

JOHN CATTO & SON

Feather Pillows And Down Cushions

In large variety of Bed and Sofa covers also special knock-out quality for summer homes. Best quality, always in stock, at the very lowest prices.

Pillow Shams

30 x 30-inch Hemstitched and Drawn work Pure Linen Shams, assorted patterns.

Regularly \$2.00, \$2.25, \$2.50, \$3.00. Clearing, \$1.50 per pair.

Tea Cloths

Hemstitched Damask Tea Cloths, in splendid range of pretty patterns for all kinds of emergency use, etc.

36 x 36, \$1.00, \$1.25, \$1.50, \$1.75, \$2.00, \$2.25, \$2.50, \$2.75, \$3.00.

All very special at above prices.

Tapestry Covers

Choice range of Tapestry Table Covers from 1 yard square to 2 x 3 yards. All being cleared out at very exceptional prices.

Embroidered Pillow Cases

H. S. Linen, 24 x 36-inch Irish Linen Embroidered, H. S. Pillow Cases, beautifully hand-worked and very special at \$2.50.

Regularly \$2.50 and \$3.00.

Table Napkins

25 and 36-inch Irish and Scotch linen in Linen Damask Table Napkins, very choice patterns (slightly counter-rolled). Regularly \$3.00, \$3.25, \$3.50.

Clearing at \$2.50 dozen.

MAIL ORDERS CAREFULLY FILLED.

JOHN CATTO & SON

68 TO 71 KING-STREET EAST, TORONTO.

DOCK STRIKERS REFUSE TERMS

Meeting Attended by 30,000 Men Declares With One Voice Against Resuming Work.

LONDON, July 28.—(Can. Press.)—Altho the strike committee has declared the strike of the dock workers at an end and has ordered the men to return to work at once, it is by no means certain that a settlement has been reached. Thirty thousand angry dock workers held a mass meeting in South-west London to-day and unanimously rejected the manifesto issued by the committee respecting resumption of work.

Expressing that their leaders had betrayed them into unconditional surrender, the men adopted a resolution not to resume work until they had consulted their unions.

Arctic Explorer Long Lost, Found

Captain Mikelsen, Who Started to Cross Greenland in 1909, Back to Civilization.

COPENHAGEN, July 27.—Captain Elmer Mikelsen, the Danish Arctic explorer, with the engineer Sverren accompanying him, both of whom started during the summer of 1910 to cross Greenland, have arrived at Alesund.

Captain Mikelsen and Sverren formed part of an expedition which was organized in 1909 to discover the depot left by Mylius Erichsen, who, with two companions, perished in Greenland in the previous year. On the completion of their original object the two men returned to Copenhagen.

Captain Mikelsen and his companion reached Denmark Friday on May 20, 1910, where they found records left by Erichsen. They began their return journey nine days later and encountered terrible hardships.

GALT CALLS REV. K. J. McDONALD

GALT, July 28.—At a meeting of the congregation of the First Presbyterian Church held this afternoon to make the choice of a minister, Rev. K. J. McDonald, B.D., assistant pastor of Cooke's Church, Toronto, was chosen to become the pastor of the local church. The congregation has every hope of Rev. Mr. McDonald accepting the call.

SMOKE CLUBB'S No. 1 EGYPTIAN "Blue Box"

The Cigarette that has the flavor of the best twenty-five cent imported brands.

Ten in a Box - 15c Fifty in a Box - 75c

A. Clubb & Sons TORONTO

THE WEATHER

OBSERVATORY, TORONTO, July 28.—(8 p.m.) A few scattered thunderstorms have occurred to-day in Ontario but otherwise fair weather has prevailed throughout Canada, and it has been moderately warm in all districts.

Minimum and maximum temperatures: Vancouver, 53-76; Kamloops, 52-74; Edmonton, 50-74; Battleford, 52-74; Prince Rupert, 48-72; Calgary, 47-70; Moose Jaw, 46-72; Regina, 46-72; Winnipeg, 55-78; Port Arthur, 56-79; Sault Ste. Marie, 58-80; Toronto, 58-82; Kingston, 58-78; Montreal, 58-82; Quebec, 52-75; Halifax, 50-74.

Lower Lakes and Georgian Bay.—Moderate southwesterly winds, mostly fair and warm, but some local thunderstorms.

Ottawa Valley and Upper St. Lawrence.—Moderate southwesterly winds, mostly fair and warm, but some local thunderstorms.

Maritime.—Moderate westerly and southwesterly winds; fair and moderately warm.

Superior.—Moderate westerly winds; fair, much the same temperature.

Manitoba.—Fair and warm.

Saskatchewan and Alberta.—Partly fair, but some local showers or thunderstorms.

THE BAROMETER.

Time. Ther. Bar. Wind. 8 a.m. 79 29.55 9 W. Noon. 78 29.47 14 W. 4 p.m. 76 29.38 12 W. 8 p.m. 75 29.30 12 W.

Difference from average, 2 above; highest, 82; lowest, 58.

STEAMSHIP ARRIVALS.

July 27. At From Manchester Trader, Montreal. Manchester. Glenahed, Montreal. Dublin. Virginian, Montreal. Liverpool. Sicilian, Montreal. London. Megantic, Quebec. Liverpool. Pallanza, Quebec. Hamburg. Arcan, Quebec. Glasgow. Columbia, New York. Glasgow. Philadelphia, New York. Southampton. Caronia, New York. Liverpool. Dominion, New York. Liverpool. Cameroun, New York. Liverpool. Montreal. Mottville, New York. Montreal. Monmouth, New York. Montreal. New York, New York. Montreal. Carpathia, New York. Montreal. Mauretania, New York. Montreal.

BIRTHS.

GOODERHAM.—At 140 St. George-street, on Sunday, July 28, 1912, to the wife of Mr. Ross Gooderham, a daughter.

HOWARTH.—On Sunday, July 28, to Mr. and Mrs. William Howarth, 28 Maitland-street, a son.

DEATHS.

BEAUMONT.—On Saturday, July 27, accidentally drowned in Lake Muskoka, Frank, beloved son of Mr. and Mrs. J. J. Beaumont, of Airport Farm, Bracebridge, Ont.

BEAUMONT.—On Saturday, July 27, accidentally drowned in Lake Muskoka, Jack, aged 8 years, only and beloved son of George and Minnie Beaumont, grandson of J. J. Beaumont, Bracebridge, and of Mrs. M. E. Coles, Toronto.

EDDOWES.—At Toronto, on July 27, 1912, George Eddowes, aged 61 years.

Funeral will take place from his late residence, 386 Gerrard-street east, Tuesday, July 30, at 2:30 p.m., to St. James' Cemetery, Norway.

PERCIVAL.—On Friday, July 26, 1912, at the residence of her sons, 21 Dinglewall-avenue, Emily Kellow, widow of the late William P. Percival, of Essex, England.

Funerals from the above address on Monday, the 28th inst., at 2:30 p.m., to St. James' Cemetery.

WALTON.—On Saturday, July 27, 1912, John Walton, in his 77th year.

Funeral on Monday at 2 p.m. from the residence of William E. Gooderham, Wexford, Interment at St. Andrew's Cemetery, Scarborough.

Small Cyclone In Morden, Sask.

Demolished Curling Rink and Unroofed Other Buildings—No Loss of Life Reported.

MORDEN, Sask., July 28.—(Can. Press.)—The most destructive wind and hailstorm ever witnessed in this district took place here yesterday evening between 6:30 and 7 o'clock. As part of the result of the work of the wind at that time the Morden Curling rink is missing its roof and the Arlington Hotel is short its back verandah and kitchen steps. J. S. Black's residence, the Canadian Pacific Railway freight sheds, the Ogilvie elevator and a number of other buildings, have had numerous parts torn off and box cars were shifted from the tracks.

Reports from the country indicate that many stables and small frame buildings have either been destroyed or moved by the storm. No loss of life is as yet reported.

TO RELIEVE GRAIN TIE-UP

Cheap Rates to Duluth Are Again Being Sought.

OTTAWA, July 28.—(Special.)—It is understood that the government will at an early date make application to the United States Interstate Commerce Commission for a renewal of the rate on grain from Winnipeg to Duluth, which Hon. Geo. E. Foster secured last winter.

This rate is the same as is charged on Canadian railways from Winnipeg to Port William.

While it is hoped that the extra transportation facilities which will be in operation this winter will go a long way towards preventing a recurrence of last year's blockade, the government is not going to take any chances, and the renewal of the rate from the interstate commission will, if possible, be secured as an extra precaution.

HAVRE STRIKE OVER.

S. J. Sharp, local passenger agent of the French line of steamers, yesterday received a cable that the strike at Havre has been settled.

"Exclusive" Trophies

In our Insignia Department you will find an immense assortment of unique trophies, medals, prize cups, etc., especially suitable for summer regattas.

Our unexcelled factory facilities and an efficient staff of expert designers enable us to supply our exclusive productions at surprisingly low prices.

Write for designs and prices.

RYRIE BROS. LIMITED

134-6-8 Yonge Street TORONTO

BRITAIN MAY LOSE CANADA

Unless Trade Preference is Given, Danger to Empire is Great, Says Bonar Law.

LONDON, July 28.—(C. A. P.)—"Among the important reforms to which the Unionist party is committed," said Bonar Law at the mass meeting in Blenheim, "is one providing a preference in overseas markets. Canada and Australia are both urging its adoption upon us. Both want reciprocal treatment within the empire in peace as well as war."

"If," he continued, "the reciprocity election had gone the other way, our share of the Canadian trade would only have amounted to a share of the American trade."

"From that danger, however, we have been saved in spite of our government by the true instinct of Canadian people. The danger is gone for a moment, but it will recur if we persist in refusing a boon which is held out to us and which has many suitors. If we refuse them the gift will be eagerly accepted by other nations which are not so blind."

SHACK DROPS ROAD CAVES IN

Workmen Scamper Out of Sewer Ditch Just in Time to Prevent Engulfment in Watery Grave.

While a gang of half a dozen men were laying a trunk sewer in a shaft 60 feet below the street level at the corner of King-street and Strachan-avenue on Sunday afternoon about six feet of earth caved in. But luckily the slip occurred on the earth's surface, just a few feet from the mouth of the shaft, and the lives of the workmen were endangered, all escaped unscathed.

For several days the gang have been laying a large sewer main on Strachan-avenue. Just north of the opening of the shaft was placed a small shack, where tools and supplies were kept. It was immediately under this building that the earth slipped.

The cave-in covering an area of about 10 feet square and a depth of eight feet, and the workmen were in a very bad way. The cause of the accident is surmised to have been the shifting of a number of sewer pipes many feet below the street level.

A steady rain of gravel from the mouth of the shaft warned the workmen of their danger, and they scampered to the surface in less time than it takes to tell it. When they reached the top, which was just in the nick of time, water poured into the hole in the ground, and in a very few minutes there was a depth of about 25 feet of water and gravel.

MONTREAL STRIKE SETTLED

Five Thousand Garment Workers Return After Eight Weeks of Idleness.

Messages received last night by local labor union officials said that garment workers' strike in Montreal had been settled satisfactorily to both sides, after mutual concessions had been agreed upon.

Five thousand workers have been out for eight weeks.

jubilation was general among the members of the affiliated Toronto unions when the news was received.

HOW MANY HURT YOUR FEET?

If you haven't tried Putnam's Corn Extractor you haven't read the article that will remove corns, callouses and sore foot lumps in the shortest time. Don't waste another cent in plasters, pads or salves—get the guaranteed Corn Reliever, Putnam's Painless Corn and Wart Extractor. It acts quickly, never pains, removes the corn forever. Price 25c.

AERONAUT FALLS 2000 FEET.

CANTON, O., July 27.—When 2000 feet in the air, a rope attaching the trapeze bar to his parachute broke and Thomas Heifield, 26, of Quincy, Ill., fell to his death here this afternoon. His body struck in the soft earth of a celery field, head first, and was buried to the knees.

UNFORTUNATE FATHER DEAD

E. Y. Bracken, Whose Family Met With Many Troubles in Last Year, Passes Away After Week's Illness.

Edward Young Bracken, aged about 38 years, died at his home at 213 Brunswick-avenue yesterday morning shortly after three o'clock. Heart failure, combined with a slight attack of blood poisoning, is given as the cause of death.

The death of Mr. Bracken comes at the end of a long list of misfortunes which have visited the family during the past year. In August, 1911, the eldest child, Earl, at that time seven years of age, took whooping-cough and this shortly afterwards developed into diphtheria. The boy was sent to the isolation hospital, where he had hardly recovered from the diphtheria when he contracted scarlet fever. Finally the boy was pronounced cured and returned home, but some of the diphtheria infection still remained with him. A younger sister, Muriel, and the baby of the family were infected, and they also were sent away to the isolation hospital.

At Christmas time the children were all in health again, the baby had not regained her former strength, so the Brackens decided to celebrate a little. In the midst of the modest rejoicings little Earl managed to drop a flat-iron on his foot, severing the big toe.

Three months later the youngest child, which had never completely recovered from the attack of diphtheria, died in spite of the most careful nursing. And now after a week's illness, the father and breadwinner is gone.

Mrs. Bracken will gather about her what is left of her family and go to live with her mother, Mrs. Ayling, of Manning-avenue.

Mr. Bracken was employed as an engineer in the Canada Life Building. He had been resident in this city for nine years, having originally lived in England. The funeral will be tomorrow afternoon at three o'clock. Rev. Albert Margrett of Olivet Congregational Church will conduct the service.

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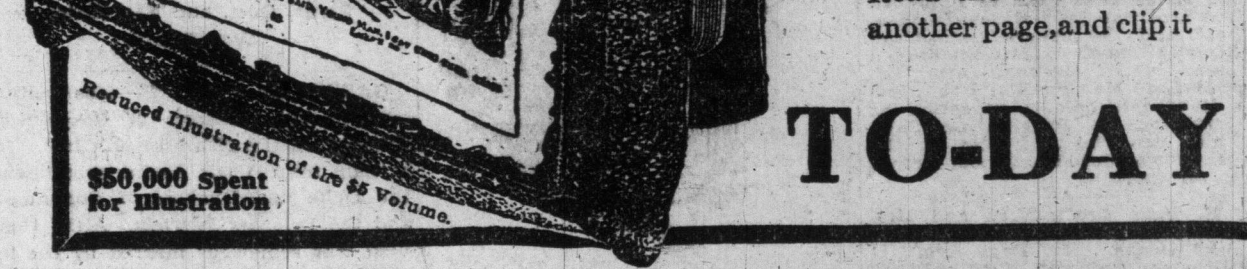
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TO-DAY



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Britain Withdraws Ships From Mediterranean Sea

Admiralty Nonplussed By Questions Of Lord Selborne—One Test Of Naval Strategy Only, Namely, Destruction Of Enemies' Fleets—"Sea All One, Navy All One."

(By W. B. Thompson.)

LONDON, July 27.—Lord Selborne, a former first lord of the admiralty, delivered a trenchant attack on the government's policy of abandoning the Mediterranean when he raised a discussion on the subject in the house of lords. Why have the battleships been withdrawn from the Mediterranean? he asked. He did not so much criticize the government as ask for information. But he put an awkward question and placed the admiralty in a dilemma. Either it was necessary to withdraw the battleships from the Mediterranean, or it was not. If not, then the ships ought not to have been withdrawn. If it was necessary to withdraw them, then he said, were there any other squadrons of modern battleships for the requirements of the empire. Lord Selborne agreed that naval policy should not be made a party question, but a national policy. All the same there was, he said, grave anxiety as to the situation in the Mediterranean. The critics of the government's intention to seek information on vital matters.

Sea One, Navy One. One of naval strategy in time of war, Lord Selborne said the navy should have one task only—to find the ships of the enemy and destroy them. There could be no such thing as a local defence. The sea is all one and the navy must be all one. No attack could be made on the empire except by the enemy's ships, and if the ships of the enemy were destroyed in the Mediterranean, Australia and New Zealand would be safe, and the enemy would be alienated from the United Kingdom and Canada would be as safe as South Africa and India.

Lord Selborne. "He will endeavor to effect a temporary superiority in some one sea in the hope to overcome a portion of our fleet. He will attempt to deceive us, to make a feint to draw us away from his objective." Turning to our position in the Mediterranean, "the shortest and easiest connection with our Indian Empire and Australasian Dominions, and the only route to Egypt from Europe," Lord Selborne spoke of the danger which threatened our trade. Our volume of trade in the Mediterranean, he said, was immense, and a large proportion of the trade was food, food not only from the Mediterranean bases, but also from the Black Sea. What was being done to protect this trade? During the last eight years the garrisons at Malta and Gibraltar had been reduced by four battalions of infantry. Eight years ago, when the garrison consisted of eleven battalions, we had in the Mediterranean twelve battleships, four armored cruisers, and twelve other cruisers. To-day there were no battleships of the line in the Mediterranean and only four armored cruisers, while the other cruisers had been reduced from twelve to three. Emphasis had been laid in certain quarters on available torpedo craft, but he reminded their lordships that torpedo craft were only a mere auxiliary of battleships. In the event of a sudden outbreak of war, Lord Selborne asked, what would be our chances with our present naval strength in the Mediterranean? If we were at war with a power who had no strength in the Mediterranean, and the Mediterranean powers remained neutral, all would be well. But suppose we were at war with the same power and also at war with a power in the Mediterranean, said Lord Selborne, but we ought not to be dependent on the loyalty and courage of some ally to protect our interests in the Mediterranean. Far beyond the Mediterranean, what must be the effect on the people of India and on the people of the Far East if the might of Britain disappeared from the Mediterranean? Lord Selborne pressed upon the government three essential requirements: Co-operation in naval matters between the dominions, and the mother country; increased garrisons at Malta and Gibraltar; a squadron of battleships in the Mediterranean.

Lord Crewe's Reply. Lord Crewe, who replied for the government, frankly admitted that he would have preferred that the debate had been postponed. At a later date he would be in a better position to reply to the points made by Lord Selborne. Lord Crewe, however, recognized that in the immediate future we had to deal with the situation in the Mediterranean. He said, we had 16 battleships and battle cruisers on the Dreadnought type, as against 15 possessed by all other powers in European waters. In 1914 the British Empire would possess 30 Dreadnoughts against 39 of the other powers, and in 1915 we should possess 35 Dreadnoughts against 51 of the European powers. Nevertheless, Lord Crewe optimistically assured their lordships that "the government had not lost sight of our responsibilities in the Mediterranean." The Marquis of Bristol said we could not regard Gibraltar alone as sufficient for the base of our supplies for fleet and army in case of need. He quoted the saying of Nelson that there was no better negotiation for peace than a squadron of battleships, and that ought to be the policy of the government, as he was sure it was the policy of the nation. Lord Brassey contended that the laying down of ships was not resented by Germany, but that discussions and comparisons were, and if we readily built the ships we required alarmists would be alienated and international relations improved.

Lord Lansdowne Hopeful. Lord Lansdowne trusted the strong case presented by Lord Selborne, with all his exact knowledge, would receive some attention from the government before their minds were made up. If any battleships were sent back to the Mediterranean they would be based on Gibraltar and would hardly be available for Mediterranean waters. That, he suggested, was a complete departure from the old order, and that they were making the change at a moment when other Mediterranean powers were stronger than ever. What impression, he asked, would be produced upon our allies in Japan, who were keen and quick to appreciate any failure of maritime strength on our part? And what would be the result on our diplomacy in the Near East? And what of our great interest in the Balkan Peninsula? By adding to the strength of the Mediterranean garrisons, by re-establishing the defenses, and by adding to the strength of ships, the government might mitigate the blow which had been struck at the reputation of this country as a great naval power by the course which they had most unfortunately determined to adopt. The subject then dropped.

PRINCE KATSURU RETURNING.

ST. PETERSBURG, July 28.—Prince Katsura started on his return trip to Japan to-night. Prince Katsura has been in St. Petersburg for the past week. It had been his intention to make an extensive tour of other capitals, but he is returning home on account of the critical illness of the emperor.

TWO BALLOONS STILL MISSING

KANSAS CITY, Mo., July 28.—(Can. Press.)—Wire reports of the seven balloons unreported the outcome of the national elimination race, which started from the aviation field here yesterday to determine which three balloons shall represent the U. S. at the international race in Germany next fall, is in doubt to-night.

The Million Population II. of the St. Louis Aero Club landed at Springfield, Wis., early to-day. It had traveled 375 miles. The Cole of the Indianapolis Aero Club, after going 325 miles, landed at McGregor, Ia.

The Goodyear, Akron, Ohio, ended its journey at Polo, Ill., 340 miles from the starting point.

The Drifter, Cincinnati Aero Club, covered about 425 miles, landing at East Berlin, Wis., a little before noon to-day.

Kansas City II. of the Kansas City Aero Club descended at Belleville, Mich., about 24 miles from Detroit at 5 p.m. to-day, having sailed about 600 miles.

The balloons remaining in the air, or at least unreported, are the Million Population I. and Uncle Sam.

T. A. A. C. RUGBYISTS ORGANIZE.

The T.A.A.C. annual Rugby meeting will be held in the club house, 40 Wellesley-street, to-night.

No C.P.R. Train Wreck.

MONTREAL, Que., July 27.—The C.P.R. officials here this afternoon denied the rumor about a train wreck at White River. Line trouble on the western telegraph service seemed to have given rise to this rumor.