

FISH AND GAME
OF THE PROVINCEGovernment Commission's Report
for Improvement of
Conditions.

Toronto, June 23.—All kinds of recommendations are made by Mr. Kelly Evans in his report on the fish and game of the province of Ontario, which was issued Wednesday. Mr. Evans was appointed commissioner in July of last year to take evidence and report generally on all matters appertaining to fish and game in the province, and to suggest any methods possible to increase their economic value. The report, issued Wednesday is merely an interim report, of 58 pages, and a fuller report will be issued at a later date. Radical reform of the outside service is the first recommendation made by Mr. Evans, who says that of late years a distinct improvement has taken place. He is of the opinion that the most serious harm done to the fish, game and fur-bearing animals of the province is the work of a comparatively small number of utterly unscrupulous and lawless individuals, who often terrorize the community to such an extent that information as to their depredations is hard to obtain, and to expect officers to run the risk of bodily injury at the hands of these men is ridiculous.

Improvement Possible.
While it is possible to improve in detail the present game laws and fishery regulations, says the report, they are in the main fairly satisfactory, but it is in the machinery of enforcement that the principal fault lies. Improvements have been made and very much greater energy shown by the officers within the last few years, but the present system of the appointment of officers of the outside service is radically wrong, and until this system is swept away the department, in the opinion of Mr. Evans, will never reach the point of efficiency desirable for the general welfare of the province. Mr. Evans strongly urges the advisability of placing the Department of Game and Fisheries under the control of a small, working commission, somewhat after the model of the Temiskaming and Northern Ontario Railway commission, but with its membership reduced to the smallest possible number, and, in place of expenditure of public moneys by the Department of Game and Fisheries, especially in the establishment of provincial fish hatcheries, an adequate equipment for the patrol service, and higher salaries for wardens.

The fact that the whiteness of the province have been depleted during the past years is noted by Mr. Evans, who says a greater need of restriction now exists than at the time the recommendations of the Dominion royal commission were made.

A Protective Service.
The question of the equipment for a fishery protective service was carefully studied by Mr. Evans, and drawings of cruises, and a report, with suggestions as to equipment, draught, speed, crew, accommodation, etc., and he suggests that on Georgian Bay and portions of Lakes Huron and Superior boats be stationed, with the definite territory to patrol.

For these boats he recommends a crew of three, of whom should be appointed deputy overseers, consisting of a captain, who should have a thorough knowledge of the waters in which he is to cruise, previous experience as a professional mariner and, if possible, in the handling of small boats, and be used to taking command. An engineer, who shall have a certificate of competency from a reliable firm of gasoline engine manufacturers; a cook, who shall have had reasonable experience as such, be prepared to act as general utility man, and at the same time be experienced in the handling of oars, and of sufficient intelligence to undertake, when necessary, the duties of his office as deputy overseer. The salaries recommended by Mr. Evans are \$60 a month for captains, \$55 for engineers and \$45 for cooks, with home on actual service. The initial cost to the Government would be \$27,000.

Fish Hatcheries.
Regarding the fish hatcheries of the province, Mr. Evans urges upon the Government the adoption of the principle of provincial hatcheries, to be scattered throughout the province, in locations selected with a view to the easy gathering of the spawn and general facilities for distributing over

the area to be fed by each. He suggests that men be trained so that at the proper time they will be able to take charge of these hatcheries. The co-operation of the general public is needed to carry out his suggestions, says Mr. Evans, on account of the vagueness in the public mind as to the requirements of the laws, and also a very wide misapprehension of the purposes for which these laws and regulations have been framed. The Department of Agriculture should co-operate with the Game and Fisheries Department, he says, and he recommends that the officials of all Government departments, nearly or remotely connected with matters appertaining to the protection of fish, game and birds be instructed to co-operate, cordially and loyally, with the officials of the Department of Game and Fisheries.

The Department of Agriculture, together with the Department of Game and Fisheries, undertake the education of the people to the economic value of the birds, as the safeguards of agriculture, and of fish and game, both as sources of food supply and as an attraction to the tourist, by means of bulletins, such as published and circulated by the Department of Agriculture at Washington, and by an amplification of the lecture system, such as already conducted by Mr. C. W. Nash.

Every encouragement be given to any corporation desirous of assisting the Government in the enforcement of the game laws and fishery regulations.

Forest Reserves.
Regarding the national forest reserves, Mr. Evans recommends that power be taken to expropriate gradually the holdings of settlers in barren and unprofitable lands, adjudged unsuited to agriculture, the said settlers being offered free lands in districts more suited to agriculture, and, with their wives, families and belongings, free transportation to same.

The following townships be added to the Algonquin National Park: To the south—Livingstone, Laurence and Nightingale. To the east—White River, Clancy (east half), Guthrie, Barron and Edgar.

A chief ranger be appointed for the Algonquin National Park. The number of rangers in the Algonquin National Park be increased to twenty-four.

A system of taking the normal increase of beaver be adopted for the provincial park preserves, pelts to be taken by Government officials, branded with the Government brand, and sold by tender or auction, the proceeds of such sales being devoted to the maintenance of the provincial park preserves.

The students of Dr. Fernow's forestry class be encouraged to go in to the woods and act as guides in the provincial park preserves when it is attested by J. P. Fernow that they have the proper qualifications, and be employed, as far as possible, as forest fire rangers, or rangers' assistants, by the Department of Lands, Forests and Mines, free transportation to their destination and back being provided at the public expense.

Preservation of Deer.
The recommendations regarding the preservation of deer in the province already have been dealt with by the Government, which stipulated that the last season of the Legislature that a hunter could shoot only one deer, and made other changes in the law.

Small game are dealt with at some length in the report, and several further recommendations are made regarding the open and close seasons for shooting.

TUG KIDNAPS CAPTOR MAROONS HIM ON ISLE
Poaching Fishing Craft Flees Michigan Waters With Game Guardian Aboard.

Marquette, Wis., June 23.—A story of regular Robert Louis Stevenson adventures, involving the kidnapping of a Michigan deputy game warden by a Wisconsin fishing tug he had captured, and his marooning on a desolate island, was related here last night by C. H. Pettit, the hero of the narrative, as he fumed and raged at the trick of which he had been the victim.

Deputy Warden Pettit was made a prisoner, he says, by men whom he had been seeking for months as poachers in Michigan waters. Their tug calls Green Bay, Wis., its home port, but its name has not been given out, the Michigan officer asserting that he will still take the alleged poaching craft and have his revenge.

Start Hunt for Poachers.
Pettit, on the Michigan fishing tug Chase S. Osborn, started out Saturday with Eddy, another deputy game warden, to hunt down several Wisconsin fishing vessels suspected of illegal operations in Michigan waters. The Osborn soon found the Wisconsin boat that was the scene of part of Pettit's subsequent adventures.

"You're our prize," chorused the Michigan deputies, Pettit about the other vessel with a line. He proceeded to investigate the cargo of the fishing craft while the Osborn started out, and then at the moment of triumph while Pettit was discovering 400 pounds of illegally captured fish, the crew of the fisher locked him in the hold. That was not all. They proceeded to cut the tow line that bound their craft to the Michigan vessel, gayly turned about and headed for Wisconsin waters.

Lake Chase Begins.
The Osborn immediately started in pursuit, but the fishing boat moved faster. There was a long stern chase, which ended by the Osborn giving up in disgust and leaving Pettit to his fate.

When the Osborn had disappeared from view the pirate craft suddenly reversed its course, and Pettit knew what was happening. He had been set ashore on Chambers Island, supposed to be uninhabitable. The game warden by chance found several fishermen on the island who cared for him and fed him after his captors had sailed away. He was brought to the main land today.

Meanwhile the Osborn has reported the affair to headquarters at Lansing. The probability, it is said, is that the Wisconsin tug will not be molested until it again breaks the law, for the warden's failure to hold the boat which he seized releases the craft and its owners. Pettit expects to be on hand, he says, the next time the vessel invades Michigan waters.

DEATH'S FRANKS.
Hamilton, June 23.—The angel of death played a peculiar prank last evening at ten o'clock, Mrs. Amanda VanNorman died at the residence of her son in this city. At eight o'clock, at Grimsby, Mrs. Rev. James Goodwin, mother of Mrs. VanNorman, also died. Both were well-known.

The Door of Opportunity
Stands Open

\$11.95

For Choice of Men's Fancy
Suits of our Regular \$14.00,
\$16.00 and \$18.00 Grades.

And we want to say this for these suits---we've never had in stock better values at these original prices, nor in more effective patterns and desirable models. We'll trust the reputation of Grafton's clothing as unqualifiedly the best clothing in every one of these suits. They come out of our stock, so they are products of our workrooms and you know precisely what that means. Lots of grays among them; plenty of other shades too---and in all sizes.

In the above-mentioned lots many of them are two-piece skeleton suits, suitable for the warm weather.

Special Offerings of Summer Wash Vests

Regular up to \$1.75, now98¢

Regular up to \$3.50, now\$1.95

Boys' Wash Suits at low prices in blouse and Russian styles50¢, 75¢, \$1.00, \$1.25

Bargains in Men's Luster Coats

AT \$1.25, \$1.50, \$1.75, \$1.95

Men's Outing Trousers at Sale Prices

In Duck, Flannel, Homespun and Worsted\$1, \$1.25, \$1.50, \$1.95, \$2.50, \$3.50, \$4.50

Hot Weather News From Our Gents' Furnishing Department
A few of the extra specials which we start on Saturday and continue for three days

Men's Fancy Lisle Hose

75 dozen Standard 25c grade Lisle Half-Hose, latest shades, high spliced heels and double soles. SPECIAL JUNE SALE10¢

Men's Belts

A special purchase of Men's Tan and Black Leather Belts, sizes 30 to 38. Regular value 35c. JUNE SALE19¢

Men's Outing Shirts 50c

Fine white and cream Duck and assorted fancy and plain colors, some with reversible collars; worth up to 85c. JUNE SALE50¢

Men's and Boys' Bathing Suits

A large range to choose from at lowest prices.

White Mesh Underwear

White Mesh, coat style shirt, short sleeves. The regular 50c line. JUNE SALE25¢

Wash Ties

50 dozen Tub Ties, regular 25c. JUNE SALE10¢

Children's Straws

The regular 45c and 50c Galateas. JUNE SALE25¢

Scout Suits

25 Suits, sizes for boys of 12 to 16 years. Regular value \$2.00. JUNE SALE\$1.50

Ten Dozen Men's Boater and Negligee Straw Hats

In plain and rustic braids, all of this season's stock. The sizes are taken from broken lines, but every hat is up-to-date, \$2.50. JUNE SALE\$1.00

Grafton & Co. Limited

Jos. F. Hickey, Manager.

Dundas and Carling Sts.

FANCY FREE IN LONDON.

One of the first lessons Meg and I learned in the great, dingy, yet magnificent city of London was the importance of that ought to be placed on individual preferences. If one has what one wants, the thing is valuable whether it is what one's neighbor considers wise or attractive or not. We found that Americans, who at home might have been apt to follow where others lead, like a flock of sheep, had learned in London to assert their instinctive tastes and to do battle for them. One of our friends lived in a tiny house tucked away in a sort of cul de sac, and backing on a mews. The place was close, shut in and unfashionable. The friend we were calling upon had a comfortable income. Why, then, was she here? With enthusiastic hands and glowing eyes and ripples of happy laughter she soon told us.

"I wouldn't dare to live in such a queer little place in any American city," she said in a little hushed voice, "but here I just let myself go. Isn't it the pokiest little hole and corner you ever saw, but just such a house as Clarissa Harlowe might have tripped out of? Oh, I love its funny, little dark stairs with spindle banisters. I love the open grates where toast has to be made by sticking out a long fork over the coals. No, there's no

fun in it, and the candles are lighted at 5 o'clock or earlier in winter. Yes, the little side street is so narrow a hansom can't come in, and I have to walk in my slippers, often late at night, all the way from the corner, but, oh, it is so fascinating! I seem to be my grandmother, living over again. Steam heat and electric lights have become horrors to me."

We found another friend keeping house far out in St. John's Wood, in a little house that had no modern conveniences to speak of.

"But look at its garden!" she said. "Think of owning an acre of garden in the greatest city in the world! I really can't afford it, but I had to have it. I economized by doing with one general servant and a charwoman. My dears, if you could only see my charwoman! She's the delight of my life. She's really a bundle of rags—but, oh, she's so Dickens! Her name is Marigold Jiggins. I seem living in one of Dickens' novels the whole time! Why, if she married and changed her name, if she got cleaner or less Cockney, I believe I'd discharge her. From an article in the New Idea Woman's Magazine.

THE SEIGELL JUVENILE.

Newcastle, England, June 22.—The Seigell Juvenile selling plate of 200 sovereigns for 2-year-olds only, distance five

Sour Stomach and Heartburn?

LITTLE DIGESTERS

CURE OR YOUR MONEY BACK

At all Druggists or direct from

COLEMAN MEDICINE CO.,

Toronto

25c. a Box.



TRAVELERS' GUIDE

GRAND TRUNK RAILWAY.
SARNIA TUNNEL TO SUSPENSION
BRIDGE AND TORONTO.
Arrive from the east—6:45 a.m., 10:30 a.m., 11:15 a.m., 11:25 a.m., 6:30 p.m., 8:30 p.m., 10:30 p.m.
Arrive from the west—11:30 a.m., 4:35 a.m., 11:30 a.m., 1:30 p.m., 4:10 p.m., 6:35 a.m.

Depart for the east—12:14 a.m., 4:45 a.m., 7:30 a.m., 9:30 a.m., 11:40 a.m., 3:05 p.m., 4:25 p.m., 6:55 p.m., 11:35 p.m.
Depart for the west—3:55 a.m., 7:50 a.m., 11:30 a.m., 1:30 p.m., 3:15 p.m., 11:30 p.m.

STRATFORD BRANCH.
Arrive—11:25 a.m., 11:55 a.m., 4:35 p.m., 6:40 p.m., 10:35 a.m., 2:45 p.m., 4:35 p.m., 11:25 p.m.
Depart—6:00 a.m., 10:35 a.m., 2:45 p.m., 4:35 p.m., 11:25 p.m.

LONDON, HURON AND BRUCE.
Arrive—10:00 a.m., 6:10 p.m.
Depart—6:30 a.m., 4:30 p.m.
Trains marked run daily. Those not marked daily, except Sunday.

CANADIAN PACIFIC RAILWAY.
Arrive from the east—10:30 a.m., 12:30 p.m., 1:30 p.m., 4:30 a.m., 11:30 a.m., 12:30 p.m., 4:30 p.m., 11:30 p.m.
Arrive from the west—4:30 a.m., 11:30 a.m., 12:30 p.m., 4:30 p.m., 11:30 p.m.

Depart for the east—4:40 a.m., 11:40 a.m., 12:40 p.m., 4:40 p.m., 11:40 p.m.
Depart for the west—10:30 a.m., 11:30 a.m., 12:30 p.m., 4:30 p.m., 11:30 p.m.

PERE MARQUETTE RAILWAY.
Depart—3:05 a.m., 7:10 a.m., 9:40 a.m., 2:30 p.m., 12:40 p.m., 7:15 p.m.
Arrive—4:45 a.m., 8:50 a.m., 1:50 p.m., 4:40 p.m., 9:20 p.m.

To St. Thomas only. To Walkerville. Trains not started to and from Port Stanley. From Walkerville.

MICHIGAN CENTRAL RAILWAY.
Arrive—8:55 a.m., 11:10 a.m., 6:30 p.m., 8:35 p.m., 10:35 p.m.
Depart—7:20 a.m., 2:30 a.m., 5:35 p.m., 10:25 p.m.

STEAMER R&O BELLEVILLE

Leaves Hamilton 12 noon; Toronto, 7:30 p.m., Tuesdays, for Bay of Quinte, Thousand Islands, Montreal and intermediate ports.

TORONTO-MONTREAL LINE.
Steamers Toronto and Kingston. Commencing June 1, steamers leave Toronto 3 p.m. daily, except Sunday. From July 1, daily, for Rochester, Thousand Islands, running via St. Lawrence to Montreal, Quebec and Saguenay River points.

For folders, rates, etc., apply to F. B. Clarke, W. Fulton or R. E. Ruse, or write H. Foster Chaffee, A.G.P.A., Toronto, Ont.

WABASH
From June 1 to Sept. 30 the Wabash will have on sale daily Round Trip Summer Tourist Tickets at a very low rate, to California, Oregon, Washington, British Columbia and other Pacific Coast points. Tickets good to return until Oct. 31, with stop-over privileges.

Special 90-day tickets at a much lower rate will be sold on different dates. Tickets should read over the Wabash, the short and true route to all Pacific Coast points.

For full particulars see your nearest Wabash agent, or address J. A. RICHARDSON, district passenger agent, No. 6 Yonge street, Toronto, and St. Thomas, Ont.

Michigan Central
"The Niagara Falls Route."

Dominion Day
Return tickets will be issued at Single Fare

to all stations in Canada, Detroit, Niagara Falls and Buffalo. Tickets good going June 30th and July 1st, 1910. Return limit July 4th, 1910. Tickets and full information at city office, 405 Richmond street, phone 205. Thos. Evans, C.P.A.; S. H. Palmer, D.P.A.; St. Thomas; O. W. Ruggles, G.P.A., Chicago.

Best Muskoka Service

Commencing June 25, leave London 7:45 a.m. connecting at Toronto with Muskoka Limited, leaving 12:15 noon, immediate boat connection at Sarnia for all points.

Great Lake Service
Five steamers each week leave Owen Sound for Soo, Port Arthur, Port Stanley.

Dominion Day Single Fare
GOOD GOING JUNE 30, JULY 1. RETURN LIMIT JULY 4.

CHANGE OF TIME JUNE 19. Full information at C. P. R. city office, corner Dundas and Richmond. Phone 125. R. L. THOMPSON, D. P. A., Toronto.

GRAND TRUNK RAILWAY SYSTEM
DOMINION DAY
Return Tickets at Single Fare

Between all stations in Canada, also to Detroit and Port Huron, Mich., Niagara Falls and Buffalo, N. Y. Good going June 30 and July 1. Return limit July 4, 1910.

NORTHERN NAVIGATION CO.
Grand Trunk Route.
Sailings of passenger steamers from Sarnia for Soo, Port Arthur and Duluth every Monday, Wednesday and Saturday at 3:30 p.m. Only the Wednesday and Saturday steamers go to Duluth.

Sailings from Collingwood 1:30 p.m. and Owen Sound 11:45 p.m. Wednesdays and Saturdays for Soo and Georgian Bay ports. Information from railway ticket agents or from the company at Sarnia or Collingwood.

The Ontario & Ohio Navigation Co.
CLEVELAND BOATS
Leave Port Stanley 11 p.m., Mondays, Wednesdays, Fridays and Saturdays, \$2.50 from London, good until Sept. 5. Saturday week-end 3:30 p.m. Lake rides, \$3.50 and 7:45. Monday, Wednesday, Friday, 7:45 on Saturday, two hours, 25c. Special rates societies. W. FULTON, agent, corner Dundas and Richmond.

Pere Marquette

L. and P. S. Division, Daily
Trains, Sunday Included,
Commencing June 26, 1910

Leave London for Port Stanley—5:05, 6:45 a.m., 11:20, 12:30, 1:05, 4:15, 8:15 p.m.
Leave Stanley Beach—7:55 a.m., 12:20, 12:35, 1:45, 7:15, 8:45, 10:30 p.m.

*Daily 1 weekdays. *Wednesdays and Saturdays.
One-day tickets, 30c return.

H. F. MOELLER, G. P. A.

W. M. HOOD, T. P. A.

Traction Co., L. & E. Ry & T. Co.
50c To Pt. Stanley

Returning same day, and special limited service every day, except Sundays. Hourly service daily. Cars run direct to dock, Cleveland boat. Special 50c rate to St. Thomas on Wednesdays.

OCEAN STEAMSHIP TICKETS

AMERICAN LINE.
N. Y.—Plymouth—Cherbourg—Shampton. Philadelphia—Queenstown—Liverpool. ATLANTIC TRANSPORT LINE. New York—London Direct.

LEVY LINE.
Boston—Liverpool. **RED STAR LINE.**
New York—Dover—Antwerp.

WHITE STAR LINE.
N. Y.—Queenstown—Holyhead—Liverpool. N. Y.—Plymouth—Cherbourg—Shampton. Boston—Queenstown—Liverpool.

NEW YORK & BOSTON—Mediterranean.
WHITE STAR—DOMINION LINE.
Montreal—Quebec—Liverpool. N. Y.—Plymouth—Cherbourg—Shampton. CLARKE OR R. E. RUSE, AGENTS.

\$2 Dominion Day \$2

London to Cleveland
Lv. Port Stanley Thursday Night, June 30
A WHOLE DAY IN CLEVELAND.

Ball Game—Cleveland vs Detroit
Tickets good returning Friday, July 1st
Traction cars run direct to dock.

TRACTION COMPANY
DOMINION DAY
HOLIDAY RATES

Tickets good going June 29, 30, July 1 and 2. Return limit, July 4.