TORONTO DOCTOR ACTED IN A POST MORTEM CASE

Body of Mrs. Logan, Near Georgetown, Exhumed to Satisfy Talk of Community.

Georgetown, July 27.—(Special.)—This community has had a sensation since June 5, when the body of Mrs. Margaret Logan was found in a small pond near her husband's home. On that day Mrs. Logan was found dead and tho many persons familiar with the life she had lived with her husband, demanded an inquest, Dr. Nixon being called in, re-enforced by Mr. Logan, in the face of the expressed desire of the relatives of the deceased woman, decided that an inquest was not necessary. From that time till the present there have been rumors of foul play in the matter of the death of Mrs. Logan, that have at last caused the provincial government to act. The case was brought to a head to-day when Dr. John Caven of Toronto, assisted by Dr. McCrimmon of Palermo, held a post-mortem on the exhumed body of Mrs. Logan. Tho the post-mortem did not, owing to the new system of embalming, enable the doctors to find whether the deceased had died from bruises, still it developed the fact that she was alive when she fell into the water. The vital organs of the deceased have been sent to Analyist Ellis for analysis.

The case has caused no little stir in this section, where Mr. Logan is well known as a successful farmer. His farm is located in Esquesing Township, Halton County. It is common talk among his neighbors that Mr. and Mrs. Logan did not live happily together. They often quarrelled. Before her death she had written to her sister, residing near Streetsville, warning her if anything happened, an inquest should be held. She had also told her brother John, a farmer of Peel County, that she was afraid of her life of her husband. She recited in a letter numerous instances of being oppressed in her domestic relations with her husband. A ladder she had bought had to be paid at her own expense of $2.50. A horse that she was driving broke a shaft. She had to pay for fixing it. She had money and property of her own and her relatives declare her husband was forever trying to get her to give it to him.

Finally the talk thruout the county became so clamorous that a request was made on the attorney-general to investigate the matter. Chief provincial detective, Inspector John W. Murray, was sent up last week. He made numerous inquiries and suspicions were aroused. This resulted in the post-mortem held to-day.

Dr. Caven has not yet made his report, tho it is safe guessing that no criminal action will follow.

HOW PARTIES DELIVER GOOD CITIZENS.

Lincoln Steffens in McClure's: If the good citizen would do as the corrupt politician and the corrupting business man do, shift freely from one party to the other as the change served his interest, then both parties would represent good citizenship. They would differ—more than they do now—on broad questions of public policy, but they would both stand as they do not now, for the public interest. But the good citizen is "loyal to party." Half the loyalty that is betrayed by parties would, if devoted to the state and the nation, save the country and the parties, too! Such independence, however, would mean non-partisanship in state and national politics, and the good citizen is only just learning, with many a qualm of conscience, to vote independently in municipal elections. In state and national politics he votes too constantly, not for his state and the United States, but for "his party." Hence his party can deliver his vote. Hence his party does deliver his vote in Ohio, New York and Illinois, as in Missouri—to all comers with "pulls" and bribes.

FACTS ABOUT GOVERNMENT.

(Lincoln Steffens in McClure's.)

Graft knows no politics.

The grafter does not "belong" to a party; it belongs to him.

The biggest grafter is Big Business.

Municipal reform all by itself is impossible.

Boodle is a question of government.

Political corruption is a force by which a representative democracy is transformed into an oligarchy representative of special interests, and the medium of the revolution is the party.

The city man and the "up-state" man have to work together to get what each needs.

It is good politics to serve the public. "Municipal reform" is a mean ideal.

Bribery and corruption are not accidental and occasional, but general and deliberate.

CANADA'S PREPAREDNESS.

Ottawa, July 27.—(Special.)—Senator Perley asked in the upper house to-day for a statement showing the military strength of the government of Canada in so far as it relates to ammunition, rifles and other weapons of warfare, where and in what proportions are such stored. Hon. W. R. Scott replied that it had been held improper to give information as to the distribution of ammunition. There are 32,000 Lee-Enfiel rifles in the hands of the regiments and rifle clubs and 456 rifles and 815 carbines in reserve.

AWFULLY THIN PEOPLE RUN GREAT RISK.

When the body is thin the resistance to disease germs is lessened. Invariably consumption takes root in people who are thin. It's a danger. Thinness in this land of plenty is sheer wickedness, especially when it can be so easily removed by Ferrozone.

Ferrozone is a remarkable tissue-building and blood-forming remedy. It has demonstrated in thousands of cases that it forms blood more abundantly, richer and more vitalizing than any other remedy ever discovered. Then it is a food for nerves. If you make the nerves strong you make the stomach, liver, kidneys, all the organs, better and stronger. Weak nerves mean a weak heart, also a weak body and a general lowering of vitality. Ferrozone corrects all this by building up the whole body. When the nerves are strengthened, fatty tissue is quickly added, which is the final evidence of improved health. Ferrozone, the great body, brain and blood-builder.

FALL FAIRS.

Dominion Exhibition, Winnipeg	July 25-Aug. 6
W. Manitoba, Brandon, Man.	Aug. 29-Sept. 10
Toronto Industrial	Aug. 29-Sept. 12
Dundas, Morrisburg	Aug. 31-Sept. 2
Eastern, Sherbrooke, Que.	Aug. 27-Sept. 3
East Elgin, Aylmer	Sept. 5-9
Alexandria	Sept. 6
Brome, Brome Centre, Que	Sept. 6-7
Winchester Fair	Sept. 6-7
Williamstown	Sept. 8
Grenville Agri. Fair, Prescott	Sept. 8-10
Kingston Dis. Fair, Kingston	Sept. 8-11
Cornwall	Sept. 9
Western Fair, London	Sept. 9-17
Brockville	Sept. 13
Russell	Sept. 13
Iroquois	Sept. 14
Newington	Sept. 14
Wellesley	Sept. 15
Port Arthur	Sept. 15-16
Hamilton	Sept. 15-17
Ontario and Durham, Whitby	Sept. 15-17
Perth	Sept. 16
Metcalfe	Sept. 16
Cen. Can. Exhibition, Ottawa	Sept. 16-24
Thrasher's Corners	Sept. 17
Tavistock	Sept. 19-20
Strathroy	Sept. 19-21
Niagara Falls South	Sept. 20
Maxville	Sept. 20
N. Victoria, Victoria Road	Sept. 20-21
Central, Guelph	Sept. 20-22
N. York Co. Fair, Newmarket	Sept. 20-22
Northern, Collingwood	Sept. 20-22
Merrickville	Sept. 21
Prescott	Sept. 21
Dunnville	Sept. 21
Palmerston	Sept. 21
Stirling	Sept. 21
Port Carling	Sept. 21
N.E. of Oxford, Woodstock	Sept. 21-22
Chesley	Sept. 21-22
Ensdale	Sept. 22
Burlington	Sept. 22
North Bay	Sept. 22
Amherstburg	Sept. 22
Durham	Sept. 22
Cobourg	Sept. 22
Peterboro' Industrial, Peterboro	Sept. 22-24
Lindsay Central, Lindsay	Sept. 22-24
Petrolea	Sept. 22-24
Rosseau	Sept. 23
Lansdowne	Sept. 23
Springfield	Sept. 23
Owen Sound	Sept. 23
Emo	Sept. 23
Frankford	Sept. 23
Harriston	Sept. 23
Sturgeon Falls	Sept. 23
Orillia	Sept. 24
Berlin	Sept. 24
Halton, Milton	Sept. 24-25
Marmora	Sept. 27
Spruncedale	Sept. 27
Richard's Landing	Sept. 27
Murillo	Sept. 27
Barrie	Sept. 27
Smithville	Sept. 27
Almonte	Sept. 27
Goderich	Sept. 27-28
Teeswater	Sept. 27-28
Northern Fair, Ailsa Craig	Sept. 27-28
Wyoming, Wyoming	Sept. 27-28
Glencoe, Glencoe	Sept. 27-28
Sunderland	Sept. 27-28
West Kent, Chatham	Sept. 27-29
Wiarton	Sept. 28
Beaucaire	Sept. 28
Cayuga	Sept. 28
Lancaster	Sept. 28
Bruce Mines	Sept. 28
Drumbo	Sept. 28
Huntsville	Sept. 28
Teeswater	Sept. 28
Shelburne	Sept. 28
Bowmanville	Sept. 28
Delta	Sept. 28
Carleton County, Richmond	Sept. 28-30
Listowel	Sept. 29
Farkhill	Sept. 29
Ashworth	Sept. 29
Campbellford	Sept. 29
Renfrew	Sept. 29
Port Erie	Sept. 29
Scarboro, Halfway House	Sept. 29
Watford	Sept. 29-30
Wingham	Sept. 29-30
Centre Wellington, Fergus	Sept. 29-30
Jarvis	Sept. 30
L'Amable	Sept. 30
Bennsville	Sept. 30
Wingham	Sept. 30
Parry Sound	Sept. 30
Paris	Sept. 30
Meaford	Sept. 30
Bracebridge	Sept. 30
Little Current	Sept. 30
Midland	Sept. 30
South Waterloo, Galt	Sept. 30-Oct. 1
S. Waterloo, Galt	Sept. 30-Oct. 1
Fordwich	Oct. 1
Sundridge	Oct. 1
Coe Hill	Oct. 1
Brigden	Oct. 1
Houghton	Oct. 4
Magnetawan	Oct. 4
Waterdown	Oct. 4
Mattawa	Oct. 4
Streetsville	Oct. 4
Alvinston	Oct. 4-5
Sault Ste. Marie	Oct. 4-5
Port Hope	Oct. 4-5
Beachburg	Oct. 5
Colborne	Oct. 5
Elmvale	Oct. 5
Utterson	Oct. 5
Manitowaning	Oct. 5
Tara	Oct. 5
Lucknow	Oct. 5
Burford	Oct. 5
South River	Oct. 5
Wallacetown	Oct. 5
Cooksville	Oct. 5
Markham	Oct. 5-6-7
Yarmouth, Yarmouth, N.S.	Oct. 5-6
Kemble	Oct. 6
Clarksburg	Oct. 6
Carp	Oct. 6
Gravenhurst	Oct. 6
Thessalon	Oct. 6
Arthur	Oct. 6
Wallaceburg	Oct. 6
Onondaga	Oct. 6
Powassan	Oct. 6
Sarnia	Oct. 6-7
Warkworth	Oct. 7
Feversham	Oct. 7
Burk's Falls	Oct. 7
Gore Bay	Oct. 7
Lion's Head	Oct. 7
Highgate	Oct. 7
Providence Bay	Oct. 8
Otterville	Oct. 8
Langton	Oct. 8
Kagawong	Oct. 11
Rodney	Oct. 11
Forest	Oct. 11-12
Cardwell, Beeton	Oct. 11-12
Grand Valley	Oct. 12
Ridgetown	Oct. 12
Blenheim	Oct. 12
Norwood	Oct. 12
East Gwillimbury at Queensville	Oct. 12-13
Keelon Falls	Oct. 12-13
Caledonia	Oct. 13-14
Thedford	Oct. 13-14
Wooler	Oct. 14
Norfolk Union, Simcoe	Oct. 18-20
Woodbridge	Oct. 19-20
Walkerton	Sept. 14-15

ONE MAN'S OPINION.

Once upon a time there was a man who freely expressed his opinion of a neighbor who he felt had greatly wronged him.

He told his friends that this neighbor was not only a liar but was a thief, because he had stolen on several occasions and had been guilty of embezzling funds that had been entrusted to his care.

When the accused neighbor heard of these charges he was wroth. Then he went into court with an action for damages against the man who he averred had slandered him. The result was that the man who had made the accusations against him had to pay damages in the sum of $700 and $42 costs.

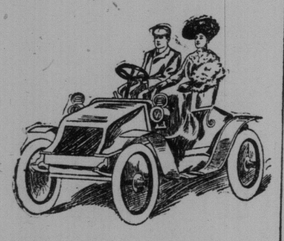
Moral—Talk is not always cheap.

Mr. Corby's New Yacht.

Belleville, July 27.—H. Corby, ex-M.P. of this city, has purchased the yacht Siesta of Sault Ste. Marie, and will bring her here for pleasure purposes.

"THE SHOP FOR KEEN PRICES"

Particular People Perfectly Pleased



with our Angola Tweed and Saxony Flannel Suitings which we are making up in stylish 2-piece suits at... 22.50

R. SCORE & SON,
77 KING STREET WEST, - - TORONTO
EARLY CLOSING—5 p.m. daily, 1 p.m. Saturday.

YORK COUNTY AND SUBURBS HOW WM. IVES MET DEATH

Heart Failure Seized Him as He Swam—Hotels May Give Accommodation

Toronto Junction, July 27.—The remains of William Ives were brought home to-night. Further details but add to the tragic nature of the fatality. There were four in the party, H. G. McGill, W. Blackie and A. C. Hudson of Toronto, and Mr. Ives, who was the last to join. About 11.30 Tuesday morning McGill, Blackie and Ives went in bathing. Ives had not been swimming for two or three years and was cautioned by his companions. Only half an hour before the accident Blackie had casually asked, in case anything happened to Ives, whom should they notify? and had been laughingly assured that he never thought of such things. They had been in the water only five minutes when Ives showed himself distressed. He seized hold of Blackie, who kept him above water, while McGill, who was on shore, ran to a boathouse. There was no boat there, and when McGill was seen to leave the place without one Ives began to struggle and dragged Blackie below water. He managed to free himself only after his bathing suit was badly torn. Several boats were in the river but were unable to render aid. The body was recovered in a few minutes after in 25 feet of water with a trolling hook and efforts to revive were carried on for two hours. Heart failure is given as the cause of the accident. Blackie was in a bad state for several hours afterwards.

Wm. Mahar, a local contractor, has got the contract for grading the track for the new Hamilton and Toronto Electric Railway.

Dr. Riches, physician for the Canada Foundry Comany, yesterday presented Harry Robinson with a gold medal, and Messrs. Smith and Feahey with silver ones, for proficiency in the wounded class at the Davenport works.

The Shamrocks are practising for Saturday's match with the Elms. The team has been considerably crippled of late; but by Saturday it hopes to get off crutches.

Mr. Archer, who purposes erecting a steam laundry in a hollow on Keele-street where there is no sewer, has decided that he can evaporate the waste water, and not drain into the creek which runs past the lot.

Robert Irwin of Quebec-avenue was this evening married to Miss E. Elliott of Western-avenue. The ceremony was performed by Rev. F. H. DuVernet at St. John's Church.

P. Wakefield won the cup in class A, and P. Ellis, P.M., won thec up in class B at the gun club shoot to-day.

James, the 8-year-old son of Robert Odell of Downsview, accidentally shot himself in the breast with a revolver on Sunday night. His condition is critical.

The advocates of local option have taken no steps towards furnishing accommodation for the traveling public or for transient visitors. This want of accommodation is greatly felt, and it is to the hotel men that the citizens now look for relief. It is understood that two hotels have signified willingness to open on the first of next month, and there is a likelihood of a third being induced to open at the same time.

East Toronto.

East Toronto, July 27.—Mayor Walters has proclaimed Thursday, August 4, as civic holiday, on which day the fire brigade will hold an excursion to Milford, where the provincial firemen's tournament will be held. The East Toronto firemen are entered for the trophy, and the excursion promises to be largely attended. Train leaves York at 7 a. m.

On Saturday the Girls' Auxiliary of St. Simon's Church will hold a lawn social on the grounds of C. B. Watts, corner Queen-street and Birch-avenue.

Judge Morgan will hold a final court of revision in the council chamber on Saturday morning at 10.30.

A lawn social under the auspices of St. John's Church was given on the grounds of A. E. Ames, on Queen-street, last night. Refreshments were served during the evening. Music and social intercourse served to render the evening a most enjoyable one.

Markham.

Sale Register.—A highly important auction sale of horses and cattle will take place at Grantham House in this village on Monday, August 1. The stock consists of two mares with foals, 4 colts two years old, three yearling colts, 7 fresh calved cows, 25 heifers and steers two years old, 40 yearlings, 20 spring calves and 10 springers. This sale offers an excellent opportunity to purchase young stock. Sale at 1 p. m. Usual terms. Dave Beldam, auctioneer. 4-6

North Toronto.

"Onlooker" writes The World: "In view of the number of pupils passing the H. S. entrance examinations in North Toronto during the last two years, amounting to about 175, and as attendance at the city or Toronto Junction institutes is necessary, and as the problem of overcrowding the city schools may send North Toronto pupils elsewhere, I suggest that it would be wise to establish a high school in this town. The small expense to the ratepayers would be more than counterbalanced by the increased business brought to the town by overflow pupils from the city and pupils from the surrounding district."

Candidates in Algoma.

Port Arthur Western World: The rumor that the Dominion elections will be pulled off early during the coming fall comes from pretty reliable sources. In this district it will be especially interesting. Mr. Conmee, the present M.L.A., will contest the Dominion seat with Thomas Marks, and a report from authoritative sources says that the by-election to fill the seat vacated by Mr. Conmee in Legislature will be held on the same day. A convention of Liberals is likely to be held soon to select a candidate for the by-election contest. I. L. Matthews and Neil McDougall are spoken of as probable nominees.

Should Be Careful.

Kingston, July 27.—Last night Sandy MacDonald, in a skiff at Gananoque, with two ladies, got up to let a lady take the rowing seat, and the boat was upset. None could swim. MacDonald and Miss McKendry, of Gananoque, caught the boat. When William McArthur reached the spot he saw a pair of arms come up at the bow and he jumped forward, grasped Miss Lottie LaChappelle, of Newmarket, by the wrist, and saved her, as she was going down for the last time. All were saved.

Only One in Scotland.

London, July 27.—The Canadian bowlers concluded their series of matches at Moffatt yesterday prior to starting their program on Irish soil. When the rinks took the green the home players started in early to show their superiority, and it was soon apparent that there was little prospect of the Canadians adding another to their only victory, scored in Scotland. The result was, Dumfriesshire 125, Canadians 78.

Ryan to Return Without Protest.

New York, July 27.—After an all-day conference between his counsel and representatives of the circuit attorney's office at St. Louis, John J. Ryan, the turfman, who was arrested at Brighton Beach race track yesterday on a charge of grand larceny to the amount of $800,000, to-day consented to return to St. Louis in custody without further protest.

"THE HOUSE OF QUALITY."

Cool shirts and cool underwear just the best sorts we could buy—and selling at prices that would make you "hot."

You know just how it is with everything in "the new men's store"—the best of goods at fair prices.

For coolness and good style in a "top shirt" the "Artex" takes a long lead—it's a pure white—soft and open weave—we sell it at 1.50 or 3 for 4.00.

At 6.00 and 7.00—our regular prices for some lines cream spun silk underwear—you might consider it a luxury—but most any house could stand for it though with the price to—— 3.50

"Cellular" underwear—nicer than most ordinary weaves for summer and don't cost any more—special—— 1.00

Fine cream merino wool lace underwear—shirts only 1.25

If your collar is uncomfortable—no omout of nice apparel will make up for it these hot days—we had melting weather in mind when we laid in our assortment of 4-ply English collars—stand-up—stand-up-turn-down—and wing styles—all sizes—20c each—3 for 50c.

Champagne polka dot silk 4-in-hand ties—45 inches long—makes nice summer neckwear—they're a novelty and we'll clear—them out quick—75c regular—now .50

3 pair of regular 50 cent lisle thread half-hose for 1.00—if you only want one pair it's— .35

Fairweathers

84-86 Yonge St.

TO CHANGE MOTIVE POWER.

Port Huron, Mich., July 27.—The management of the Grand Trunk Railway System and of the St. Clair tunnel have at last determined upon a change of motive power in the tunnel to electricity. Work will at once commence for the installation of the plant, which will mean an investment of $400,000. The third rail system is to be used; it offers the most satisfactory method of hauling the heavy trains, far heavier voltage being obtainable with it than by the overhead wire. The change has been in contemplation for several years. While the original investment will reach nearly half a million dollars, it is expected that the cost of operation will show a saving of about $40,000 yearly. At present steam locomotives of great power, burning anthracite coal, are used in handling the trains through the big hole.

RELIGION IN ALPHABET.

Georgetown, British Guiana, July 24.—The commissioners who have just completed the demarkation of the boundary between British Guiana and Venezuela have had some strange experiences.

At Roraima they fell in with an Indian chief named Jeremiah who conducted service three times a day in a church which he had built. Jeremiah, in his capacity of priest, robed himself in some ancient European garments, and took up his position at the east end of the building, facing the worshippers who all kneel in this village.

The men occupied one side of the church and the women and children the other. The worshippers, unlike their priest, were entirely nude.

The service consisted of counting from one to ten, and saying the alphabet in English, each being recited first by the priest, and then repeated by the congregation.

Both having been gone thru ten times, the priest ran thru a lot of names, among which Jesus Christ and God frequently occurred, the congregation reverently repeating these also.

Jeremiah cannot read or write, and teaches the people nothing more than this curious ritual; but evidently he has considerable authority over his people, which he wields for good.

LADY MARKSMAN.

Bisley, July 24.—A lady competitor has put in an appearance at the meeting, and in anticipation of a heavy day's shooting in the important events comprised in the grand aggregate she had some practice at 200 and 500 yards, but unfortunately her scores were inconsiderable. The young lady, for she is young and pretty to boot, is Miss Florence Lewes, and a member of the South London Club. During the season she has been shooting steadily on the Runnemede ranges, where she has been coached by Pte. Gray of the London Scottish, who achieved the distinction last year of winning the bronze and silver medals of the association in the great shoot for the King's Prize. Miss Lewes was attired in workmanlike costume of leather nickture tweed, the coat of which was patched at the elbows and shoulders in orthodox fashion with chamois leather. Her fair tresses were set off with a white canvas yachting cap, with a tropical vallance at the back.

Cured by St. Anne.

Sandwich, July 27.—Miss Florence Genest of Sandwich, who for three years had suffered with a diseased ankle, claims she was completely cured at the shrine of Ste. Anne de Beaupre, Que.

SWEET CAPORAL

CIGARETTES

STANDARD OF THE WORLD

COASTWISE LAW IN ALASKA DIFFICULTIES IN ENFORCING

Settlement of a Recent Case Will Likely Lead to the Clearing Up of Situation.

Washington, D.C., July 27.—Thru the settlement of a case that has recently been brought before the treasury department and the department of commerce and labor it is likely that there will be a clearing up of some of the vexed questions relating to the United States coastwise law. The case in question has special reference to shipping between the United States and Alaska, but the settlement of the point at issue may be found to have a bearing in other places.

There is great confusion in the official mind as to the construction to be placed on certain provisions of the coastwise law—and no wonder. There are various decisions of the courts on points that have been raised in years past relative to our marine commerce with the Dominion of Canada and with Alaska; and not a few of these decisions seem to dispute each other. There are also many decisions of secretaries of the treasury and assistant secretaries of the treasury on the subject, and not all of thes are consistent—or, if consistent, they are at any rate not consistently followe in the administration of the law. The officials of the two departments of the government directly concerned—for the bureau of navigation was transferred last year from the treasury department to the department of commerce—will welcome any litigation calculated to clear up some of the doubtful points.

Such litigation is now promised. The Canadian Pacific Railway operates steamships between British Columbia ports and ports in Southeastern Alaska. They are not allowed under our coasting law, of course, to carry passengers and freight between any two Alaskan ports any more than Canadian steamers on the St. Lawrence are allowed to carry passengers or freight between two ports on the New York side; but the Canadian Pacific's steamers do carry on a considerable business between Victoria and Vancouver and Skagway and other Southeastern Alaskan ports.

One of these steamers recently called at Ketchikan, which is a port in the extreme southeastern part of Alaska, and took on thirteen passengers. These passengers were bound for Seattle, but they could not be carried all the way, of course, by a British steamer, for that would constitute a plain violation of our coasting law. Accordingly, the passengers were given their choice of being landed at Victoria or Vancouver, and of being carried there either by rail or by an American steamer to Seattle. The tickets sold by the Canadian company read "thru" to the destination in the State of Washington.

The trouble began when the deputy collector of customs at Ketchikan fined the Canadian Pacific $200 for each of the passengers carried, claiming that the United States coastwise laws were being violated. The case was appealed to Commissioner Chamberlain of the bureau of navigation at Washington. He was uncertain what action to take in view of the varying decisions in regard to the application of the coastwise laws in Alaska, and he therefore informed the appealing company that the department would prefer to have the matter tested in court. At the same time the collector of customs at Port Townsend, Washington, was instructed to lend all possible assistance to facilitate the appeal and the settlement of the case.

There is a strong feeling in the department that the deputy-collector at Ketchikan was technically right. The law of 1898 provides that "no foreign vessel shall transport passengers between ports or places in the United States, directly or by way of a foreign port, under penalty of $200 for each passenger so transported or landed."

This law was approved on February 17, 1898. On July 28 of the same year the treasury department rendered an opinion to the Seattle-Yukon Transportation Co. that "American goods may be shipped by rail to Vancouver, thence via a British steamer to St. Michael (an American port) without violating the coasting law."

This seems to be inconsistent with the law of Feb. 17, altho the part shipment by rail may be regarded as an important factor in the question, and there are other confusing decisions of the department and of the courts on the subject. It is desirable, therefore, to have the matter cleared up.

Only a few weeks ago a notable appeal to the efficacy of the American coasting law was made by steamship companies on Puget Sound. The department was about to award a contract to a Canadian corporation for carrying military supplies and troops from Seattle to points in Alaska. The shipments were to be made to Skagway in American steamers, thence by the White Pass and Yukon Railway to White Horse, thence to their destination in British river steamers. The American companies that wished to secure the contract and carry the troops and supplies by way of St. Michael declared that it would be a violation of the coasting law for the department to ship freight thru Canadian territory, on the ground that the White Pass and Yukon road uses British bottoms on the Canadian rivers above White Horse. Secretary Taft, who is certainly learned in the law, agreed with this view of the matter and directed that the contract be awarded to the American companies.

It is a fact of common knowledge, however, that the treasury department constantly allows the shipment of freight between Seattle and Alaska points over this very route.

Hospital Not at Fault.

Dr. Sheard yesterday reported to the board of control that the St. Michael's Hospital authorities were not at fault in not admitting the young girl who was taken ill suddenly on the street, as the maternity ward was in quarantine. The board will, however, investigate the conduct of the two policemen who refused to aid her.

INJUNCTION RESTRAINS SALE.

Justice Britton yesterday granted a temporary injunction, returnable on Thursday next, restraining the Cramp Steel Company from making a sale of certain assets to the Northern Iron & Steel Company.

The injunction was issued on an application of Garnett Henry Meldrum of New York, a shareholder and late director, who alleges irregularities in the proposed transaction.

Lost Three Horses by Fire.

Kingston, July 27.—During last night Andrew Maclaren, grocer, lost his stable on Ontario-street, near Queen-street, by fire. Three horses were suffocated and burned. The loss is over $1000, with no insurance.

Destiny.

Pueblo, Col., July 27.—Mrs. J. J. Affley was almost instantly killed by a bullet from a revolver in the hands of her lover, John Anderson, who immediately afterward shot himself thru the heart.

Crimeless Cork.

Cork, July 24.—At the City of Cork Assizes, which opened yesterday, there was not a single criminal case on the calendar. This is a very exceptional event, as Cork is the third city in Ireland and has a population of over 76,000. In the County of Cork, the largest county in Ireland, there were only five new cases for trial.

THE ROBERT SIMPSON COMPANY, LIMITED

H. H. Fudger, President
J. Wood, Manager

STORE CLOSES AT 5.30 P.M.

Thursday, July 28th

The Bargain Day After Stock-Taking.

If you ever had anything to do with stock-taking you know what surprises are bound to turn up. It's the same way when you move. Things you'd lost track of completely turn up smiling. Stock-taking always brings out a lot of odds and ends for the Bargain Day immediately following. Quantities are too insignificant in the majority of cases to advertise, but the following bargain list is without the slightest doubt well worthy of attention.

Men's Summer Suit Bargain.

75 only Men's Summer Suits, all-wool homespuns, Oxford tweeds and crash two-piece suits, in light and medium greys, also grey and brown mixed with white stripe, made up single breasted, coat unlined, with patch pockets, pants made with keepers for belt and roll on the bottoms, sizes 34 to 40, regular $6.50, $7, and $7.50, to clear Friday at... 4.95

Men's $1.75 Trousers 98c

125 pairs Men's Dark Brown and Grey and Grey and Black Striped Pants, medium and narrow patterns, made from good strong Canadian and English tweeds, made with top and hip pockets and strongly sewn, sizes 32—42, reg. $1.25, $1.50 and $1.75, Friday... .98

Boys' $5 Fancy Suits $1.98.

128 Boys' 2-Piece and 3-Piece Fancy Suits, consisting of fine imported English and Scotch tweeds and some domestic cloths, made in plain and fancy Norfolk and plaited styles, good trimmings and extra well tailored, sizes 21—28, reg. $3.50, $4, $4.50, $5 and $5.50, Friday... 1.98

Men's Boots for Bargain Day.

A special clearance in Men's Patent Kid Goodyear Welted Oxford Shoes, worth $3.50 per pair, and Box Calf, Dongola Kid and Patent Leather Laced Boots, Blucher cuts in both boots and shoes, in patent leather, all sizes from 6 to 10 in both styles. Sale to commence at 8 o'clock, but we will have a lot for workingmen to choose from at their noon hour. Friday, special... 2.00

Men's Balbriggan Underwear.

360 Men's Balbriggan Underwear Shirts and Drawers, ecru shade, elastic rib cuffs and ankles, sizes 34 to 42, regular price 35c, on sale Friday to clear at, per garment... .25

Bargains in Summer Shirts.

420 Men's Fancy Colored Neglige Soft Bosom Shirts, made from good quality shirting cambrics, in neat patterns and colors, all new goods, some have separate collars and cuffs to match, others no collars, with cuffs attached, large bodies, well made and finished. Perfect fitting, laundried neckbands, sizes 15 to 17, regular price 75c, on sale Friday, each... .39

Men's Two-Piece Bathing Suits 59c.

180 Men's 2-Piece Bathing Suits, in plain navy, also navy with white stripes, all fine imported suits, best finish and workmanship, fast dye, sizes to fit small, medium and large men, regular price 75c, on sale Friday, per suit... .59

Men's Summer Underwear 19c.

290 Men's Summer Underwear in the lot, fancy pink and blue striped Balbriggan, also light weight fancy striped merino, shirts and drawers, fine elastic rib cuffs and ankles, light weights for summer wear, regular price 25c per garment, on sale Friday, per garment... .19

Boys' 20c Underwear 10c.

280 Boys' Elastic Rib Summer Drawers only, lightweight, form fitting, cream shade, sizes to fit boys 4 to 14 years, regular price 20c, on sale Friday, per pair... .10

Men's $1.50 Straws 75c.

Men's Straw Hats, neglige and fedora styles, extra fine quality split braids, high or medium crowns, black silk bands and leather sweats, reg. price $1.50, Friday... .75

Children's 25c Sailors 12c.

Children's Straw Sailor Hats, plain white, navy, black or mixed braids, reg. price 25c, Friday... .12

50c Yachting Caps 19c.

Men's, Boys' and Ladies' Yacht Caps, in crash, duck, navy, beaver cloth and serge, an assorted lot, balances of lines nearly sold, reg. prices 35c and 50c, Friday... .19

NEW RAILWAY RECORD.

Great Western of G.B. Makes Rapid Non-Stop Run.

A new record in railroad traveling has been established by the Great Western Railroad of Great Britain. On July 1 a regular non-stop daily train service was established between the London terminus at Paddington and Plymouth. The distance is 246 miles, and the "Cornishman Limited Express" is scheduled to cover the journey in each direction in 265 minutes without a single stop. This supplies an average speed of 55.69 miles for the journey. This, therefore, constitutes the longest non-stop railroad run in the world.

Ever since the year 1896 this railroad has retained such a non-stop record, for in that year the railroad company initiated a thru non-stop train from London to Exeter, 194 miles, covered in 3 hours 45 minutes. During the subsequent years, however, this run has been increased to 3 hours 30 minutes, equal to an average speed of 51.7 miles per hour. In the recently inaugurated run, however, the time between these two points has been still further reduced by 5 minutes, increasing thereby the average speed to 56.7 miles per hour. Hitherto, this railroad has not been able to make the journey a non-stop one beyond Exeter, owing to the absence of the water trough between the tracks from which to replenish the engine's water supply. Now, however, a trough has been laid down at Starcross, between Exeter and Plymouth. Furthermore, the coal capacity of the engine has been considerably increased, and larger lubricating boxes have been supplied, so that the oil boxes can contain a sufficient supply for the entire journey.

Meritorious tho this run of 246 miles in 265 minutes is, yet, if the necessity arises, the speed can be considerably accelerated. This fact was demonstrated on May 9 last, with the mail-train run in connection with the North German Lloyd liner Kronprinz Wilhelm. On, this occasion the train covered the distance of 246 3-4 miles from the dock at Plymouth to Paddington in the remarkably short time of 3 hours 46 minutes. The run, however, was not a non-stop, as a mail van was detached and engines changed at Bristol, necessitating a halt of 3 minutes 43 seconds, which stop, however, was included in the time of the run. The average speed on this occasion was 65.49 miles per hour for the whole journey, and the last 36 miles of the run to Paddington was covered at the rate of 79.17 miles per hour. On the occasion of the trial run of the "Cornishman Limited Express," a new record was made between London and Bath, the 107 miles being completed in 102 minutes.

The road, altho not so level as that between Camden and Atlantic City, is yet comparatively easy, but after leaving Exeter the road becomes more difficult. Especially so is the last 52 miles into Plymouth, the track abounding in stiff gradients of 1 in 40, with numerous sharp curves, which militate considerably against fast traveling.

There is strenuous friendly rivalry at present existing among the various English railroad companies to establish non-stop records. The London and North Western Railroad is contemplating the establishment of a thru non-stop service between London and Carlisle, a distance of 299 1-4 miles. They have already made such a run with a "special," which covered the journey in 5 hours 43 minutes, an average speed of 51 miles per hour. With their latest type of engines, however, this railroad company could considerably increase this speed if desired. On the occasion of the Postal Congress at Glasgow last year, the train containing the delegates, and representing a weight of 150 tons, was hauled over the 401 1-2 miles between the two cities, both on the outward and return journeys, without a stop in 6 hours and 6 hours 5 minutes respectively, at average speeds of 66.9 miles and 66 miles per hour.

Already the boat trains running from Liverpool to London in connection with the incoming American mails, three or four times a week, cover the 192 miles in 3 hours 45 minutes, an average speed of 51 miles per hour. Other notable long-distance non-stop runs on this system include Wigan to Willesden, 188 1-2 miles, in 3 hours 41 minutes, average speed 51.1 miles per hour; London to Stockport, 183 miles, on 3 hours 18 minutes, speed 55.4 miles per hour; London to Chester, 179 miles, in 3 hours 33 minutes, speed 50.4 miles per hour.

The Midland Railroad also have inaugurated several noteworthy long non-stop runs. The record is that recently instituted between London and Leeds, 198 miles, in 3 hours 45 minutes; speed, 52.8 miles per hour.

The Great Northern Railroad, which for many years has been considered the crack fast railroad of Great Britain, but which has since lost its reputation in this respect, is also completing arrangements whereby it will hope to regain its lost prestige. Several of the thru northern expresses cover the journey every day between Grantham and London, 105 miles, without a stop. Their present longest non-stop run is between Wakefield and London, 175 3-4 miles, in 3 hours 10 minutes, an average speed of 55.5 miles per hour. Owing to the institution by the Midland Railroad of a thru express between London and Leeds, the Great Northern, which also serves the latter town, is instituting a similar service, the 185 1-2 miles to be covered in 195 minutes—an average speed of 57.07 miles per hour.

The Great Northern Railroad also proposes considerable accelerations in connection with the East Coast expresses. For this purpose mammoth powerful engines have been constructed. These are designed by the railroad engineer, are of the compound "Atlantic" class, and represent the limit of the dimensions of a locomotive of the normal type in Great Britain. They have been specially designed to work the East Coast route express trains at a speed varying from 55 to 60 miles per hour, with loads of from 380 to 400 tons behind the tender.

The special feature of this type of engine is the length and circumference of the boiler. The inside diameter of the boiler is 5 feet 6 inches, and the length of the tubes, representing the distance between the smoke-box and the fire-box, 16 feet 3 inches. The heating fire-box, 16 feet 3 inches un heating surface furnished by the tubes aggregates 2800 square feet while that of the fire box supplies about another 200 square feet. The grate area is 32 square feet. The working steam pressure is about 185 pounds per square inch. The two outside cylinders measure 18 inches diameter by 24-inch stroke, and the diameter of the four driving coupled wheels is 6 feet 8 inches. The length of the engine and tender is 58 feet over all, and their combined weight in working order is 110 tons.

Colonial Conference.

London, July 27.—Sir Howard Vincent suggests an imperial conference, thoroly representative, to examine into the fiscal situation of the British empire. The Canadian Associated