Pant Talk Number Two

Yesterday we told you something about the value of our 1.00 pants, to-day we will talk about our 1.50 lines. We have lots of pants at 1.25, but 1.50 is a price that we can give you better value than it's possible to get anywhere. Good honest wool tweed pants, well made, strongly sewn, good patterns, that look their value, are the kind we sell for 1.50. Now it isn't a hard matter to figure how much pant value you can get for 1.50 if you were to buy your goods by the yard and get a tailor to make them. Same pants we sell you for 1.50 would easily cost you 2.50, and if you like we'll figure it all out for you, 1.50 is a popular price for a good working pant and we always carry a good assortment at this price.

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TORONTO JEWS GOT IMPLICATED IN REJECTED IMMIGRANTS' GAME

Attempt to Smuggle Themselves Into U.S. at Charlotte Caused Three Arrests.

Rochester, Aug. 10.—(Special.)—That the United States authorities intend to enforce the immigration laws is evident from the story connected with the arrest of Samuel Finberg and Yanica Lasser, two Jews, who landed in Charlotte yesterday morning from the steamer Argyle of Toronto. Both men are charged with being in this country without proper passports, and are locked up in cells at police headquarters, awaiting the pleasure of the Commissioner of Immigration.

Some time ago a number of Jews who landed in New York were examined by the immigration authorities and rejected on the ground that they were paupers. They were ordered shipped back. The United States government has been suspicious for a long time that some of the steamship companies, instead of carrying rejected immigrants back, were taking them to Canada, from which place they could get into this country over the Northern border, at some convenient point. Recently three Jews were ordered shipped back on the Dominion Line, and the Immigration Commissioner directed his agents along the border to keep a sharp lookout, as it was expected an effort would be made to dump them in Canada, so that they could sooner or later make their way into this country over one of the Great Lakes.

How Arrests Were Made.

The Argyle arrived from Toronto at Charlotte yesterday morning at 7 o'clock with a large party of Jewish excursionists. Immigration Inspector Stretton was on the dock and noticed three men carrying large bundles, and being suspicious that they were not excursionists, placed one under arrest. He gave his name as Samuel Finberg, and admitted that he had endeavored to enter the United States by way of New York, but had been refused as a pauper. He had then gone to Toronto, and the excursion had been gotten up to enable him and some compatriots to get across the frontier. The inspector then went after the other men and arrested Yanica Lasser, who also was a rejected immigrant. The officer said that the government would get after the steamship companies which made a practice of dumping these immigrants at Quebec instead of sending them back to Jerusalem as ordered to do.

LOCAL JEWS ARE INDIGNANT.

The excursion referred to in the above despatch was run under the auspices of the Young Boys' Hebrew Association of this city, of which Louis Levinsky, the wholesale dry goods man, is president; K. L. Sapera, the tobacconist at 127 West Queen-street, is vice-president, and Sam Rosen of Markham-street, treasurer. These officers when spoken to last night were very indignant over the treatment they had received from the United States officers.

The man that gave his name as Finburg bought his ticket from Mr. Sapera precisely as many of the other excursionists did, but he was entirely unknown to the officers. Mr. Sapera and Samuel Feldstein of the Consumers Gas Co., who lives at 337 West Adelaide-street, and is on the Executive Committee of the association, had seen the man in Toronto during the past few weeks, but had had no conversation with him. When the officer took him in charge, Mr. Feldstein wished to protect the stranger, and offered to put up a bond of $2000 for the return of all their passengers, but was himself taken to the police station and detained there until noon over four hours.

Accused of Smuggling Immigrants.

The police captain accused him of smuggling Jews into the country, and threatened to arrest the steamer and the whole boat load. Mr. Feldstein was allowed his liberty on an assurance from Mr. Sapera that he was a citizen of Toronto. Mr. Levinsky, president of the association, was also threatened with arrest for alleged interference with the police, and Max Saloway, the well-known butcher on York-street, was subjected to a similar indignity, simply on account of the venerable appearance caused by his long whiskers.

Why Finberg Was Refused Entry.

When Finburg was searched a letter was found from a rabbi on Chestnut-street introducing him to a Rochester rabbi and also papers showing that he had endeavored to cross the line from Montreal and had been turned back. He was well dressed, and is a cultured, intelligent man, his appearance being entirely foreign to that of an immigrant. He was examined by a doctor, who said he was suffering from some disease of the eyes. He was detained for further investigation, and not allowed to return with the excursion boat. There was no other arrest made, and the officers of the association bitterly resented the imputation that they were endeavoring to send undesirable countrymen to the states. They have an excursion every year for the benefit of the association, which is patronized by the Jewish colony in general, but tickets are sold without question to all applicants.

BY A VOTE OF 34 TO 45

Continued From Page 1.

Mr. Maclean then addressed himself to the member for Hants, who urged in the house the other day that fuller information should be obtained before parliament took action in regard to the reduction of passenger rates. This information, Mr. Maclean said, had been obtained by sending a representative of The World to investigate the history of the two-cent-a-mile rate in the United States. Some of the letters written to The World in connection with this investigation Mr. Maclean read to the house. He showed how persistent agitation had won out in Michigan, each party making two cents a mile its slogan in election campaigns. Now railways in Michigan earning $3000 a mile give a two-cent rate, and railways earning between $2000 and $3000 charge 2 1-2 cents a mile.

"It would be insane to apply that law to Canada," spoke up C. B. Heyd of South Brant. "How many railways do you think would come under it?"

M.C.R. for One.

"I'll give you one," replied Mr. Maclean promptly. "The Michigan Central earns over $3000 in Canada. Therefore, it comes within the provisions of the Michigan law. If this parliament enacted a similar law, other railways would be forced to charge the two-cent rate."

Mr. Maclean declined to accept the theory that because the other railways earn less than $3000 a mile they should not be required to give a two-cent rate. Receipts from passenger traffic would not go down with the rates; a reduction to two cents a mile would stimulate traffic and produce large earnings.

Mr. Maclean admitted that the railways of New York State serve a more populous district than the railways of Canada, but he pointed out that the American railways have to meet stronger competition. Reducing the passenger rates in Canada would increase the passenger traffic. He cited the reduction of the postal rates in confirmation of this principle. Every time postal rates are reduced the earnings increase. Similarly in Great Britain the reduction in telegraph rates to 6 pence for 20 words had doubled the telegraph business.

Return Tickets.

Mr. Maclean declared that people should not be required to purchase return tickets. It was not right to compel a man to ride on any particular road. He might want to go from Toronto to Montreal on the C. P. R. and return on the G. T. R., but this he could not do under the return-ticket system.

Another great advantage which Canadian railways enjoyed was the law against the sale of railway tickets. There was no such law in the United States. Mr. Maclean said he did not approve of the practice of selling tickets, but it was not right that a passenger should have so much trouble in getting his money back when he did not use his ticket.

Mr. Maclean then gave the house the views of several eminent American railway authorities, all of whom were unanimous in the opinion that the two-cent per mile rate stimulated traffic enormously. He said it was lamentable that Canada had made absolutely no progress along this line during the past 50 years. The N. Y. C. and the Michigan Central, Mr. Maclean declared, would give a two-cent passenger rate to-day but for fear of antagonizing the Grand Trunk and the C. P. R.; there was an arbitrary arrangement among these railways to keep up passenger rates in Canada. The Intercolonial Railway, which of the Canadian railways was most friendly to the people in the way of transportation, had a maximum passenger rate of three cents a mile. This was graded down, and a passenger could travel 400 miles at a rate of 2 cents a mile. The people of Manitoba had helped themselves by making an arrangement with the Canadian Northern. This agreement provided that passenger rates should not exceed 3 cents a mile. This set the pace for the C. P. R., which had to meet the 3-cent rate. Previous to the agreement the rate in Manitoba had been 4 cents a mile. Mr. Maclean said he could not understand why some of the Western members objected to lower passenger rates. "If that is the view of the West, it is not the view of the East," Mr. Maclean added.

Railways Would Benefit.

Jabel Robinson, who seconded Mr. Maclean's motion, said the member for East York had exhausted the subject. He thought, too, that the railways, as well as the people, would benefit from a 2-cent rate. The proof might be found in the popularity of excursions for which reduced rates are given. Mr. Robinson recalled the rate war that took place two or three years ago when the low rates brought about a heavy passenger traffic. Nearly every train could carry twice as many people as it does, and these extra passengers would mean increased revenues without any increase in expense.

Answered With a Jest.

C. B. Heyd said Mr. Maclean had devoted a great deal of attention to this question, but he had still some important facts to learn. He was not surprised that the member for East York should receive many letters approving his course in connection with a maximum passenger rate. There would have been still more letters of approval if Mr. Maclean had suggested that the railways pay two cents a mile to passengers. "Railways are built to make money," said Mr. Heyd. "Not for philanthropic purposes." He pointed out that only one railway in Canada earns $3000 a mile, which is the basis of the two cent rate in Michigan. The Canada Atlantic, with 458 miles, Mr. Heyd said, earns $316,000 a year, or $700 a mile. The C.P.R., with 7321 miles, $9,000,000, or $1300 a mile. The Grand Trunk, with 3100 miles, $6,500,000, or $2100 a mile. The Canadian Northern 1248 miles, $262,000, or $210 a mile. The Canada Southern, with 282 miles, $1,377,000, or $3900 a mile. With a capital of twenty-eight millions the latter declared a dividend of only 2 per cent, and the stock is quoted at 62. The earnings of the above named railways all told are only eighteen millions. Mr. Heyd said they should be fifty-five millions to justify a two-cent-a-mile rate.

Mr. Heyd then accused the member for East York of putting himself at the head of a popular movement with the object of advertising himself. It would not be in the interests of the country, he said, to apply a two-cent rate. The Grand Trunk Railway had not voluntarily reduced its passenger rate to two cents. Mr. Heyd displayed a most harrowing fear of the future of the Canadian railways if a two-cent rate was imposed upon them.

Support From Liberal Member.

Philip Demers, Liberal member for St. John and Iberville, showed a cordial sympathy for the movement for a two-cent rate. He gave a case of railway extortion which fully bore out Mr. Maclean's statement that three cents is not the maximum passenger rate in Ontario and Quebec. Between Montreal and St. John, Mr. Demers stated, the distance is 25 miles, and a single ticket cost one dollar, or exactly four cents a mile.

Must Be Elasticity.

Sir Wilfrid Laurier gave a rather frigid reception to Mr. Maclean's amendment. Jestingly, he said that it would be a grand thing if people could travel on railways as on the king's highways, for nothing, but the member for East York must admit that passengers must pay some tolls for the service they receive. Everyone agreed that reasonable tolls should be charged. It would not be advisable, however, to fix an iron limit, as Mr. Maclean proposed. There must be elasticity in the rates, the Premier declared. In some localities two cents a mile might be a high rate and in other localities three cents a mile might be low enough. Sir Wilfrid argued that the question of passenger rates should be left to the railway commission, which could be depended upon to redress all grievances. He suggested that the high rate between Ottawa and Prescott is due to the fact that the country between these points is very thinly settled. The Premier agreed with Mr. Demers, however, that there was no justification for a four-cent rate between Montreal and St. John, Que.

The amendment was declared lost.

Another Amendment.

Mr. Maclean then tried to move a second amendment providing for a rate of 2 1-2 cents a mile on all railways east of Port Arthur. The Speaker ruled that Mr. Maclean having spoken once could not speak again on the third reading of the bill.

Dr. Sproule thereupon presented the amendment, which he defended in an able argument. He said he could not understand why C. B. Heyd should seek to heap ridicule on the member for East York when the latter was merely trying to obtain for Canadians the favorable rates which Americans enjoy. Mr. Heyd would not attempt to secure these benefits for the people, neither was he willing that anyone else should do it.

If he were the advocate of the railways he could understand his conduct, said Dr. Sproule, but he is not sent here to represent the railways. Dr. Sproule insisted that the earnings of the Canadian railways should be estimated on the basis of the actual investment of private capital, not on the subsidies voted by parliament. He agreed that lower rates would bring large revenues. How could an injustice be inflicted by compelling the railways to give the same rate to Canadians as to American passengers? Dr. Sproule then moved that the maximum passenger rate east of Port Arthur be fixed at two cents a mile. Mr. Rosamond seconded the motion.

Movement Progressing.

Mr. Maclean, replying to Mr. Heyd, said if his action in regard to passenger rates on Canadian railways was for notoriety, he was anxious for that kind of notoriety, and would continue to pursue it. It was no easy thing, he said, to fight for the interests of the people. There was no glory in it. "You have no party behind you," said Mr. Maclean. "You have no caucus behind you, and sometimes both parties arrange to side-track you." Notwithstanding these difficulties, Mr. Maclean said the movement was progressing. There was a time when he had stood up in the house alone and advocated public ownership. It was said then, as it was being said to-day, that he was seeking notoriety. Yet only the other day the Premier had come down to the house with a project involving that principle of government ownership. "I'll live to see two cents a mile passenger rates on Canadian railways," declared Mr. Maclean confidently. He did not believe in entrusting the question of passenger rates to the Railway Commission. The problem was not worked out that way in the United States or in England.

Mr. Maclean accused the Premier of juggling with the question. The Railway Commission, he assured the house, would never interfere with passenger rates until instructed to do so by the house. It was unfair and unjust, he said, that while the great bulk of railway earnings came out of Ontario and Quebec, three and four cents a mile is charged in these provinces. Traffic between the Detroit River and Montreal was never so heavy. The railways had not sufficient rolling stock to handle the traffic. They could carry passengers for two cents, or even one cent, a mile, and still make a profit.

Millions for Nothing.

"Here we are," said Mr. Maclean, "giving a hundred million dollars of the people's money to the Grand Trunk Railway and not a single obligation is imposed upon them. Before the Grand Trunk Railway is given one dollar it should be required to give a two-cent passenger rate in Ontario and Quebec. Other railways would then be obliged to meet that rate. You will not solve the transportation problem by building railways all over the country. You will solve it when you make the railways treat the people reasonably in the matter of rates."

Mr. Fitzpatrick suggested that the three-cent rate in Manitoba was applied only to the Canadian Northern Railway.

"Yes, but the C. P. R. had to come to that rate," replied Mr. Maclean.

"Competition did it," said Sir Wilfrid Laurier.

"Yes," said Mr. Maclean, "competition resulting from an agreement made between the government of Manitoba and the Canadian Northern Railway."

Didn't Vote as He Spoke.

William Ross of Victoria, N. S., spoke in favor of lower passenger rates, but his speech was in strange contrast to his vote, which was recorded against the amendment. Like other great reforms, Mr. Ross said, the two-cent-a-mile passenger rate would take time to accomplish. It had taken nearly 35 years to secure the emancipation of the slaves, and the measure had been laughed at when it was first introduced. Public opinion in time would force the Dominion government to reduce passenger rates. Mr. Maclean might be called an agitator, but he was speaking in the interest of the public, and the public would take notice of it. It was a big question, and could not be lightly dismissed. Mr. Ross, while he approved of the principle advocated by Mr. Maclean, did not think the latter was taking the proper means of carrying it out.

Dr. Sproule's amendment was then submitted to the house and was defeated on the vote as given above.

The essentials of perfect cigar making are found in Grandas Cigars, perfect workmanship, pure tobacco at "duty saved" prices.—"Manana," the Spaniard, is Grandas' trade mark.

EVERY PROSPECT PLEASES SUCCESS SEEMS ASSURED

Given Bright Skies, Conservative Demonstration To-Morrow Will Attract Thousands.

The General Committee of the Liberal Conservative demonstration to be held on Wednesday met last night at the Queen's and received and adopted reports from the various committees as to final arrangements for the great rally.

The meeting was a very enthusiastic affair, there being present besides the various committees many leading Conservatives, including Mr. Whitney, J. W. St. John, M.L.A., Dr. Pyne, M.L.A., A. W. Wright, organizer of the party; John Laxton, chairman; E. King Dodds, Ald. Hubbard, Stark, Dunn, Bell, Burns and Woods, and D'Arcy Hinds, W. J. Wilson, W. D. Macpherson, Col. N. F. Paterson, Frank Somers, H. Birmingham, and others.

Mr. Whitney, on rising to address the gathering, was greeted with loud applause. He felt confident, he said, that all signs pointed to the demonstration being an unqualified success. The country would see on Wednesday that the Conservatives were united and on top. The people were daily showing their belief in the Conservative cause and their appreciation of the party policy.

Short speeches were also made by J. W. St. John, Dr. Pyne and several others, including the aldermen.

Mr. Whitney moved a vote of thanks, which was heartily tendered to the chairman, Ald. Foster, and the secretary, J. A. Macdonald, for their splendid work in bringing things to such a successful issue up to the present time.

With fine weather it is expected that the picnic will attract thousands of electors from all over the province.

The proceedings in the afternoon will begin at 2 o'clock with a concert by three city regimental bands. The speaking will commence at 2.30. The following speakers are expected to be present: R. L. Borden, K.C., M.P., Sir Mackenzie Bowell, K.C.M.G., Hon. R. P. Roblin, J. P. Whitney, K.C., M.L.A., Hon. L. P. Pelletier, Hon. M. F. Hackett, E. F. Clarke, M.P., W. R. Osler, M.P., E. B. Osler, M.P., A. E. Kemp, M.P., W. F. Maclean, M.P., and other Dominion members, J. J. Foy, K.C., Thomas Crawford, Dr. R. A. Pyne, Dr. Beattie Nesbitt, J. W. St. John, J. B. Lucas, R. R. Gamey, W. J. Hanna, Hugh Clark, Henry Carscallen, Dr. Reaume, W. H. Hoyle, J. P. Downey and other members of the provincial legislature.

A detailed program of the order in which the various speakers will deliver their addresses will be given in the newspapers.

The editors' luncheon at McConkey's will open at 1 p.m. sharp. Local Conservatives desiring to attend may procure tickets at McConkey's up to 6 p.m. to-day. There will be no speaking at the luncheon, as it must be concluded before 2 p.m. At that hour a special boat will leave Harbor-square to convey the luncheon guests to the Island.

The visiting Conservative editors are requested to call at once at 105 York-street, and obtain their luncheon tickets and special badges.

Mr. R. L. Borden, K.C., M.P., Hon. R. P. Roblin, Premier of Manitoba, J. P. Whitney, K.C., M.L.A., Hon. L. P. Pelletier, and Hon. M. F. Hackett will hold a reception at the Queen's Hotel from 10 to 11.30 on Wednesday morning, when they will be pleased to receive all Conservatives who desire to be present.

The Dominion and provincial members of parliament are requested to meet at the King Edward Hotel at 12 o'clock noon on Wednesday.

Massey Hall and Victoria Hall have been secured for the purpose of holding meetings in case the weather proves unpropitious.

The Toronto Ferry Company have agreed to run their whole fleet, with the exception of one boat, on the Hanlan's Point route at night, and all may depend on reaching home well before midnight. Arrangements have been made with the G.T.R., whereby the blocking of Yonge-street crossing by trains will be avoided. Ferry ticket offices have been opened at the Iroquois, the King Edward and Nordheimer's.

In the evening the speakers and attractions will be announced by stereopticon lantern. In the afternoon the announcements will be made by megaphone.

Provision has been made at the Point for the accommodation and convenience of ladies. Refreshments may be obtained at the Point by those desiring to remain there from the afternoon to the evening.

An office will be opened at the Iroquois at noon to-day for the signing of convention certificates. This office will remain open till Thursday.

The Finance Committee will hold a final meeting at the King Edward at 8 o'clock to-night.

MACEDONIA'S APPEAL

Continued From Page 1.

to be efficacious must include the appointment of a Christian governor-general of Macedonia, some one who has never held office under the Porte, and who must be independent of the Turkish government in the exercise of his functions and the further appointment by the powers of a joint permanent administrative with full power to deal with any disturbances

"Having published the foregoing facts to the civilized world and made known the causes which have driven Macedonians to despair, the committee of the Macedonians now in arms proposes to continue the fight till the object of their uprising has been attained."

8000 Insurgents Under Arms.

The representatives of the Macedonia Revolutionary Committee have published a statement saying that the number of insurgents in the District of Monastir is 8000, and that they are armed with rifles. It also states that on Aug. 2 600 insurgents destroyed three detachments of Turkish troops numbering altogether 100, and attacked the Town of Kitchevo, but failed to occupy it. The insurgents, however, destroyed the Turkish Village of Drougovo, whose inhabitants had come to the assistance of the garrison of Kitchevo. The statement further says that three Christian villages, Smilevo, Kruche and Bolno near Monastir have been completely destroyed by the Turkish troops.

WHAT POWERS WILL DO.

Rome, Aug. 10.—It is stated here that there has been an exchange of views between the powers regarding the situation in Macedonia and that, apparently, the powers have decided to support Austria and Russia in efforts to re-establish peace.

The plan of Prince Sarafoff, as understood here, is to bring about an intervention by provoking the Turks to a massacre and the murder of the Russian consul at Monastir is considered to have played into the hands of the revolutionists.

USED INFERNAL MACHINE.

Constantinople, Aug. 10.—An infernal machine in the form of a box filled with dynamite was sent from Philippopolis to Uskub timed to explode at the latter place the moment that two passenger trains coming from and going to Salonica were due to pass there. The train upon which the machine was sent was detained at a frontier depot, where it exploded to-night, damaging the station but injuring nobody.

SALONICA POLICE DISMISSED.

Salonica, Aug. 10.—The chiefs of the gendarmeries and that the police at Salonica have been dismissed.

CZAR'S DEMANDS.

St. Petersburg, Aug. 10.—The Czar has demanded the exemplary punishment, not only of the murderer of the Russian Consul at Monastir, who was killed last week by a Turkish gendarme, but of all the military and civil officials in any way responsible for the crime.

The assassination of the Russian Consul at Monastir, M. Rostkovski—the second murder of a Russian consular official in Macedonia within a few months—has created intense indignation here.

Sultan Sends Regrets.

In reporting the occurrence to the Foreign Office, the Russian Ambassador at Constantinople telegraphed Aug. 8:

"The Russian Consul at Monastir has fallen the victim of an atrocious crime. The Grand Vizier and the Turkish Foreign Minister have come to me with expressions of regret in the name of the Sultan. Ferid Pasha, the Grand Vizier, informed me that the assassin was a gendarme named Halim, and that he will be subjected to the severest punishment, and the Vali of Monastir will be removed from his post."

Russia's Reply.

In reply Count Lamsdorff, the Foreign Minister, telegraphed to the Ambassador Aug. 9:

"His Majesty has received a telegram from the Sultan expressing his deep regret at the death of the Russian Consul at Monastir. When I suomitted your telegram to the Emperor His Majesty gave orders that you should not confine yourself to receiving explanations from the Grand Vizier, but should make the most energetic demands on the Turkish Government for full satisfaction and immediate and exemplary punishment both of the murderer and of all of the military and civil officials on whom responsibility for the audacious crime may fall."

According to the report made by the official now in charge of the Russian Consulate at Monastir, the murderer is a gendarme. The Consul asked his name, because, in defiance of instructions, the gendarme did not salute him. The gendarme thereupon fired several shots, mortally wounding the Consul in the head and hip. The horse drawing the carriage in which the Consul was driving received two bullets and shots were also fired at the coachman.

SERIOUS ASPECT.

London, Aug. 10.—The Balkan situation has assumed a more serious aspect in the eyes of British officials as the result of the murder of the Russian Consul at Monastir. It is expected that the Russian demands for the punishment of the murderer and the responsible officials will be followed by others of greater international interest, and affecting the general Balkan question.

The state of affairs in Macedonia was brought up in the House of Commons to-day, but Premier Balfour declared he was unable to give any satisfactory assurances regarding the situation. The latest news reaching the government, he said, was far from reassuring. Mr. Balfour acknowledged the ill success of the efforts of Europe in the Macedonian question since the signing of the Treaty of Berlin, but he thought that the critics of European diplomacy should not forget the extraordinarily complicated difficulties of the task. He was still hopeful that the plan recently designed by Russia and Austria would prove the best way of dealing with the problem. Between the outrages deliberately planned by the revolutionists and the license of the Turkish troops, the historical truth required him to say that the balance of criminality lay rather with the revolutionists than with the Turks. Mr. Balfour said everything possible would be done to impress the Porte with the necessity of keeping its troops well in hand, and every assistance would be given to the Porte in carrying out that object. The British government's policy, concluded Mr. Balfour, was to aid Austria and Russia in introducing the elementary principles of sound government, which for the present constituted the best means of dealing with the deep-seated evil.

"Having published the foregoing facts to the civilized world and made known the causes which have driven the Macedonians to despair, the committee of the Macedonians now in arms proposes to continue the fight till the object of their uprising has been attained."

CALLED HIM A PIG.

Belgrade, Servia, Aug. 10.—According to reports received here, M. Rostkovski abused the Turkish gendarme who was doing sentry duty, for not saluting him, and called him a "pig of a Turk," then he struck the sentry with his whip, saying, "Next time perhaps you will know me." The gendarme thereupon fired on the Consul. It is stated that M. Rostkovski was hated by the Turks on account of his intense arrogance.

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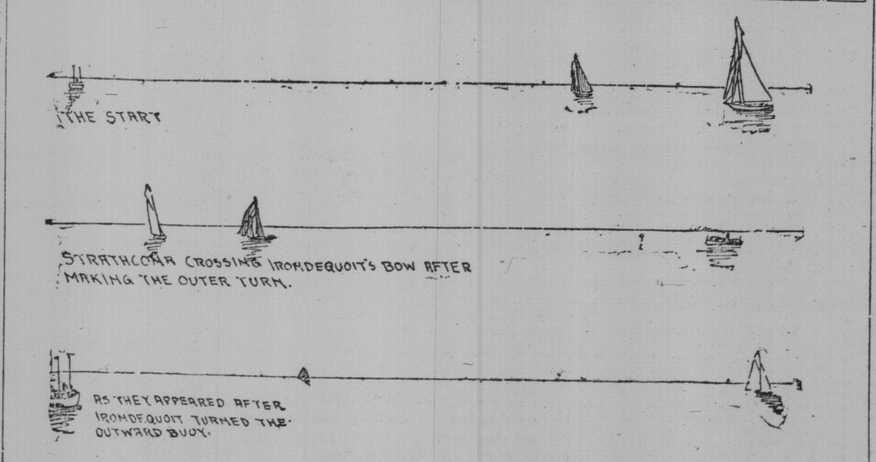
For tickets and information call at city ticket office, northwest corner of King and Yonge streets.

Woman's Sudden Death.

Woodstock, Aug. 9.—Miss Elizabeth Meadows of East Zora died suddenly yesterday at the home of her niece here. She was apparently in good health when she left her home in the morning.



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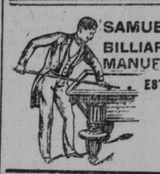

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