

PARENTS FIGHT FOR HEIRESS

Child of Eight Years Kidnapped by Father and Mother in Succession.

Melbourne, June 24.—The romance of the young actress who has been kidnapped several times by each of her parents in turn is carried a step further.

The little heiress is Miss Muriel Dorothy Knipe. She is 8 years old, and when she comes of age she will inherit \$250,000 and an interest in the wholesale grocery business of the late James Service, who was treasurer and promoter of Victoria for many years.

The child's parents are separated, and for several years they have been contending for the possession of their daughter. First she was kidnapped by one, and then by the other. She has made four journeys between England and Australia, and the latest information is that she is now in Vancouver with her father, who kidnapped her in London on Jan. 23 last.

Mr. and Mrs. Knipe and their daughter went to London in December, 1904, but disagreements arose there, and in the following month Mr. Knipe disappeared with the child. Mrs. Knipe remained in England almost a year, searching for them, and she took proceedings in the high court to regain possession of her daughter. Before a decision could be reached Mr. Knipe sailed for Melbourne with the child.

Mrs. Knipe followed, and it was then agreed that she should have possession of the child as long as she remained in Melbourne. This situation continued for some time, and in October last Mrs. Knipe left Melbourne suddenly with the child, and without letting her husband know where she was going. She declares that she brought the child to England to be educated.

Muriel was sent to school at Worthing and Mrs. Knipe took apartments across the road from the school so that she could watch her daughter coming and going. On Jan. 2 last, however, Mr. Knipe, who had followed from Melbourne, drove up in a motor car as the child was leaving the school, seized her and drove off.

Mr. Knipe and Muriel arrived in Melbourne on March 5 last, and Mrs. Knipe followed on April 4. Mr. Knipe and Muriel fled to Sydney and Brisbane, followed by Mrs. Knipe, who began legal proceedings against her husband.

Before any papers could be served, however, Mr. Knipe and Muriel disappeared, and Mrs. Knipe has since learned that they left for Vancouver on April 12. The Victorian police authorities have asked the assistance of the Vancouver authorities, but so far there is no record of Mr. Knipe and his daughter having been caught.

THE SULTAN'S DILEMMA

Is Trouble to Leave Fez and is in Peril if He Remains.

Tangier, June 24.—The rumors that Mulai-el-Hafid, the viceroy of Marrakesh and half-brother of the Sultan, has taken up arms, are quite false. He has not risen against the authority of Abd-el-Aziz; he has even maintained reasonable order in the southern capital.

But it is significant that a message has been sent to the heads of some of the most important clans in the south summoning them to meet as soon as harvest operations are over, and to decide upon a plan of campaign "to save the country from the infidel." If this movement assumes the proportions that are expected Mulai-el-Hafid may find himself forced to take a place at the head of it.

The Sultan knows all about these developments, and is making a strenuous effort to leave Fez. He has applied to the French Government for a loan in order that he may pay his way, and move at least as far as Rabat. His waziers, for reasons that can only be surmised, are doing their best to persuade him to stay where he is.

LIVER ILLS

BOWELS ARE CONSTIPATED, KIDNEYS ARE UNHEALTHY, CONSTANT HEADACHES.

Nothing makes you feel worse than slow liver. Seems as if every organ in the body had gone wrong.

What the liver needs is the stimulation afforded by Dr. Hamilton's Pills: they go right to work on a lazy liver—restore it in a few hours.

Taken at night, you'll feel next morning that's how Dr. Hamilton's act.

Had Bad Taste and Headaches. Thus writes Mrs. D. F. Fowler, from Yarmouth: "I used to feel drowsy and heavy, my color was sallow, and there was usually a bad taste in my mouth. I had vague pains all through my limbs, and an annoying headache as well."

After one dose of Dr. Hamilton's Pills there was a sudden change. I felt better, my appetite increased, and that exhaustion and depression gradually left me. Life seemed brighter and happier after I used Dr. Hamilton's Pills. I strongly recommend such good medicine."

No Appetite—Bad Color—General Debility.

"I was run down," writes Mr. Albert E. Dixon, of Fairhaven P. O. "My color was dull and my appetite was poor, and I constantly suffered from indigestion."

"I found it hard to sleep and felt worn out and tired all the time. Dr. Hamilton's Pills made an instant change. I grew strong, my blood was restored, rheumatism vanished. Today I am vigorous, cheery and healthy in every respect."

SPECIAL NOTICE.—The secret of the wonderful success of Dr. Hamilton's Pills is due to their ability to improve the tone of the kidneys, liver, stomach and bowels, thereby assuring an ample supply of rich, nourishing blood, which circulates its strengthening influence to every part of the system that requires assistance.

Take Dr. Hamilton's Pills when you're well, when you're sick, when you're weak, when you're old, when you're young. Sold everywhere in yellow boxes, 25 cents each, or five for \$1. Insist on having only Dr. Hamilton's Pills of Mandrake and Butternut.

Some say they are in league with the southern malcontents. Unless a loan is forthcoming it will be impossible for the Sultan to move, because he can neither pay his soldiers nor bribe the powerful tribes, through whose territory he must pass to all free passage. If his waziers prevail, and he stays where he is, the great meeting of the tribes, which is timed to take place about the first week in July, will probably decide against him, and the situation will be perhaps the most serious that has arisen in recent years.

Whatever move the Sultan is about to make, he must start before the harvest is over, because very many of the loyal tribes are wavering in their allegiance. If Abd-el-Aziz can gather the men and the money to go south at once he may save the situation; if he should delay, the loyalty of his half-brother may be strained to snapping point.

THE AUTOS SKIM OVER DESERT

Pekin-Paris Race Through the Gobi Is Rapid but Lonely.

London, June 23.—Telegraphing from Uddé, a solitary office beside the heat of the Gobi Desert, a newspaper correspondent, who is taking part in the Pekin-Paris automobile race, records his journey to that place from Ping-pong, sometimes at the rate of 80 miles an hour, over ground as level as a billiard table. Herds of gazelles and antelopes fed terrified at the appearance of the car.

Mongolian horsemen again tried to overtake the automobilists and made signs of astonishment at their inability to do so. After three hours the car in which the correspondent was riding entered the arid plains of Gobi. The track became difficult and the heat most oppressive. Two hours later the car entered the vast solitudes of the desert. The correspondent says:

"The torrid atmosphere seemed to burn our faces. Sand dunes and patches of stony ground compelled us to proceed cautiously and this increased our sufferings caused by the heat, but we encountered no serious difficulties. The road undulated over small, easy hills of herbaceous burned by the sun, or dipped into valleys which, must at one time have been salt lakes, as the residue of the evaporated water still whitens the ground. We passed numerous caravans at rest as they only travel at night. Their tracks were marked by the bones of camels."

"At the entrance of the desert are many strange heaps of stones covered with the skulls of oxen. These are Mongolian 'obos,' primitive orders to which the caravans resort for prayer before committing themselves to the risks of the desert journey. From afar, these 'obos,' perched on hillocks, look like men. We thought we should find crowds of human beings, but soon, as we got near, the feeling of loneliness was rendered all the more intense by the deception."

A COURTEOUS SHARK

Paris, June 23.—An American, described by the Liberte as M. William Mussechy, is mourning the disappearance of a pocketbook, which he says contained 10,000 francs in checks and bank notes. The police have not found any clue to its present whereabouts, nor to the actual domicile of the seemingly kindly disposed individual, who, on Thursday evening, offered Mr. Mussechy the shelter of his umbrella during a shower.

M. Mussechy was caught in a shower while walking through the Rue Saint Antoine, and took refuge in a doorway, where he vainly waited for a cab. He was in a great hurry to get back to his hotel, and a man, who was also in the doorway, noted his impatience.

Would monsieur, who seemed to be pressed for time, do him the honor to accept the shelter of his umbrella? Monsieur accepted with thanks, and the two started for the Hotel du Louvre. Then they began to talk about themselves. The American informed the seeming Good Samaritan that he was in Europe in connection with certain automobile business, and incidentally that he had 40,000 francs with him. On arriving at the hotel M. Mussechy, impressed by what he believed to be the kindness of his new acquaintance, exchanged cards, as well as good wishes, and then the man, whose card read, "Auguste Boisson, representative, 27 Rue Saint Jacques," took his departure.

On reaching his room Mr. Mussechy discovered the loss of his pocketbook. He went to the commissary, and the preliminary investigation which followed revealed the fact that no such person as "Auguste Boisson" was known at 27 Rue Saint Jacques.

The first milestone out of the City of London on the Great Eastern road to Colchester is to be found in the taproom of a beerhouse in the Whitechapel road. Probably the house was built over the stone.

The London death rate is now nearly 30 per cent lower than it was at the coming into operation of the public health act in 1891. In that year the death rate was 17.1; in 1905 it was 15.1 a thousand.

BROOKLYN BRIDGE IS FALLING DOWN

Will Collapse Through Steel and Metal Rotting by Electrolysis.

New York, June 23.—Now comes Prof. Sabin, head of the chemistry department of the University of Vermont, who adds to the troubles of Brooklynites the fear that the bridges over which they travel daily to and from their work in Manhattan may fall.

Prof. Sabin has warned the bridge engineers that if some measure is not taken to insulate the Williamsburg and Brooklyn spans they will rot.

Ever since the Williamsburg bridge was completed leaking currents of electricity sent out by the great Edison Company's plant on Pearl street, in Brooklyn, have traveled to this city by way of the Brooklyn bridge, thence up the Bowery and back to Brooklyn by way of the Williamsburg bridge.

Only lately has it been realized that a vast amount of wasted current has been making this loop of the East River and rotting and corroding steel and metal in its course. The "juice," as it is called, leaks from the trolley wires in Brooklyn, from the great Pearl street distributing plant, from the third rails that cross the bridge, and the supply current to the Brooklyn rapid transit elevated and surface lines and from the subway in this city.

Paint of No Service. Prof. Sabin, who is an expert on electrolysis, declares that the colored paint with which the metal has been coated is not only of no service, whatever, but an added menace, because it prevents a proper investigation of just how far gone the metal is.

Under its opaque surface cables and framework of steel decay to an alarming extent before any knowledge is obtainable of their insecure condition, he says.

Engineers have figured that 40 per cent of the water that comes to this city is wasted through leaky mains that have been corroded through the action of electric current, and now it is said the same dangerous conditions are obtaining on the great East River spans. The nuts and bolts are noticeably suffering most. The cables and stanchions are also affected. Wherever moisture gathers on the metal the vagrant currents of electricity attack it.

To prevent this sort of corrosion from ruining the great bridge structures, millions of dollars may have to be spent.

The menace to the two bridges is said to be so great now that Bridge Commissioner Stevenson will be urged to make a thorough investigation. This will be no small task, and it may prove that the traction and lightning companies are woefully negligent in not using a proper insulation to prevent waste.

COBALT NEWS

Mr. A. J. Soucy, after a stay of six weeks at the mines of the Boston Cobalt Mining Company, has returned to Boston. No. 2 mine in Buckle Township has just finished a new camp. Two shafts are being sunk, and have now reached a depth of 50 feet, and one shaft shows more than 50 per cent of copper. Indications are for a very rich showing. The other shaft is sunk on two calcite veins. The company intend to sink to a depth of 80 feet, giving a total depth of over 100 feet, then to drift. A splendid body of cobalt and silver has been encountered on mine No. 2, and from the surface showings the company expect to open up large bodies of silver ore. Mr. Thomas, formerly of the Derry mine, has been placed in charge of the Boston-Cobalt property to succeed Mr. John Young, who has left Cobalt for British Columbia, where he has large mining interests.

In a circular issued to stockholders the management of the Cobalt Central Mines Company says that development work has now reached an advanced stage. The shaft on the Big Pete vein is down about 10 feet. The No. 1 drift has reached a distance of about 135 feet. Another drift has been started at the 115-foot level, and is now in for considerable distance. In all of these workings the ore is of uniform value, indicating that the ore is of a permanent formation, and may be mined to a considerable depth. Outside development has been considerably retarded by the severe winter weather, but from now on the opening up of territory new territory will be vigorously undertaken, in order that the numerous veins showing upon the surface may be developed as quickly as possible. A very large tonnage of ore has been opened up during the winter months, upon which no stopping has as yet been done. The company's concentrating plant is now in course of construction, and Manager Elmer reports that it will be in full operation by the early part of August.

The Webber engine, for the Nancy Helen, weighing twelve tons, has arrived, and is being got up the incline on an improvised tramway. Small rails have been laid, and the engine on a truck is being hoisted up. A lot of trenching has been done on the property and considerable ore is secured. Regular shipments will soon start here.

EXIT THE ANNOUNCER

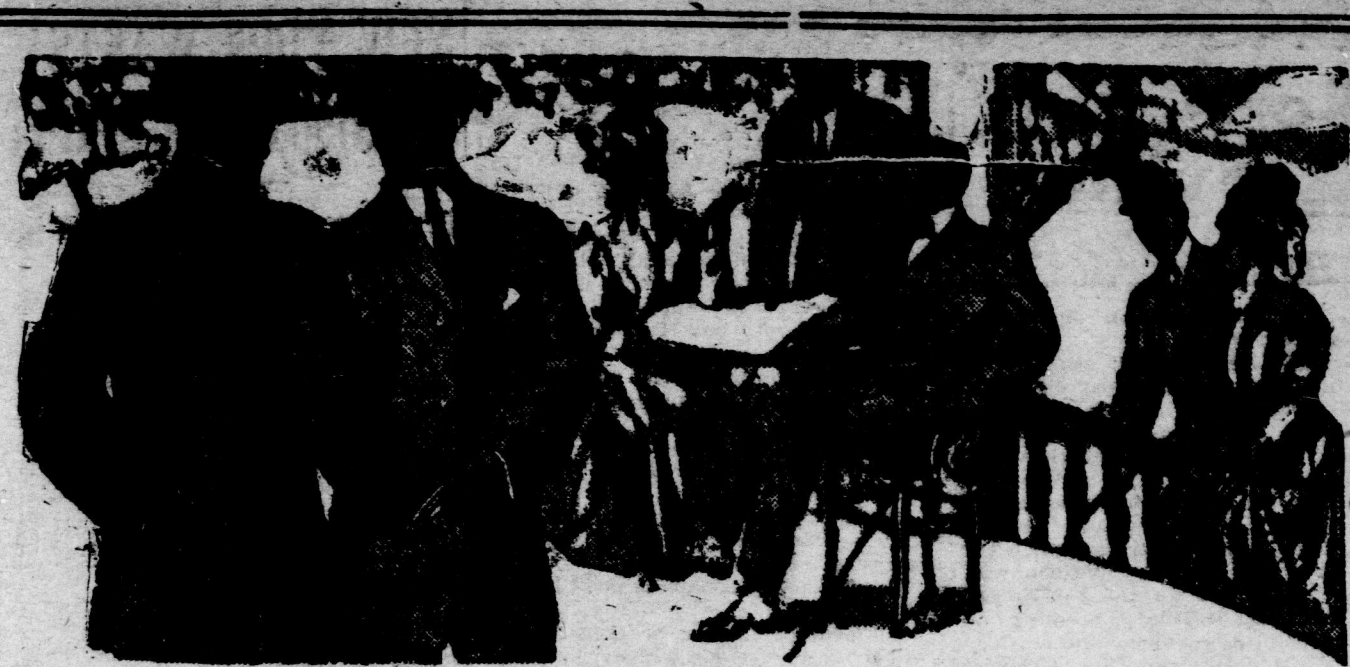
Electricity To Take the Place of the Familiar Official.

New York, June 23.—The train announcer's job is in jeopardy. When you have finished your next visit to New York and the time for your departure arrives, if it happens that you are to leave from the Grand Central station, you will have no one to berate if you miss the train.

If you are to take the 4:17, at 4:10 you may begin to look peevishly around for the man to remind you, but a familiar form, a very face, will be missing. You will have the reminder just the same. It will steal upon you, you know not whence, in the sonorous tones of old, but with a peculiarly penetrating voice and pellucid difference, and if you don't hear and understand it will be because you are either deaf or dense.

Today a telephonograph was installed at the Grand Central, and hereafter an ordinary two-lung power official with a well-modulated voice and classic accent will speak into an electrical apparatus which will transmit simultaneously to every nook and corner of the waiting-rooms, barber shop and restaurants, in a loud, clear tone, the information that the "Buffalo flyer" is ready for passengers on track 8.

More than a hundred receivers can be worked from one transmitter, and a revolution in hotel, railway station and theater announcing methods is prophesied.



Hot Weather Clothes

An aggregation of Hot-Weather Clothing that has never been equaled in this country. Styles that are newer than any ever shown in this city. Values that no other firm can ever hope to give you. Workmanship that is without doubt the most perfect we've ever seen. All fabrics used in the manufacture of our clothing is guaranteed shrunk. We can safely tell you that the suit you buy will keep its shape till you are ready to set it aside after two seasons' wear.

Men's Two-Piece Summer Suits

The variety of colorings and diversity of patterns shown in our Goodwood models is the greatest yet. Homespuns, Cheviots, Tropical Worsteds, English Flannels and Serges. Made in men's and young men's sizes; short, stout men's sizes, and tall, stout men's sizes. No matter what your shape in body and pocketbook we can fit you.

Suits \$4.95, \$6.95, \$8.50, \$10 to \$20

Men's Outing Pants

An excellent showing of MEN'S SUMMER PANTS, cuff bottoms, belt loops, in the loose-fitting style. Made from tropical Worsteds in oyster grays with neat stripes of lighter tones. Good value at \$8. Special at.....

\$5.50

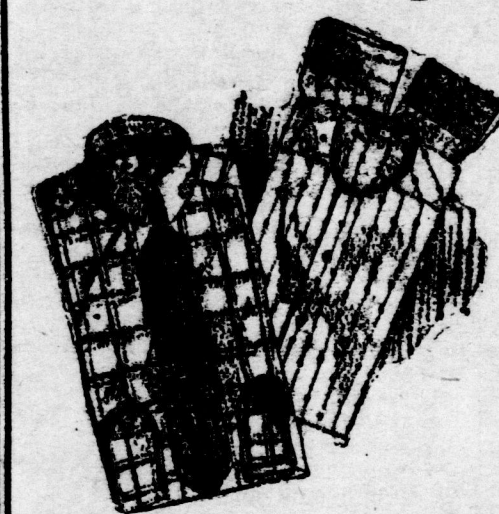
Let Your Straw Hat Come From Grafton's

Our showing of Men's Straw Hats, in Splits, Milan and Sennit Braids, is very large. Every known style is represented in our stock. These goods are bought right, consequently you get the benefit.

HATS worth \$1.00 for.....50c HATS worth \$1.50 for.....\$1.00
HATS worth \$2.00 for.....\$1.50 HATS worth \$2.50 for.....\$2.00

Milan Soft Straws in large shapes and easy-fitting bands.

Special 50c to \$3.00



Soft Front and Outing Shirts

Men's High-Grade Outing Shirts, with and without collar, nobby patterns, new colorings and fast colors.

Special 50c to \$1.50

GRAFTON AND COMPANY LIMITED

DUNDAS AND CARLING STREETS.

J. M. HICKEY, MANAGER.

Perrin's Biscuits

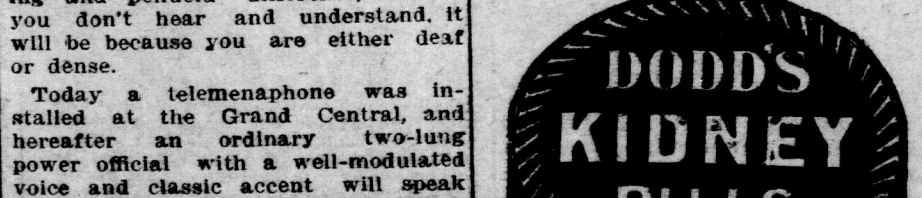
TEA—You'll enjoy every second of your acquaintance with this hard, crisp, slightly sweet biscuit. One of our most popular varieties—just eat a few and you'll see the reason why.

Ask for it by name—"Perrin's Tea."

Your grocer will fill your order.



London's new contralto, Marie Stuart, who has pleased all the critics, is six feet two inches in height and is called "the tallest lady singer in the world."



More than a hundred receivers can be worked from one transmitter, and a revolution in hotel, railway station and theater announcing methods is prophesied.

CANADIAN PACIFIC

SINGLE FARE

For return tickets between all stations in Canada, east of Port Arthur, and to Detroit and Buffalo, for

DOMINION DAY JULY 1

Tickets good going Friday, Saturday, Sunday and Monday, June 28, 29, 30 and July 1. Return limit Tues., July 2.

HOMESEEKERS'

Low rate excursions to Northwest leave Toronto July 2, 16, 30, Aug. 13, 27, Sept. 10 and 24. Tickets good for 60 days.

NEW DIRECT LINE TO MUSHKOKA LAKE

Passenger Service Started June 22.

Full information from W. FULTON, G. and T. A., corner Dundas and Richmond London. O. B. FOSTER, D.P.A., Toronto.

WABASH

NATIONAL EDUCATIONAL ASSOCIATION CONVENTION

Los Angeles, Cal., July 8 to 12

Tickets on sale June 21 to July 4, inclusive. Final return limit, Sept. 15, 1907. Good via all direct lines, and good to stop over west of Chicago or St. Louis. Round trip rate from St. Thomas, \$71.95; valid from June 21 to July 4, 1907. For full particulars see nearest ticket agent or address J. A. RICHARDSON, D.P.A., northeast corner King and Yonge streets, Toronto, and St. Thomas.

GRAND TRUNK RAILWAY SYSTEM

SINGLE FARE FOR Dominion Day

Between all stations on the Grand Trunk Railway System in Canada.

Tickets good going June 28, 29, 30, and July 1, 1907. Valid returning from destination on or before Tuesday, July 2nd.

For further particulars, tickets, etc., call on E. de la Hooke, City Passenger and Ticket Agent; E. Ruse, Depot Agent, or write to J. D. McDonald, Union Depot, Toronto, Ont.

1000 Islands Montreal, Quebec and Saguenay River

TORONTO-MONTREAL LINE 3:00 p.m.—Steamers leave Toronto from June 1 daily, except Sunday, for Charlotte (Rochester), Thousand Islands and Montreal.

HAMILTON-MONTREAL LINE 6:30 p.m.—Leave Toronto, Tuesday, Thursday and Saturdays, for Bay of Quinte, Kingston, Brockville, Montreal and intermediate ports.

For tickets and berth reservations apply to E. DE LA HOOKE, C. T. A., G. T. R., 1000 Islands, Montreal, or R. E. RUSE, D. P. A., G. T. R., 1000 Islands, Montreal, or J. A. RICHARDSON, D. P. A., G. T. R., 1000 Islands, Montreal.

PERE MARQUETTE PORT STANLEY AND RETURN

30c Every Day Summer service commences June 24. Six trains each way daily, except Sunday.

H. F. Moeller, G. P. A., Detroit, Mich. J. W. Kearns, T. P. A., London, Ont.

Southwestern Traction Co.

Hourly Electric Service Between London and St. Thomas.

The first car will leave London at 6 a. m.; St. Thomas at 7 a. m.

The last car will leave London at 9 p. m.; St. Thomas at 11 p. m. On Saturdays additional cars will leave London at 11 p. m. and 11 p. m.; St. Thomas at 12 p. m.

INTERCOLONIAL RAILWAY

Ocean Limited

CANADA'S PREMIER TRAIN BETWEEN

Montreal, Levis, for Quebec and Halifax, with connection for Prince Edward Island.

First Trip From Montreal 30. Secure folder and despatch matter at Toronto Ticket Office, 51 King Street, East.

Ocean Steamship Tickets

White Star Line—New York-Queenstown-Liverpool, New York-Plymouth-Cherbourg, Southampton, New York and Boston-Mediterranean.

Lyons Line—Boston-Liverpool.

American Line—New York-Plymouth-Cherbourg, Southampton, Philadelphia, New York and Boston.

Domestic Line—New York-Dover-Antwerp.

Ball's Line—New York-Dover-Antwerp.

For rates, book of tours, etc., Henderson Brothers, N. Y., or F. B. Clarke, 415 Richmond Street, E., Toronto.

LOCAL AGENTS.