

HAMILTON HAPPENINGS

TOOK WIND OUT OF SAILS OF BY-LAW'S OPPONENTS

Poor Water Supply Due to Pump Put in by Cataract Supporters Against Wishes of People.

HAMILTON, July 17.—(Special.)—Lawyer Martin Malone, who last week filed action to compel the city to improve the mountain reservoir water supply, today took the wind out of the sails of the municipal by-law kickers who had gleefully used Mr. Malone's action as an argument against municipal ownership. The cause of the mountain waterworks trouble has been the pump which was installed at the mountain pumping station. As pointed out by Malone today in a published letter, this pump, which was run by Cataract power, was put in by the Cataract supporters and water committee of the 1908 city council after the people had voted against making a contract with the Cataract power. New York people thought at the time the electric pump was installed that a steam plant would be better, and subsequent events have confirmed this view.

In response to a petition signed by 200 ratepayers Mayor Lees this evening announced that a public meeting will be held in the Temple Theatre on Friday night for the purpose of informing the public in regard to the power and light by-law. In the meantime the supporters of the by-law will hold other public meetings, the first of which will take place Tuesday night in the Grand Central Club rooms on South George-street. On Wednesday night the by-law will be debated by the members of the board of trade, and on Thursday night another public meeting will be held.

Back to Address Meeting.

It is expected that W. C. McNaught, Hon. Adam Beck and Hon. J. S. Hendrie, in addition to Mayor Lees and others, will address the meeting. The meeting will be held at 8 o'clock on Friday night. It is also probable that a meeting will be held next Monday night, the first night preceding the vote on the by-law. E. J. Sifton, the consulting engineer, on whose report the by-law is based, arrived today and will attend some of the meetings for the purpose of explaining all points on which the ratepayers may desire information.

Will Have Aviation Meet.

The first aviation meet in the history of Hamilton will be held here on July 22 and 23. The same bird men engaged for the Toronto meet will furnish the attractions here. The affair will be held at a spot on the beach about two miles from the city, and near the radial railway. The flying will be done in the evening. The meet will be held under the auspices of the Hamilton Auto Club.

Youth Sent to Central.

NIAGARA FALLS, Ont., July 17.—(Special.)—David Goods, 19 years old, was today sentenced to six months in the Central on a charge of robbing a young man. Goods, who has given the police trouble for some time.

Experts Did Not Meet.

Owing to the fact that Mr. Randolph did not reach town, there was no meeting of the board of water experts yesterday. As soon as they have had a conference with the Chicago expert the members of the board will come to some decision regarding the utilization of Lake Simcoe to supplement Toronto's water supply.

Reaction.

Last time I saw you, Milliken, you were the most cantankerous reformer in the country. Still on the way? No, I've returned.—Chicago Tribune.

The Sun and "The Sovereign"

The persons who enjoyed warm weather indoors all last winter lived in houses heated by "Sovereign" hot water boilers.

"The Sovereign"

has all the appearance of the old style hot water boiler—but it is different in so many ways that a detailed description would take too long to tell.

We will send you the names of your neighbors who live in houses heated by the "Sovereign" boilers and you may ask them how comfortable they were last winter.

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ENGLISH WORKMAN IS FOND OF HEAVY TOMES

Toronto Literary Employes Find Him Different Literary Species From Canadian Artisan.

The English workman and artisan is a reader of weighty literature, and for reaction, a reader of much lighter literature. So say assistants of the Toronto libraries, who are no longer surprised when a man of uncouth appearance, with an English accent, asks for ponderous biographies and histories, at the same time filling in the non-fiction side of his card with the work of Bertha Clay or a Marie Corelli. It may be that the latter works of the said scribblers are for the little English wife, who has a notorious weakness for following sweeping careers. At any rate, the biography is certainly for the stolid English husband, who will sit with the life of the English great until the library lights click off, and the librarian counts out her daily slips and locks up.

But not so the Canadian worker. Despite a better education than his English fellow, and better opportunities to cultivate a desire for reading while young, he cares little for solid literature, although he often takes gladly to that printed stuff which is not literature, whatever it may be. He goes to work and works as his foreman tells him, without initiative or individuality. The Englishman reads every book printed on his trade that he can get at a library, without paying the purchase price, and in many cases, may know more than his foreman. (If he has read good books, however, he will know better than to explain this to the foreman, for bosses hate to be boxed.)

Shines at Inquests.

At the inquest, or in the court room, the English laborer can tell a story with a simple, straightforward intelligence that quite makes up for a few grammatical errors. As an instance, a few days ago, at an inquest here, the jury brought in a verdict which relied almost entirely on the evidence of two Englishmen employed on a scaffold, as against the evidence of city officials, architects, and the coroner.

The question then naturally arises, "Why aren't these well-read, intelligent, straightforward Englishmen foremen and workmen?" Easy. They don't want to be. They haven't the ambition. All they want is to know for the sake of knowledge, not for the sake of any other motive, as common sense might suppose. That's what is bred into them in England. Perhaps they'll lose it here. And if they do, watch out, Canadian workmen! They'll be busy, busy, by Englishmen, sons of the hard and glorious old boys who rule the seas.

Railroad Building in Asiatic Russia.

At the present time Russia has railway communication with her Pacific seaboard only through Manchuria. The present maps of Asiatic Russia published during the last eight or nine years, you will find the route of a proposed railway indicated along the Amur River from Khabarovsk to Etyretensk on the Shilka, an upper tributary of the Amur that is entirely within Russian territory. According to the Review des Sciences a credit has been voted for the completion of this railway.

Another great project about to be undertaken will give St. Petersburg direct railway communication with the Trans-Siberian via Valika, Perme and Ekaterinburg to Kurgan in place of the existing route via Saratov and Urgan. This would enable travelers to journey from Paris to Khabarovsk in nine and a half days.—Scientific American.

Who Owns the Orkneys and the Shetlands?

It is not perhaps generally known that an opinion expressed, half humorously, by Lord Salween at the opening of the Shetland exhibition in Glasgow with regard to the ownership of the Orkney and Shetland Islands is fortified by very high authority. His lordship, speaking as a lawyer, is not sure whether the islands do not belong to Norway still, and thinks that legally the crown of Norway, if prepared to pay the money, for which they are pledged, with interest at three hundred years, would be entitled to redeem them. As a matter of fact, plenipotentiaries assembled at Breda in 1665 (a couple of centuries after the islands had come into the possession of the Scottish crown), decided not only that the right of redemption had not then been barred by the lapse of time, but that it was inalienable. The islands were pledged in 1468, so that interest is due for nearly four and a half centuries.—Westminster Gazette.

Secret of the Ledger.

"What's the reason my son-in-law doesn't speak to me?" asked Mr. Fox. "The duke is very angry," replied his daughter. "He has discovered that you ordered your bookkeeper to charge him with the money for the profit and loss account."—Washington Star.

His Only Hope.

The doctor stood by the bedside and looked down at the sick man. "I cannot hide from you the fact that you are very ill," he said. "Is there anyone you would like to see?" "Yes, said the sufferer faintly. "Another doctor."—Judge.

FLOOD OF CIRCULARS TO BUILD DALE CHURCH

Unique Appeal Addressed to 27,000 Individuals—Expect To Raise \$25,000.

"Get the roof on" is the slogan of Dale-avenue Presbyterian Church. It will cost \$25,000 to do it, but the pastor, Rev. J. D. Morrow, and his building committee are hopeful, and energetic, too. They are sending out no fewer than 27,000 circulars in an appeal for funds. Most of the addresses are Presbyterians, but not all, for the call is undenominational. Circulars have been sent to a number of outside places.

When is the new harbor commission to be appointed and the many improvements talked about to be started? That's what marine men are asking. All summer there have been complaints from the different companies about the shallowness of the water, and now the water is receding even more, there only being ten feet ten inches in the deepest channel. The water is only four and a half inches above zero or ten feet four and a half inches at the Queen's Wharf, the pier at Beach-street.

REV. J. D. MORROW.

Including Hamilton, Ottawa, Brampton and Brantford. If each gets the average one dollar, hopes will be realized.

The circular asks: "Does Morrow's great call mean anything to you? Must Dale Church go to the wall?" and continues: "The staggering blow of our minister's breakdown, owing to the struggle with the water, has led to a decision of the court, meaning a loss of \$10,000, puts Dale Church and Morrow's unique work in the balance. We are sending out this appeal to Toronto Presbyterians, trusting you will come to the rescue. (Signed) P. B. Mitchell, Clerk of Session, W. F. Calhoun, Chairmen."

BY LAKE AND RAIL.

The increase of steamboat freight business was illustrated yesterday when the R. H. O. steamer "Belleville" did not arrive until after noon, instead of 5 p.m., Sunday.

The Ontario and Quebec Navigation Company's new vessel, "Gerona," now being completed at the Collingwood shipbuilding yards, is expected in Toronto harbor on Thursday. She is 217 feet long and has 250 staterooms. The G.T.R. and P.R.R. are equipping their fishing boats with air brakes, whereby the train can be brought to a standstill very quickly.

APPROVE OF THE MILK BILL.

Representatives of both vendors and producers have entirely approved of Dr. Hastings' new milk bill, which will likely pass thru its final stages before council at its next meeting.

Wednesday Excursion to Olcott Beach

Round Trip 75c.
Steamer Olcott Beach, Yonge-st. wharf, 7:30 a.m. and 2:30 p.m.

CITY'S SHARE \$80,237.

The city has received a cheque for \$80,237 from the Toronto Railway Co. as its share of the gross receipts of the company for June, these amounting in all to \$401,188. The city's share for the month was thus 20 per cent. It will be the same for July and August, but in December it will drop to 8 per cent.

Liquor & Tobacco Habits

A. McTAGGART, M.D., C.M., 75 Yonge Street, Toronto, Canada.
References as to Dr. McTaggart's professional standing and personal integrity, by Sir W. R. Meredith, Chief Justice, Sir Geo. W. Ross, ex-Premier of Ontario, Rev. N. Burwash, D.D., President Victoria College, Rev. J. G. Stewart, B.A., D.D., Secretary Board of Moral Reform, Rev. Right Rev. J. F. Sweeney, Bishop of Toronto, Hon. Thomas Coffey, Senator, Catholic Record, London, Ontario.
Dr. McTaggart's Vegetable Remedies for the Liquor and Tobacco Habits are healthy, safe, inexpensive, home treatments. No hypodermic injections, no publicity, no loss of time from business, and a certain cure. Consultation or correspondence invited. 247

MARINE MEN RESTLESS OVER HARBOR DELAYS

They Want the Commission Appointed and Quickly Too—Low Water Level Makes Worry.

When is the new harbor commission to be appointed and the many improvements talked about to be started? That's what marine men are asking. All summer there have been complaints from the different companies about the shallowness of the water, and now the water is receding even more, there only being ten feet ten inches in the deepest channel. The water is only four and a half inches above zero or ten feet four and a half inches at the Queen's Wharf, the pier at Beach-street.

There are a number of vessels sailing into Toronto harbor that draw more water than there is depth in the channel, about the water level. The storm on Friday night, shutting off the eastern entrance, steamers would be in peril and unless admittance could be made by the new channel, in course of time, they would have to turn and head for some other port.

In the course taken by the ferry boats, the water level is low. The "Trillium" and "Bluebell" have gone aground more than once this season. So shallow is the water in some places that the ferry boats are only able to carry a very limited number of passengers and these have to remain in the middle or rear sections, and the present harbor commission sanctioned considerable dredging at western harbor in the City street. The cost of this work was about \$7000 and the only good it did was to make it possible for the Hamilton boats to enter the harbor, but the cost of the miles out of their course, to the eastern entrance, so marine men say.

Much Work to Be Done.

The harbor men say that the delay in the appointment of the new commission. There is a great deal of work accumulating, and it will necessitate a number of special sittings and tours of the harbor before very much good can be accomplished. Until the new commission is appointed there is really no body of men upon whose shoulders the responsibilities of the harbor conditions rest and until this new body convenes, the present harbor affairs will not be improved in the least.

The Grand Trunk Pacific Coast Steamship Company, operated by the Grand Trunk Pacific Railway, has added another handsome ship to its fleet, designed to operate in the Prince Rupert, Charlottetown and Portland Canal route.

MARY MARKWELL.

Glasgow, July 3, 1911.

PLENORUM PROGRESS

Plant Saved From Fire and Development Work Shows Good Results.

The Plenorum Mines had a fortunate experience in the fire of last week. At one time it looked as if the plant of the mine would be wiped out together with all the camp buildings. The fire reached within a hundred and fifty yards of the company's property, when the wind veered and carried it in a different direction, and operations are going on as usual.

SPLENDID SEA-GOING SHIP

Steamer Olcott Weathers Forty Mile Gale With Great Steadiness.

The equal which passed over Toronto to about one o'clock on Sunday night was particularly severe on the lake, but it served splendidly to demonstrate the seagoing qualities of the steamer "Olcott." Returning from Olcott Beach with a large crowd of well-satisfied passengers, the vessel ran into the storm when about fifteen miles from the eastern shore. The wind was violent and developed a velocity of over forty miles an hour, striking the steamer broadside. But notwithstanding the quicky arose, the satisfaction of the passengers grew at the steadiness of the vessel. Hardly any motion was felt, and the deck was made on a schedule time. The fine steamer and the delightful recreation facilities afforded by Olcott Beach, will make this trip one of the most popular out of Toronto. The satisfaction of the Buffalo within an hour's reach, the outlook is doubly attractive.

SHOWING CANNY SCOTS WHAT CANADA OFFERS

C.P.R.'s Artistic Exhibit at Glasgow Fair is a Powerful Colonizer.

Canada is very much to the fore just now over in Glasgow. The great exhibition is on, and crowds extraordinary are daily demonstrating interest at some seven different gates, where a shilling entry fee lets in to all the delights of the old world and that of the new.

As usual, the Canadian Pacific Railway is doing a great work by showing, in a most artistic pavilion, varieties of the daily domestic life of Canada, and also seen in historic groupings of its Scottish pioneers—this happy idea bringing together the interests of the British Isles and the Dominion of Oglvie, of Yukon fame; McLeod, of the pioneer N.W.M. Police Force; Macdonnell, of Glengarry; Sir George Simpson, the first governor of the Hudson Bay Company; "Donald A." driving the last spike of Canada's great transcontinental railway, and such like scenes, together with great wheat fields of the prairie, west, and a pulsing picture of a C. P. R. transcontinental train crossing the prairie, in an appropriate framework of yellow grain and the straw. The pavilion is lighted by dome lights, and a rich pictorial border of Canadian views, with Indian canoe, and the heads of wild animals, of mountains and plain. A central cabinet of immense proportions shows a finished design of one of the large greyhounds of the Atlantic route, and a table with "Take One" texts is strewn with a rich and varied collection of illustrated booklets on Canada, East and West, open to the passer-by.

An adjoining apartment, seating about 200, holds a cinematograph outfit, which draws immense crowds from morning to evening hours of the night. This illustrated form of Canadian life is the best possible kind of advertising. Many a canny Scot has been drawn to Canada by this telling story of "Life on the open plain."

The C.P.R. has introduced a new feature this year by having an "Old Time" hour, on the evening of the night concerning Canada. This is proving a great success, as it is carried out along the most practical lines—the interest of the Scot is in the details of the "When to go to Canada; where to go on arrival; where work is to be found and the wages paid; the climate; the outfit required; the cost of living, which includes such simple details as the price of household necessities." This interviewer also directs men and women to Canada, to such points as offer opportunity for success, warning against competition—advising the new towns throughout the West as being the most promising points, and otherwise educating the intending emigrants in lines apt to bewilder them on a first approach to the new world.

Certainly the railway rates are expending money in this most practical way of advertising Canada. The pavilion is perhaps the most artistic building in the grounds, being a replica of the Overland Express Hotel, done in white and gold. The effect of its electric front, the steamers, (done in red and copper tones), outlined on the outer walls, with the tube of foliage and blossoming plants, is striking indeed. The pavilion surmounts the highest point of the landscape view, and, as I said, is doing big work for Canada.

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PILES

Dr. Chase's Ointment is a certain and guaranteed cure for Piles, every form of itching, bleeding, and protruding hemorrhoids. See testimonials in the press and ask your neighbors about it. You can use it and get your money back if not satisfied. 5c. a tin. Dealers: B. H. B. & Co., Toronto.

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Send me The Toronto Daily World for one month, for which send Twenty-five Cents to pay for same.

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Branch Yard: 229 Wallace Ave. Phone Park 3239

Branch Yard: 1143 Yonge St. Phone North 1133-1134

LITTLE DAMAGE DONE

Good News From the Dome Extension That Points to Great Things Doing.

Official information has been received from the Dome Extension Mine, to the effect that the total loss in the second fire will not exceed a hundred and fifty dollars. The only damage done was the burning of a little lumber, and the melting of some rabbit metal. Part of the new machinery was not damaged, and the rest of it will now go in as quickly as possible. Captain Anchor and his men are again on the property, comfortably housed in tents.

TENDERS FOR NEW INTAKE

Three Contractors Offer Job and Four for Sea Wall.

The board of control have received three tenders for the laying of the new intake—and these will be opened at this morning's meeting. Four firms have tendered for the contract of constructing the seawall from the exhibition grounds westward for a distance of one thousand feet.

Dr. Martell's Female Pills

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Prescribed and recommended for women's ailments, a scientifically prepared remedy of proven worth. The result from their use is quick and permanent. For sale at all drug stores.

SLA THE \$80.00

The sale of fashions 25 p.c. off 20 p.c. off 15 p.c. off 10 p.c. off Special Make Y take full

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CONGREGA

Churches Gone Says Superior

Rev. Dr. R. following letter superintendent "It is with d that I read yo your people in only eyes cor. ministers burn source of local tario, yesterday. stand by us in "The Presbyt proud did she represent, in by such men and McLennan from age eng solute of de those who lov as the songs half of the be thank you for the church fo

Upholder. It cost \$1000, as Margaret Blair, in police c. Clark declared interfered with the lady's cou. He was sent threatened to Crown Attor. His objection miced back.

Sold ice Moses Bern taken from police court. He was sent police court. He was sent police court. He was sent police court.

Policeman Robert Mc. Thanks to h. He was sent police court.

Buy rugs in mad. We of larg sum