

Exhibition Receipts Ahead of Last Year... Attendance Manufacturers' Day, 25,000... WHEAT PROSPECTS BRIGHT... Sideladders for Trainmen... 20,000 PEOPLE MAY HEAR JOSEPH'S LIVERPOOL TALK

Live Stock Exhibits Rapidly Filling Up Buildings Set Apart For Them... Reports From Various Districts Give Great Encouragement to the Western Farmers... Senators Want Cities to Have Right to Order Wires Placed Underground

Winnipeg, Sept. 2.—The farming interests of the West along the C.P.R. and branch lines are now actively engaged in the harvesting of the crop, which is assuredly one which augurs well for the prosperity of the country.

Ottawa, Sept. 2.—(Special)—Clauses 5, 6 and 7 of the Railway Bill, regarding works for the general advantage of Canada, were subjected to a keen analysis in the senate to-day.

Senator Scott favored this, as he believed the original clauses framed on provincial rights, Senator Loughborough protested against any attempt at delegation of authority by parliament.

Senator Dandurand and he preferred to lean toward provincial autonomy. Senator McMillen suggested that the amendment be referred to the Supreme Court.

Senator Ellis said the whole evidence of workers was in favor of this, and they were the men who suffered.

Senator Drummond did not consider the policy was to leave the matter in the hands of the board which had been appointed.

Senator Kerr heard. Senator Kerr of Toronto pointed out that handovers demanding drainage rights never have received any consideration nor needed it.

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'EXHIBITION' VIEW

New Styles and Fashions Autumn 1903.

Suitings

Every new weave and shading, embracing the nobly, select and tasteful black and colors.

Autumn Coats

Short, three-quarter and full length, good makes, elegant styles.

Golf Capes

These useful outdoor garments in a variety of styles and colorings.

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In three-quarter and full length styles, reversible colorings.

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In warm tones, plain colorings and in mixed plaid effects.

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Useful for carriage, lounge or steamer, in comfortable shadings.

Real Shetland Shawls

These genuine hand-knit all-wool shawls in black and white.

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These all-wool (imitation Shetland) shawls, in black, white and colors.

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Verandah and house shawls, in black, white, colors and fancy.

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The very latest styles, in greys, fawns, greens, black, navy.

Blouse Waists

In delicate at \$4.50, in flannel at \$2.25 to \$4 and in silk, \$3.75 to \$15.00.

Ostrich Stoles

A rare—and the best of all, there is shown in many new styles.

Careful Attention

Given to the filling of Mail Orders and to the packing of goods.

JOHN CATTO & SON

King Street—opposite the Post-Office. TORONTO. Established 1844.

GET INFORMATION BEFORE PAYING MONEY

Continued From Page 1.

Let the Company Do It.

"Why do not the hon. gentleman allow the company to put out their engineers and find out that route instead of confiding the company to a man who has no experience in the matter?"

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"Angler's Petroleum Emulsion makes weak lungs strong and stumps lungs stronger. Besides, it ridges the system of disease, creates rich red blood, firm flesh and develops the snap and vim that denote health and strength. Pleasant to take, agreeable to the stomach."

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It will be to your profit as well as to your satisfaction to buy diamonds here.

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Cor. Yonge and Adelaide Streets, Toronto.

people's money?" asked Sir Wilfrid Laurier.

It is the duty of the government to collect that information, replied Mr. Maclean. "It is the duty of the government to carry out their program by appointing a commission to investigate the transportation problem, and let me tell the right honorable gentlemen what the government ought to do to solve it, if they wish to solve the problem. The solution is to immediately make the Grand Trunk Railway a competitor with the G. T. R. in the West. That is what the people of this country wanted. That is what they would like to see, and I think the Grand Trunk Railway will do it."

Another Idea Come True.

"Mr. Maclean pointed out that when the construction of the Rainy River Railway was before the house he urged that it should be used as an instrument for the introduction of the G. T. R. into the Canadian Northwest. He was laughed at then. He had also urged the government to require the construction of the Rainy River Railway within Canadian territory, and to obtain such control over it that when the G. T. R. was ready to enter the West they could go over the line. Mr. Maclean said that he had entered into communication with Chas. M. Hayes at the time and pointed out what he thought would be a good line of policy for the Grand Trunk to adopt in connection with the plan. The government was bringing forward the worst possible scheme which could be devised in connection with the Grand Trunk Railway. The great object should be to get the Grand Trunk into the West to become an immediate competitor with the C. P. R., and having done this, bring in the transcontinental line and the extension of the Grand Trunk westward. This extension, however, should not be made without information which at present is not forthcoming."

Proposal Will Fail.

"The government proposal will fail," said Mr. Maclean. "It is the third subsidised proposition, a proposition carried out with great public grants given to a private corporation, and the proposition does not solve the transportation problem. We will see a fourth proposition in a very short time to really solve it. We have been given assurances that the road is a solution of the problem, and yet the government cannot state where the road is to run. Topography is everything in a railroad question. Surveys are everything. There is no way of hauling grain cheaply unless you avoid nearly all grades and nearly all curves, and to avoid these you must know where your road is to run. Where does this road that the government are subsidizing run? How are we to get the best transcontinental gradients and the greatest freedom from curves? That information is not contained in this bill or in any statement made by any of the ministers in this house, and we are told today that we are not to get it. We are to trust to the ministers to trust for a long time, and they have not solved the problem which they have been at now from 1896 until this day. They are asking the people of Canada to vote an immense sum of money, and there is no solution of the problem. It is only another road, and of course, it may be a good thing to have this Indian trail, as it has been called. The line from Winnipeg to Quebec may be a good thing to have, and it will give the City of Quebec a back door entrance, so to speak, across the continent. In the end you will come back and say 'we want more of the people's money for a transcontinental road.'"

Not Safeguard to Canada.

"Mr. Maclean said if some kind immediate relief was to be given to the West, the best way would be to justify this case, there was every reason for delay. Let the government send out its own corps of engineers, let it appoint its commission to see where the best road should be located. 'The people of the West would like to see the Grand Trunk in this country,' said Mr. Maclean. 'I am afraid the government is putting the G. T. R. in there, putting it in possession of the money, and giving it money sufficient to build a Western road and then the Grand Trunk will do the unenviable thing and run its traffic via Chicago. How can you prevent them doing so? Not one dollar of the people's money, in view of the experience we have had in the past, should be given to a private corporation, because you cannot compel a private corporation to be patriotic. The doctrine has been laid down here that you cannot enforce patriotism on them, but with the people's own road, with a road owned by the people, you can enforce patriotism on them. The Grand Trunk will be no more patriotic in this than it has been in the past, and it has been largely subsidized by the people of this country, also it has got millions of the people's money just as the G. T. R. has. These corporations have told the people of this country that patriotism was not an essential part of their agreement with the country. They have built up American profits, they will run over American roads, they will use American coal and American labor to transport the products of the Canadian West, thru their own country, and you cannot prevent this being done under an agreement of this kind. Therefore, I say that we are not even getting for our money a patriotic railway. We are getting a road that will send its products around by Chicago.'"

Where is the Senator?

"Mr. Maclean referred to certain stories which have been circulated regarding Senator Cox and his identification with the scheme. Certain statements had also been made by the former Minister of Railways. 'I am speaking very carefully and taking the full responsibility for what I say,' Mr. Maclean continued, 'but where is Senator Cox in this agreement, and if he is in it, why is not that assurance made? There are to be large flotations in connection with this scheme and I direct the attention of the Minister of Finance to it. There is to be a large flotation of bonds in connection with this scheme and it is reported in papers that are in the confidence of the government that Senator Cox is to have largely to do with the flotation of these securities. The papers friendly to the government have made the statement that Senator Cox is to have a great deal to do with the flotation of the bonds in connection with the G. T. R. The public of this country want some information, not only in connection with the flotation of the line, but they would like to have information as to the relation of Senator Cox to this company, if he has any relation. We want an assurance with regard to the location of the line and we want some explanation of the statements made in regard to the senator's connection with this road. His name was in the original bill, but it has disappeared. There were negotiations carried on in London between the Prime Minister and somebody else. 'No,' said Sir Wilfrid, emphatically. 'At least,' said Mr. Maclean, 'the statement was made that negotiations were carried on, and the inference was that a very prominent member of the senate was concerned. The name of the very prominent member of the senate was in one of the documents, but it has since disappeared. 'I wish to emphasize that these rumors which the hon. gentleman refers to are absolutely and without the slightest foundation in any shape or form,' declared Sir Wilfrid. 'Well, it is something to have an as-

Always perfect, never varies, gives uniform results.

"I have tested all the leaders," Cleveland's gives the best results."

MAKING OVER

Mr. Maclean said that he had not identified with a newspaper for many years. 'Did they find you out?' asked Mr. Maclean. Mr. Fielding declared that Senator Cox's relations with the Grand Trunk Pacific scheme remained unchanged. The government had nothing to do with Senator Cox's relations to the scheme, however. That was the company's business. There was not a shadow of foundation for the senator's talk about the flotation of bonds. The necessary funds would be raised by the Minister of Finance on the money markets of the world.

Mr. Maclean said there could be no doubt that the impression prevailed that the Grand Trunk scheme was being prepared for by the Toronto Globe, owned and controlled by Senator Cox, and that is the impression which is being spread by the Toronto paper that it is the organ of this government. For months, for years now, the country had been in a way prepared for some great transcontinental scheme of which Senator Cox was supposed to be the father. His name had been bandied about, negotiations had taken place between a certain man and certain members of the government in connection with the transportation bill. These negotiations had not been known to the Minister of Railways and Canada. The government papers had asserted that Senator Cox was to have a great deal to do with floating the financial engagements in connection with this bill. There was no statement made to the house except the statement made today by the Prime Minister that all these things are foundationless. In some way it was Senator Cox's scheme, and we do not see him in it. No explanation was made.

Mr. Fielding Speaks.

In view of the statement which he had quoted to-day about the senator going to handle these bonds, Mr. Maclean insisted that the Finance Minister should make some statement to the house. 'Was it to be a question of order to make good on the bill? He greeted that the opposition should adopt such tactics. 'Mr. Charlton can take care of himself,' declared Mr. Bennett. To this Mr. Charlton replied that the country would do well to have the opposition when the elections are held. Mr. Kemp wanted to know for how much less the Grand Trunk Pacific could carry grain to the seaboard than under existing conditions. Mr. Charlton thought that wheat might be carried from Winnipeg to Quebec for three cents a bushel less than the charge by rail and water. 'I will state that such a railway can be built north of Lake Superior for \$2,000 a mile,' asked Mr. Boyd. Mr. Charlton declined to make an estimate of the cost.

Mr. Tarte Speaks.

Mr. Tarte made a characteristic speech on the transportation question, strong and resourceful. He took up Mr. Charlton's contention, that freight could be carried by rail as well as by water and tore it to shreds. 'In making this statement he is unwilfully serving the cause of American competition,' Mr. Tarte said. 'It is absurd to suppose that wheat could be hauled by rail from Winnipeg to Quebec, and that a railway of 2,000 miles did not carry grain by all rail transcontinentally, the country which American rates pay as much more than the country served by Canadian railways. Mr. Tarte said the Grand Trunk Pacific might be satisfactory as a mainline road, not on other grounds. Mr. Kemp declared that the railway never be a grain carrying road. Why, he asked, did not the government get a letter from an expert railway man, and let him state what could be used for this purpose. Let Charles M. Hayes make the statement over his own signature. A road that could be used for easy and easy curves. There was nothing in the contract, however, as to the road.

20,000 PEOPLE MAY BEAR

Continued From Page 1.

Mr. Fielding's Fireworks.

Hon. W. S. Fielding made Mr. Maclean's speech an excuse for setting off some rather cheap campaign fireworks. If the scheme would catch enough of the provinces, he said, he could catch the whole Dominion. Mr. Maclean said it was a good thing that the West Provinces, and he was right. He would remember the statement when he was told down in the Maritime Provinces that it was a big scheme. 'He says further,' said Mr. Fielding, 'that we may catch Ontario thru the gerrymander, but what he fears is that we may catch Ontario by undoing the gerrymander of former years, and we have a strong hope that we will catch Manitoba and the Territories and British Columbia, the Territory of the Great Lakes the people are practically unanimous for this scheme. The Tory government of British Columbia, only holds office for a few days until the will of the people gets a chance to sweep them out of power, as every Tory government has been swept out in this Dominion. 'What about Manitoba?' asked W. H. Bennett. 'I believe that the only Tory Premier in Canada is not supporting this bill,' replied Mr. Fielding. 'We great many Premiers are supporting this bill, while hon. gentlemen opposite are opposing it. If my hon. friend thinks he can prove his argument by this vote, he can prove his argument by this vote, but he is not the only pebble on the beach. 'Children cry for it,' suggested Sam Hughes. 'Yes, children cry for it,' repeated Mr. Fielding.

While at the Toronto Fair

PURCHASE DR. McTAGGART'S TOBACCO REMEDY

At 75 Yonge Street.

Price 12

WA. Murray & Co. FRIDAY BARGAINS. WA. Murray & Co. Limited

New York Tailor-Made White Shirt Waists, 50c Each.

Fully 1500 lovely Waists in this leading offering for to-morrow. The bulk of them are white, but a good few are in fancy Madras effects, colored embroidered muslins, plain colored zephyrs and some fancy piques. These, however, are in odd sizes only. The white waists comprise white piques, white Madras vesting effects and white Oxford—sizes 36, 38, 40 and 42. Then there is a splendid lot of fine Sheer White Muslin Waists, in sizes 40 to 44 only, the whole making one of the most attractive shirt waist offerings of the season. The goods are this season's styles and beautifully made, the product of some of New York's cleverest shirt waist manufacturers. Window showing to-day. Values \$1.25, \$1.50, \$1.75 and \$2.00, to clear Friday, in our basement, each .50

Chevier Kid Gloves, 75c.

Chevier & Co. are celebrated makers of Women's Kid Gloves. We secured a lot of their \$1.25 quality to sell at 75c pair. The gloves are made with 2 dome fasteners, the colorings are all new and include heaver, taupe, and navy and white silks, and a lot of complete range of sizes, on sale Friday, Glove Section, Main Floor, per set .75

Rich Dinner Services, \$19.00.

But one of many very interesting offerings that are being featured daily in our China Section. Until alterations are completed underpricing will be the order of the day. This offering of Dinner Services includes some handsome patterned large sets, that sold at \$22.50, \$25 and \$30 each; we got at the lot to clear Friday, 19.00, set, per set .19.00

Lovely Fancy Ribbons, 10c.

These are Broad Pure Silk Ribbons, washing kinds, suitable for neckwear and sashes, pretty stripes, oxford, blue, fawn or yellow, on cream ground, new plaid color, pure silk ribbons in the offering, 25c and 35c qualities, Friday, yard .10 and .15. Little lot of Fancy Treadle Centre Ribbons, with plaid ends, pure silk, for neckwear, 60c quality, Friday, per yard .15

Women's Fall and Winter Jackets at \$2.00 Worth Up to \$18.00—Cloak Department.

About 200 handsome garments in this offering, beautiful goods, but not a regular size assortment in any of the styles. Made of fine kersey, fine flannel and fine broadcloth, elegantly tailored and finished superbly. Most of jackets are silk-lined, shades of fawn, also blue black. Good range of sizes in the group. We cannot accept .200 mail orders for these coats. Regular \$10.00, \$15.00 and \$18.00, to clear Friday, each .200

Women's Fancy Hosiery, 15c Pair.

A clearing up of odd lots Women's Fancy Hosiery, including black hosiery drop stitch, fawn hosiery with fancy stripes, black and navy drop stitch, cotton with white spots, white cotton with black spots and several other lines, every size in the group, regular 35c qualities, to clear Friday, pair .15

Women's RIBBED UNDERWEAR, 25c.

Splendid Underwear for early or late fall wear, rather heavy weight, ribbed, fleeced inside, natural color or white vests, finished with button front, long sleeves, drawers white only, ankle length, closed toe, on sale Friday, Hosiery Section, each garment .25

Three Remarkable Offerings in Silks--Basement

Three veritable prize offerings of bright, crisp new silks. The merest tyro in silk knowledge will readily recognize the values to be a third more, and in several cases fully double, what these prices for Friday represent.

Silks at 25c Yard.

A smart collection of new Japanese Weaving Silks for pretty shirt waists, excellent qualities in crystal and stripes; the colorings include dainty pinks, blues and greens; there is also a liberal quantity of cream and black shades, all at price Friday, per yard .25

Silks at 35c Yard.

This lot comprises regular 50c and 60c Silks, including black taffetas, surahs, mervellines and satins, new stripe plain de sole, fancy stripe taffetas, plain colored taffetas, black and white and navy and white silks, and a lot of plain Tannoline Silks, in new light shades, all at price Friday, per yard .35

Silks at 60c Yard.

2000 yards, including black peau de soie, surah, mervelline, satin, taffeta and rich brocade effects, fancy silks for waists, in stripes, oxford, and plaids, white satin broadens and stripes, plain colors in poplin, tannoline and taffetas, a splendid collection of Attractive New Silks, worth \$1.00 and \$1.50 yard, to clear Friday, per yard .60

ELECTRIC SEAL JACKETS AT \$30.00. FOR OUT-OF-TOWN CUSTOMERS.

If there's a friend from out of town visiting you, here's an opportunity to make the visit a very profitable one to them. Electric Seal Jackets you know are quite the vogue now, and many women prefer to expend their money on such a garment rather than buy the cloth effects. The Electric Seal Jacket which we are featuring at \$30.00 are worth considerably more, they look full \$45.00 worth, are made and finished just the same as coats that cost two and three times as much. We have three dashing styles—many blouse effects for young folks and the regular coat and reaper shapes for their elders finished with a girlish blouse effect. These garments have every appearance of very high priced coats. Some women are securing the choice now by paying a deposit, and we store the jacket until it is needed. If out of town write our Mail Order Department. Special .30.00

W.A. Murray & Co. Limited 17 to 31 King St. East. Toronto. 10 to 16 Colborne St. Toronto.

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Day Classes Open September 15th AT 9 A.M.

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Dominion Exhibition Tuesday Next, Sept. 8th

Morning and Afternoon.

SEATS NOW ON SALE By gracious Permission of His Majesty King Edward VII

THE COMPLETE REGIMENTAL BAND OF HIS MAJESTY'S

COLDSTREAM GUARDS' BAND

46 SPLENDID MUSICIANS.

BANDMASTER: J. Mackenzie Rogan. CONTRALTO: PHILMA DONNA. Miss Kathleen Howard.

Massey Hall Monday Afternoon Evening Tuesday Evening, Sept. 7 and 8.

Prices—Evs.—\$1.50, \$1.75c. Aft. \$1.75c, 60c.

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This question has been asked by hundreds of Exhibition visitors during the first week of the Fair.

The store front on Yonge street is a blaze of electric lights and the windows contain a gorgeous assortment of Art Hair Goods, the largest display ever produced in America. The wax figures are handsomely gowned and show to advantage this firm's renowned creations in SWITCHES, BANGS, WAVES, POMPADOURS, WIGS and TOUPEES

Don't fail to see this store if you are visiting Toronto for this or the next week of the Exhibition.

THE DORENWEND CO. OF TORONTO, LIMITED, 103 and 105 Yonge Street.

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VISITORS TO THE CITY LADIES' READY-TO-WEAR HATS

Will find our display of a unique collection. They include recent importations from Paris and New York.

Contracts have already been made for the shipment to Great Britain this year of over two million bushels of Canadian apples. Experts say that Canadian pippins, Ribbons and Baldwins are equal to the English fruit of the same names.

BOLT FROM CANON BROCK. Rev. Canon Brock of Kentville, Nova Scotia, has aroused the indignation of a congregation on the Island of Jersey by declaring his non-belief in the doctrine of eternal punishment.

Wife Looks for Husband. Ottawa, Sept. 2.—Arthur H. Chamberlain, a Bank Street restaurateur, is missing, and his wife fears that something has happened. He had \$50 and a gold watch in his pocket when he left home Saturday night to buy groceries. A woman who worked for him, named Mrs. Baker, is also missing, but Mrs. Chamber-

ment shipping and manufacturing firms. It will cover all classes of manufactured articles which Great Britain supplies or can supply to the colonies, farming machinery being included. The exhibits would be on voyage for six months.

PRICE FROM \$3.50 TO \$10.00. See our magnificent display of Furs.

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all but the blind," quoth one of the poets, and poets ought to know. The charm about a good looking person, man or woman, is a clear healthy skin.

Campana's Italian Balm is a skin food and beauty maker of international fame.

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main counts the suggestion that they went together.





