not be lower if there were many more railways."

Hugh Blain Says "Yes"

Mr. Hugh Blain is of the opinion that if the Dominion Government wishes to build up the Intercolonial and make it pay, that end can be achieved in no way better than by extending the line into the rich and productive Province of Ontario.

"This whole transportation question," he added, "has been bungled in Toronto. It has never been taken hold of in the way it should. Neither the C. P. R. nor the G. T. R. have made any attempt to keep abreast of the requirements of the city. The managements do not seem to know how fast we are growing."

Mr. Tiffin's Views

Ottawa, Aug. 26—An important official of the Intercolonial Railway of Canada believes that the system could be profitably extended to the west. E. Tiffin, traffic manager of the Intercolonial, said:

"I have always been in favor of the extension of the Intercolonial Railway system through Ontario. It would give the lower province manufacturers a better entrance to the upper Canada markets than they have now, and it would facilitate manufacturers up here in getting their products to the provinces. At present, however, the greater complaints are from the former."

"What route would be taken from Montreal?"

"Paralleling the Grand Trunk and Canadian Pacific," stated Mr. Tiffin. "It is the through traffic particularly that we would be after. Personally, I am in strong sympathy with the movement in Toronto that our line should be extended there, but it is a matter of policy in which the ultimate decision will rest with the government."

"Will the Intercolonial be leased?" Mr. Tiffin was asked.

"If we should go back to the days of deficits I believe it might be beneficial to lease it, but at present it is on a paying basis, and is one of the best assets the government has."

Mr. Tiffin states that the board of management will likely make before long recommendations for the acquisition of certain branch lines under the act of last session, but it has not yet been decided which will be taken.

It is understood that certain lines, especially in New Brunswick, are applying their earnings to betterments in order to attain the standard required if they are to be leased by the government.

The Walker cup, in the D. R. A. meet yesterday, went to Sergt. Martin of Calgary, with 23 out of a possible 25. Captain Forbes, 73rd, Chatham, was second with 22. Among the money winners were Capt. Forbes, 73rd, Chatham; Pte. Crandlemere, 67th, Woodstock; Lieut. Smith, 67th, Woodstock, and Major Arnold, 8th Hussars, Sussex.

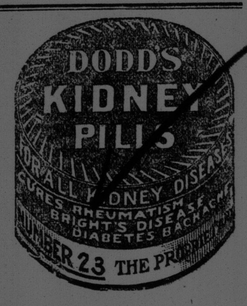
HORSES TO LEAVE MONTREAL MONDAY FOR RACES HERE

Montreal, Aug. 26—As the meeting of the Montreal Driving Club draws to a close interest increases in the sport, and one of the best gatherings of the meeting was seen at the course today. The contests were particularly exciting, neck and neck finishes being the order in three events. Two favorites, three second choices and two well played outsiders scored.

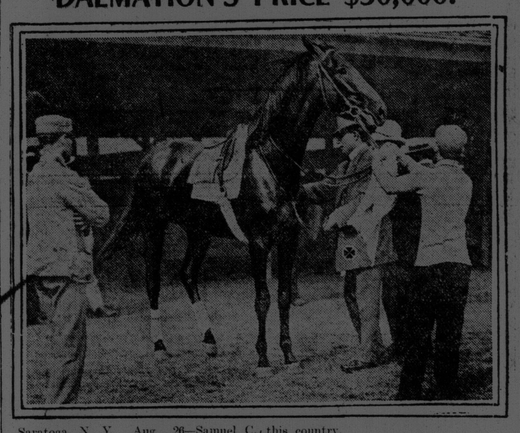
Many of the owners will ship for St. John on Monday for the meeting which will begin there September 3.

The winners of today's races were Lillian Leigh, Love Cure, John A. Munroe, Etta May, Mirdli, Perry McAdow and Dr. Young.

The largest one-piece rug on record has been made in Austria for a New York customer. It measures 53 by 60 feet, and contains more than 7,000,000 hand-tied knots.



DALMATION'S PRICE $50,000?



Saratoga, N. Y., Aug. 26—Samuel C. Hildreth has sold to Louis Winans, of London, the three year old colt Dalmatian, by Ethelbert-Ionis. The colt was sold through the Tichenor-Grand Company. Louis Newgass, of that firm, who recently returned from England, picked the horse for Mr. Winans and represented him as one of the best, if not the very best, in this country.

What the price is none of those in the transaction will say. Turfmen estimate the amount at $50,000. All Mr. Newgass would say was: Mr. Winans wanted a good horse to run in important events in England next year and was willing to pay liberally for what he wanted, and in his opinion has got just what he wanted.