

## The Toronto World

A Morning Newspaper Published Every Day in the Year.

**POLAR AMENITIES.**  
It has been a matter of curiosity to many people why the polecat was so named. This curiosity will now be allayed. The little animals must have been discovered at an early period, with the distressing results observable. There appears no reason to doubt that Commander Peary has been to the pole, to judge from his subsequent emissions. No doubt he has been irritated, and it is unwise to irritate anyone who has been to the pole. Mr. Peary expected to find there excitement, and finding no gum-shoe tracks around the spot when he arrived, had every reason to believe he was the first to stake the claim. On hearing that he was regarded as a mere ordinary second edition claim-jumper, his feelings were hurt much for the fact that his odoriferous glands operated. Mr. Peary has our sympathy, and the sympathy of the press generally who know what it means to be scooped. But should it hereafter appear that his goose is cooked, all that will remain to be done is to deodorize the gland.

### BRITISH CATTLE EMBARGO REMAINS.

While The World cannot honestly express any very deep regret over the decision of the British Government to continue the embargo against the importation of live cattle, its attitude is somewhat peculiar. Mr. Asquith in making the announcement in response to a deputation that waited upon him to protest against the exclusion of Canadian cattle, fell back on the old excuse that unless slaughter of imported live cattle was insisted upon within a limited time from the date of debarcation, the country would have no sufficient safeguard against the introduction of disease. Evidently the premier, and Earl Carrington, president of the board of agriculture, who accepted entire responsibility for advising the retention of the restrictions, found some difficulty in offering adequate justification for refusing to modify the existing regulations. Unable to question that Canadian herds were free from disease, they dwelt upon the outbreak of foot and mouth disease in the United States last December, and what the premier described as the long and loosely guarded boundary line and the easy going disregard for customs, as the reasons which had influenced the government in reaching its conclusion.

When the immediate and rigid measures taken by Canada in December, 1908, are recalled, the premier's representation was scarcely fair. The vigilance exercised by the Dominion and provincial governments was undoubtedly effective, and the fact that the outbreak was mastered and confined within its immediate districts should rather have induced the British authorities to rely upon a watchfulness which had stood so striking a test. Notwithstanding Mr. Asquith's statement that he had always looked with suspicion on the argument of risk as possibly disguising a protective spirit, but had come to think it not an adequate account of the matter, it is certain that the movement for removal of the embargo became a struggle between two sections of agriculturists, one of which wanted to retain the measure of protection which the embargo permitted it to enjoy. The Irish stock raisers belonged to this section and it is not unfair to suggest that the political aspect of the proposal had some weight with the government. However, The World has always inclined to the opinion that the interests of Canada are better served by the development of the chilled meat industry, which would not only be profitable in itself, but indirectly promote other important and allied industries.

### PUBLIC AND PRIVATE OPERATION OF FRANCHISES.

Opponents of the public ownership and operation of service and utility monopolies in Canada are careful, in their reference to British cities, never to commit themselves to names and figures. Thus The Montreal Gazette is credited with saying recently that "there are scores of municipal plants in Great Britain with a capital account double what the plant could be duplicated for to-day, the excess capitalization representing the depreciation which should have been provided for out of earnings." This is a very vague assertion, all the more suspicious because it is so very easy to obtain and publish the actual facts concerning every municipal enterprise in the United Kingdom. The official figures are issued yearly by the board of trade, the government department of which Mr. Winston Churchill is now president—and there is therefore no excuse for the failure to specify at least some of the cities and towns where the municipal services are in an unsatisfactory condition. But we have found that extraordinary unwillingness exists among the antagonists of public ownership to get down to facts.

The World has repeatedly directed attention to the results shown by the board of trade returns and as these also give statistics concerning public service under company management, it is easy to institute a comparison between the two systems. It has been conclusively shown that all over, the services under municipal operation are more economically worked, yield a much larger net return on the capitalization, have cheaper rates and fares or give better value for them, pay better wages and are otherwise more lib-

eral to their employees. Nor are these municipal undertakings in many cases things of yesterday. They have been conducted often for periods up to fifty years, and the fact that British cities and towns have been continually bringing their public services under their own control itself shows that the people have been satisfied. No doubt there have been in the smaller communities occasional instances of loss. But the critics who make so much of these isolated instances, never have a word to say about the huge failures among public service corporations. What, for example, of the New York street railways now bankrupt? Or the record of those of Chicago, Philadelphia, Cleveland, San Francisco and plenty other cities that could be named? The supporters of private operation condemn public ownership for a single instance of failure out of a thousand. Why don't they condemn private operation when there is hardly a city on this continent that has not suffered and is not suffering through the corporations to whom they gave their franchises?

### TO OUR BUSINESSMEN READERS.

"Advertising is the steam in the business engine, and business men are coming more and more to realize it." These are the words of a business man who knows, and words which every wide-awake business man believes.

Commencing Friday morning, The World will open a column on advertising that will be chockful of interest—or ought to be to every business man to-day, no matter what his line—who is looking for ideas and suggestions that make for progressive publicity. A column that will have a distinct educational value to business men, because it will print and re-print a thousand-and-one ideas on advertising that are practical and which they can utilize.

This column will appear regularly, and our business men, readers and advertising agencies are invited to express their views, offer their suggestions, tell their experience, discuss merit, value, growth and other vital points in newspaper publicity.

The Toronto World will aim to have this advertising column a free interchange of news, and great good it is believed will come to all who "come in."

Friday morning, by kind permission, the advertising column will be a reprint article from The New York Commercial.

Look it up.

### STOP BEFORE YOU CROSS.

And If You Want a Refreshing Drink Try O'Keefe's Star Beer.

Why do people persist in crossing the street at an angle of about 30 degrees from the sidewalk? Time and time again you can notice men, women, and children adopting this means of getting to the other side of the street, even on the busiest thoroughfares. There's no sense in it, and besides, it considerably increases the chances of an accident. You can't exactly tell whether a automobile is right behind you or not, and perhaps while trying to run past in front of a street car, you'll get knocked down by a bicycle.

Ladies and gentlemen, when you want to cross the street, stop for a second on the curb. Glance up and down and you won't have to wait long till you get a chance to reach the other sidewalk, if you go straight across, and you'll feel better by knowing that even in dodging traffic you have a method.

Not only on busy thoroughfares does this old saying of "Look before you leap," come in handy. There are many occasions when we ought to stop just a minute, and think. For instance, when we feel tired and thirsty, the first thought is to get a cool, refreshing drink. At this critical moment it would be well to remember O'Keefe's Star Beer. Where could a better, more stimulating, more refreshing beverage be found? Made from malt and hops exclusively, there's no chance of its purity being impaired. The low percentage of alcohol makes O'Keefe's Star beer an absolutely safe drink for the most delicate stomach. Don't forget to tell your friends about what you've just read in this little article. They may not have a chance to see a copy of to-day's World.

### When Going to Montreal.

Remember that the Grand Trunk Railway System is the only double-track route, and four trains leave Toronto daily, 7:15 a.m., 9 a.m., 3:30 p.m., and 10:15 p.m. The day side, via the 8 a.m. train, with Lake Ontario or the St. Lawrence River in sight most of the way, is delightful, and Montreal is reached at 8 p.m. This train carries parlor-library-café car and Pullmans. The 3:30 and 10:15 p.m. (the business man's train), carry Pullman sleepers, the latter having four or more daily. If a trip thru the 1000 Islands is desired, Pullman sleeper on 10:15 p.m. train will take you to Kingston Wharf, where connection is made with R. and O. steamers for Montreal.

Secure tickets and make reservations at City Ticket Office, northwest corner King and Yonge-streets. Phone Main 4200.

### Many Are Traveling.

The weather is inducing many to take advantage of the boat trips and Yonge-street wharf shows no abatement in the summer traffic as yet. Large numbers are patronizing the Hamilton trips and the Macassa's decks are comfortably crowded on the 9 a.m. trip out of Toronto. The service gives Toronto people the benefit of a six hour stay in Hamilton, arriving home before eight p.m. This will be the last week that the return trips will be available as the fall time table goes into effect next week, leaving Toronto at 4:30 p.m. only.

### Snow in Colorado.

GRAND JUNCTION, Colo., Sept. 14.—Grain fields in the vicinity of Gunnison and Telluride are buried under a blanket of snow as a result of the heavy storms of yesterday.

## TWO DAYS' SHIRT SALE

End of Season's Lines  
Regular \$1.00 and \$1.50,  
Clearing, One Price

**50 CENTS**  
**Wreyford & Co.**  
85 King St. West  
Tel. M. 2611

## AT OSGOODE HALL

IN THE HIGH COURT.

### Announcements.

Long vacation is over. Motions set down for single court for Wednesday 15th inst., at 11 a.m.  
1. Carruth v. Port Arthur.  
2. McLeod v. Town of Aurora.  
3. Smith v. Allith Manufacturing Co.  
4. Re Pickard Estate.  
5. Rose v. Rose.  
6. Grant v. Thompson.  
7. Hadley v. Westman.  
8. Ellis v. Ellis.  
9. Cuthbert v. Herkimer.  
10. Allan v. Hammer Mill Paper Co.  
11. Tower v. Martin.  
12. Grimston v. Martin.  
13. Ontario Bank v. Toronto General Trusts Corporation.

### Master Chambers.

Before Cartwright, K.C., Master.  
Chelov v. Lowe, J. P. Crawford, for defendants, moved on consent for an order valuing his property and discharging the certificate of lien. Order made.

Scott v. Black-Treleven, for defendant, moved for an order dismissing action for want of prosecution. No one contra. Order dismissing action with costs.

Wade v. Robert Bell Engine and Thresher Co.—W. E. Middleton, K.C., for defendants, moved to strike out statement of claim as embarrassing. W. J. Boland, for plaintiffs, contra. Order that plaintiff amend statement of claim in ten days, and that defendants have eight days thereafter to plead their defence. Costs in the cause.

Proctor v. McVittie, and two other actions, L. E. Daney (Goderich), for defendant, moved for an order dismissing action for want of prosecution. F. Aylesworth, for plaintiffs, contra. Plaintiff undertaking to set cases down, and to go to trial at next sittings. Motions dismissed. Costs in the cause.

Humphrey v. Union Bank—H. W. Foster, for the bank, moved for directions as to the trial of a third party issue. H. J. Macdonald for plaintiff. Usual order made.

Toronto General Trusts Corporation v. McGrath—E. Boyd, for plaintiff, moved for judgment. No one contra. Judgment as prayed.

Re Toronto—H. Howitt, for defendant, moved for an order permitting service of a third party notice on W. R. Payne. Order as asked.

Webb v. R. R. Wadsworth, for plaintiff, moved for an order extending time for reply. C. A. Moss for defendant, contra. Costs in the cause.

Webb v. St. Marys and Western Ry. Co. (No. 1)—W. R. Wadsworth, for plaintiff, moved for an order to strike case off list at Hamilton sittings. C. A. Moss, for defendant, contra. Order made. Costs in the cause.

### Single Court.

Before MacMahon, J.  
Stock v. McPherson—A. E. Knox, for plaintiff, who charges fraud and misrepresentation on the sale of certain lands to him, moved ex parte for an injunction to restrain defendant from selling or otherwise disposing of the lands in question, or any part or share in some 7500 acres of land in the Province of Saskatchewan. Injunction granted as asked until 20th inst., with liberty to file and use further material on return of motion.

### LAURA SECORD MEMORIAL.

Editor World: All fair-minded citizens of the community at large will readily support the movement on foot to perpetuate the memory of the public servant of the Queen's branch of the Women's Institute and those of others in this direction are to be highly commended. The success and popularity of the same are shown in the public sanction which the movement enjoys throughout the Niagara Peninsula.

Even if the present available funds are increased to \$8000, they would fall miserably short of an amount sufficient to erect a monument worthy of the cause. Such a monument in the shadow of Brock's monument would be easily eclipsed by that magnificent shaft and would appeal neither to alien or native born.

On the other hand a memorial hall with tablet and library costing a like sum would be creditable in its appearance and suitable in its purpose. It seems to me, sir, that the spirit of usefulness and of self-sacrifice as exemplified in the heroic life of that noble woman would be perpetuated in a memorial hall, but not in a monument. Its library would encourage literary culture and its walls would give shelter to the present and future generations during functions of a social, a patriotic or perhaps international character.

Several suitable sites are available in old Queenston—in the very neighborhood where the deeds which made Laura Secord's name immortal were enacted. Then by all means let us have a memorial hall. Let the Veterans, the Ontario Historical Society, U. E. L. descendants and all other public spirited citizens unite in lending their support.

C. R. Kilkenny.

Queenston, Ont., Sept. 13, 1909.

### Michie's Cream Chocolate.

Assorted flavors, 30c. lb.

For sale only by

**MICHIE & CO. Ltd.**

7 King Street W.

## RAPID TRANSPORTATION CANADA'S GREAT NEED

Emphasized by President Hobson of C.M.A.—Relation of Capital to Labor Bodies.

HAMILTON, Sept. 14.—(Special.)—The point most elaborated to-day in President Hobson's address at the opening of the annual meeting of the Canadian Manufacturers' Association, was the necessity of the fullest and freest transportation for Canada in her competition with the United States.

He considered it the biggest problem before the Canadian public. The farmer's money kept the wheels of commerce and industry in motion. But they wanted to help him to profit by his geographical advantages, so that he could reach the great consuming markets by the shortest and cheapest route.

The superiority of the Hudson Bay and the St. Lawrence to the Mississippi route was pointed out. This St. Lawrence route, placed Canada in a position of supreme advantage. American interests were steadily at work in an almost superhuman effort to negate this advantage, by the construction of artificial waterways, for which \$10,000,000 has been voted by New York State. The point of peculiar significance to Canadians was the overwhelming advantage which would be Canada's if the Welland and St. Lawrence canals were deepened uniformly to 24 feet, or if 400 miles were cut off the route by the construction of the Georgian Bay Canal, providing a straight line waterway, stretching half-way across the continent, for removed from the attack of foreign fleets, and opening up a territory of untold wealth in minerals and timber.

President Hobson began with complimentary references to Hamilton, which stands third among Canadian cities in the amount of capital invested in manufacturing industries. Noting the revival in business, fault was found with the anti-dumping legislation. It was suggested that manufacturers would resort to "ways, subtle and devious, whereby these regulations can be evaded," when their interests require. The largest of these "ways" is the "strong representations" should be made to the government, and the labor situation included a consideration of the present coal strike. Owing to favorable business conditions, there had been a conspicuous absence of labor troubles. Employees, he believed, would not take advantage of such a situation to reduce wages.

"I believe," he said, "the attitude of every manufacturer here present when I say that in times of business adversity, we exhaust every other means of economy before attempting to economize on productive labor. But depression such as we have just passed through might well be regarded as a blessing in disguise, if only they would cause the artisan to realize that the manufacturer is, after all, his friend and his ally, rather than his natural enemy, as the agitator would have him believe," he said.

During 1908, disputes with 26,222 employees involved, loss of time of 798,194 working days, which at \$1.35 a day, meant a loss to the working population of \$1,069,000. Canada was too young and too badly in need of money and labor to bear such a burden.

### Up to the Government.

The Industrial Disputes Investigation Act he regarded as only an old friend under a new name—conciliation in the guise of compulsory investigation. The government should go further if really sincere in the desire to prevent strikes, and "enact legislation that would free the minds and inflame the passions of our working people to such an extent that they might be tempted to do things which no trouble and no grievance exist."

The Glace Bay strike was such an instance of unwarlike conduct, he said. A contract had been entered into by the company and its employees. If in some few cases it operated unfairly against the men, it was "all the more to their credit that they showed themselves both willing and anxious to carry out their obligations."

"The high standard of business morality here displayed would, I am happy to believe, be characteristic of the Canadian people, if only they could be protected against the alien mischief maker," said the address. "But this gentleman recognizes the fact of his drawing his salary for promoting trouble; he knows that when he ceases to make trouble his occupation is at an end. The incentive therefore is ever present to him to arouse the laborer to the point of striking, regardless of the means that may have to be adopted or of the consequences that may ensue."

"I ask you as Canadian citizens are we to stand idly by and watch the multiplication of such abuses. In the name of Canadian industry and Canadian labor, I say it is time we called a halt."

The policy of the government with respect to "undesirable aliens" generally was approved.

### The U. S. Tariff.

"It is useless to try to explain away the action of the senate," said the president, referring to the new United States tariff law, "by describing it as a violation of the trust placed in it by the electors. Senators, as well as other politicians, have a faculty of keeping their ear to the ground, and their decisions are usually a fairly accurate index of public opinion."

The new tariff gave no evidence of a desire to cultivate closer trade relations with Canada, he believed. For years Canada had been under the influence of manufactured goods to the States, but the farmer had found a profitable market there. But if the apparent intention was realized, the maximum tariff put into effect, the farmer will be left dependent on the home and impeded in his trade.

The new imperialism was favorably, but briefly considered, and the president's concluding remarks dealt with the practical question of encouragement of technical and industrial education, the taxing of insurance companies with unlicensed companies, the establishment of a permanent tariff commission, the inauguration of a "made in Canada" campaign were among the matters touched upon. President Hobson also recommended the creation of a board of directors for the association of six to ten members.

## EATON'S DAILY STORE NEWS

### Interesting Fall Opening in the Hand Bag Section

THURSDAY the section will be in dress parade, showing the new Autumn styles—Bags from England, Germany and France, as well as America, not only a splendid assortment, but indicating many new style tendencies.

German and Sterling Silver Bags are quite prominent, while many beautiful shades in fancy dress and misses' bags are shown. In this regard we paid particular attention to procure correct shades to match the new Fall costumes, newest in these being wisteria, old rose, elephant, mauve, grey, taupe, with black, green and tan always in strong demand.

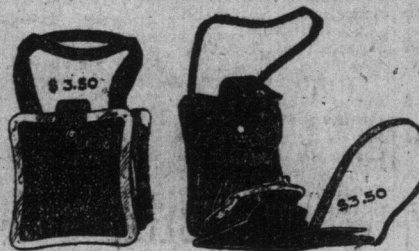
Beaded Chain Bags claim attention, their exquisite appearance recommending them to general favor.

Large Carriage Bags are fashionable, these in real seal, walrus, sea lion, their solid goodness and extreme usefulness earning for them well-deserved popularity.

### Some Examples From Our Large Stock



Extra Large Dress Bag, 8-inch frame, 9-inch deep, broken bottom, green fancy calf leather, lined with silk moire, leather-covered rivetted frame, gilt catch, extra outside pocket running full length of bag; two large inner pockets double-strap handles, gilt trimmings. Each ..... 10.00



Large Carriage Bags, genuine seal, 11-inch frame, 7-inch deep, leather-covered rivetted frame with metal corners, heavy strong seal handle, round bottom, leather lined, with large change purse. Each ..... 5.00

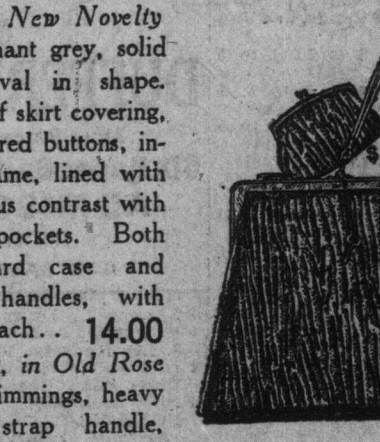
Real Seal Bag, 10-inch long, 8-inch deep. Splendid carriage bag, for shopping. Leather-covered rivetted frame, protected corners; double-strap handles, securely fastened; specially attractive with gilt trimmings. Each ..... 6.00

A Genuine English Seal Bag, 8 inches long. Has double-strap handles, rivetted leather-covered frame, leather lined, with change purse of real seal. Extra good value. Each ..... 3.00

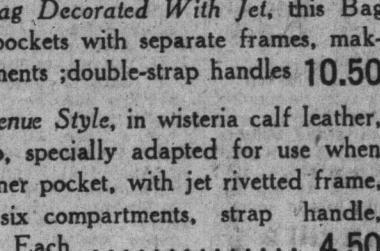
Large Walrus Carriage Bag, splendid size for shopping or traveling, has two patented locks to keep bag from opening, in tan with gilt trimmings, lined with saffron leather, has change purse. A very stylish bag, with broken bottom. Each ..... 16.50

Another style in Brown Leather, has two fittings, card case and purse. Each ..... 16.00

German Silver Mesh Bags, in gun-metal and bright silver finish. From ..... 1.00 to 10.00



A Very Unusual Dress Bag, made by one of the most exclusive leather goods makers; body, gussets, and bottom of finest quality real seal, extra heavy stamped gilt metal frame, set with topaz and sapphires, strap handles, beautiful moire silk lining, brown only. Each ..... 18.00



Old Rose Bag Decorated With Jet, this Bag has two inside pockets with separate frames, making five compartments; double-strap handles 10.50

A Pretty Avenue Style, in wisteria calf leather, with double flap, specially adapted for use when calling; large inner pocket, with jet rivetted frame. Has altogether six compartments, strap handle, gilt trimmings. Each ..... 4.50

Large size, with heavy frame, flowered pattern, large links, drooping style with beaded bottom, long chain handle. Each ..... 3.00

Another style—gun-metal finish, with heavy frame, fine mesh links, extra large size, drooping effect, giving a smart appearance. Each ..... 10.00

An Assortment of Sterling Silver Mesh Bags, with most beautiful appearance. Prices are \$17.50, \$20.50, \$23.50 and \$32.

Beaded Bags, showing comprises a nice line of these goods from \$1 to \$14. White and steel, black and steel, and gold and steel, moire lined, with chain handles. A neat, dressy bag. Each ..... 1.00

Another pretty Bag, various colors in mauve, white and gold, also blue, white and gold, chamois lined, with chain handle. Each ..... 3.50

In mauve and white and black and steel, and different colors, chamois lined, with chain handles. Each ..... 5.00

Many other beautiful lines in handsome flowered effects, of combination colors. These bags come from Paris and are very fashionable in that city.

—MAIN FLOOR—YONGE STREET.

**Mrs. Beeton's Book on Household Management, 48c.**

**THE T. EATON CO LIMITED CANADA**

**EATON Cabinet Sewing Machine, Now \$22.00**

**TORONTO**

who could do work on short notice, which cannot now be conveniently handled by the executive council of 160. This could not be acted upon until next year.

### DEFENCE PROBLEM UPSET HIM

Caused Mental Distraction of Former British M. P.

VANCOUVER, B.C., Sept. 14.—(Special.)—J. Muir Wilson, former Conservative member in the British parliament for the Attercliffe division of Sheffield, who became suddenly insane yesterday morning, will be conveyed east by special car in care of Major Harris, his agent, and two guards, en route to England.

Wilson is a very wealthy man. He differed with his party on the tariff question and the defeated in the general election, polled a heavy vote. When a by-election came along, his party nominated another. Wilson used his influence for the election of the Socialist candidate.

His health broke down and he was taking a trip around the world. The excitement over imperial defence seemed to affect him greatly.

He had but recently returned from the Yukon and on the way had lost all his trunks save one containing the few articles of personal property. He is now in a hospital here.

Santos Dumont has a new aeroplane speed record of 55.8 miles an hour. Thrashing returns from the Brandon district are considerably better than was anticipated earlier in the season, and many crops are running from 20 to 25 bushels to the acre, where from 18 to 20 only was expected.

Mr. Lobb's action of arranging for the return of the body of the late Mr. Kerr to the United Kingdom, has been a very successful one. The body was returned to the United Kingdom, and the funeral was held in London.

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