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FIFTH YEAR.

FRANCE AND THE QUEUES

OFFICIAL REPORT OF THE BOMBARDMENT OF FOO CHOW.

A Great Slaughter Among the Chinese—The French Loss Not Seven, With Fourteen Wounded.

SHANGHAI, Aug. 27.—The French loss in the bombardment of Foo Chow was 7 killed and 14 wounded. The Chinese loss is estimated at 1000 killed and 3000 wounded. The Chinese man-of-war Yang was exploded by a torpedo after it had fired a broadside at a French torpedo-boat. The boiler of the latter was exploded by hand grenades thrown from the Yang, after which the boat was sunk by the Volta to prevent the Chinese from capturing it. The French expect to occupy the heights commanding the Yagoda anchorage. It is reported that there are 75,000 Chinese troops in the vicinity of Foo Chow. According to reports received at Shanghai 80,000 Chinese troops have invaded Tonquin, and had an engagement with the French, in which it is asserted the French were annihilated and several thousand Chinese killed.

PARIS, Aug. 28.—The official report of the bombardment of Foo Chow on Saturday, received from Admiral Courbet, is as follows: "Foo Chow, Sunday morning.—A good beginning has been made. We opened fire yesterday, and in four hours nine Chinese men-of-war and twelve junks were sunk, and a Krupp battery commanding the arsenal silenced. Our loss was six killed and twenty-seven wounded. The fleet suffered no serious damage except that the boiler of a torpedo boat burst. The Chinese losses were heavy. During the night the fleet was beset by burning wrecks and logs. Torpedo boats were sent out this evening to destroy them. We shall not leave the river before the 29th or 30th. Officers and men are animated with the greatest ardor. One of our torpedo boats sank a large Chinese cruiser. The vessels which took part in the bombardment were the Volta, which destroyed my flag, the Duguay, Trouin, Tromphant, Villars, Distaing, Anplo, Lyx and Veprer, with two torpedo boats."

It is semi-officially announced that after Courbet leaves Min river he will occupy the island of Formosa, which is in the hands of the French until China gives the indemnity.

LONDON, Aug. 27.—Private telegrams report that the Chinese forces on Min river are holding out well against the French. The French gunboats are still unable to pass down the river. The Chinese authorities are confident of the strength of the forts.

The merchants are considering the advisability of presenting a memorial to the British government to co-operate with America and Germany in representing to France the serious injury which will be inflicted upon trade by interfering with the Chinese treaty.

CALCUTTA, Aug. 27.—The war between China and France has taken place between the Chinese and European powers. In 1841 the English had been objected to the opium trade and disliked to see her population drunken and debased. She got a sound thrashing.

In 1855 she fought England and France because she objected to see smuggling and private openly trade under the English and French flags. Again she was well whipped.

The present war arises out of the position of Tonquin as tributary of the Celestial kingdom. China has been tributary to the English and other powers, with the exception of Japan. Siam discontinued sending tribute during the troubles of 20 years ago, and when there was a war in 1857 the Japanese seized the island of Formosa and deposited the ruling prince, who had always sought investiture at the hands of the Chinese emperor.

Nothing whatever was said in the report regarding the lost position, and by the time that China bestirs itself in this matter the other powers will have become accustomed to regard Leo Choo as a dependent possession that any attempt to redress the original wrong would be resisted.

With regard to Burma and Corea, both of which present the character of tribute bearers, the relations of the former may be said to be purely complimentary. While those of the latter have by an express act, either public or not time alone can tell, of Li Hung Chang lately assumed a character of independence that is distinctly incompatible with the original significance of those pretensions. In the rights of China possess a more definite character.

In all of those provinces there were and are Chinese garrisons and administrators. The first named states were conquered or recovered on the express ground that they were an integral portion of the empire, and also because a large number of Chinese subjects had sacrificed their lives in endeavoring to defend them. In Tibet, which has been several times annexed from the south, their authority has never been absolutely subverted since it acquired a precise meaning in the reign of Kanghi, although it has on more than one occasion had to be vindicated by the presence of a large army. There can be no doubt, therefore, that all the conditions exist in the case of Tibet which would lead the Chinese to defend their rights there at all cost. By a treaty in 1843 the Khamsandun Danbar sought to obtain by force the indemnity which English and other powers had secured by treaty. Tibet, considers exorbitant, there will be the spectacle of two vassals of a common emperor, Kwanang engaged in a mortal struggle. The Chinese will, of course, support the Tibetans, but they will have to be more rapid in their movements than they usually are if they wish to anticipate the well prepared Gorkhas. Tonquin may be considered as almost a French province, and particularly with regard to the French, who are tributary states connected with Peking by the lesser ties of tribute and investiture. But in position and resources they are far below all

SPORTS AND PASTIMES.

TWO VALUABLE PACERS KILLED AT HARTFORD.

A Toronto bicyclist Meets With an Accident at Hartford—General Sporting News and Notes.

HARTFORD, Conn., Aug. 27.—The Charter Oak park circuit races began this afternoon. Large attendance; track could not have been better.

King Wilkes, No. 1, 1 1/2 miles, 2:23.3; 2 miles, 4:46.3; 3 miles, 7:09.3; 4 miles, 9:32.3; 5 miles, 11:55.3; 6 miles, 14:18.3; 7 miles, 16:41.3; 8 miles, 19:04.3; 9 miles, 21:27.3; 10 miles, 23:50.3; 11 miles, 26:13.3; 12 miles, 28:36.3; 13 miles, 30:59.3; 14 miles, 33:22.3; 15 miles, 35:45.3; 16 miles, 38:08.3; 17 miles, 40:31.3; 18 miles, 42:54.3; 19 miles, 45:17.3; 20 miles, 47:40.3; 21 miles, 50:03.3; 22 miles, 52:26.3; 23 miles, 54:49.3; 24 miles, 57:12.3; 25 miles, 59:35.3; 26 miles, 61:58.3; 27 miles, 64:21.3; 28 miles, 66:44.3; 29 miles, 69:07.3; 30 miles, 71:30.3; 31 miles, 73:53.3; 32 miles, 76:16.3; 33 miles, 78:39.3; 34 miles, 81:02.3; 35 miles, 83:25.3; 36 miles, 85:48.3; 37 miles, 88:11.3; 38 miles, 90:34.3; 39 miles, 92:57.3; 40 miles, 95:20.3; 41 miles, 97:43.3; 42 miles, 100:06.3; 43 miles, 102:29.3; 44 miles, 104:52.3; 45 miles, 107:15.3; 46 miles, 109:38.3; 47 miles, 111:61.3; 48 miles, 113:84.3; 49 miles, 116:07.3; 50 miles, 118:30.3; 51 miles, 120:53.3; 52 miles, 123:16.3; 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Myrtle Peck defeated Miss Marantelle in a five-mile riding race, each changing horses four times. Miss Peck made the distance in 10 1/4.

The pacer Prince and George G. in warming up collided with such violence that both were killed. Each horse was valued at \$5000. The accident left but two pacer complete, and after Basie M. had taken the first heat and Lorch the second and third the race was postponed by darkness. Time 2:20.3, 2:25.3, 2:30.3, 2:35.3, 2:40.3, 2:45.3, 2:50.3, 2:55.3, 3:00.3, 3:05.3, 3:10.3, 3:15.3, 3:20.3, 3:25.3, 3:30.3, 3:35.3, 3:40.3, 3:45.3, 3:50.3, 3:55.3, 4:00.3, 4:05.3, 4:10.3, 4:15.3, 4:20.3, 4:25.3, 4:30.3, 4:35.3, 4:40.3, 4:45.3, 4:50.3, 4:55.3, 5:00.3, 5:05.3, 5:10.3, 5:15.3, 5:20.3, 5:25.3, 5:30.3, 5:35.3, 5:40.3, 5:45.3, 5:50.3, 5:55.3, 6:00.3, 6:05.3, 6:10.3, 6:15.3, 6:20.3, 6:25.3, 6:30.3, 6:35.3, 6:40.3, 6:45.3, 6:50.3, 6:55.3, 7:00.3, 7:05.3, 7:10.3, 7:15.3, 7:20.3, 7:25.3, 7:30.3, 7:35.3, 7:40.3, 7:45.3, 7:50.3, 7:55.3, 8:00.3, 8:05.3, 8:10.3, 8:15.3, 8:20.3, 8:25.3, 8:30.3, 8:35.3, 8:40.3, 8:45.3, 8:50.3, 8:55.3, 9:00.3, 9:05.3, 9:10.3, 9:15.3, 9:20.3, 9:25.3, 9:30.3, 9:35.3, 9:40.3, 9:45.3, 9:50.3, 9:55.3, 10:00.3, 10:05.3, 10:10.3, 10:15.3, 10:20.3, 10:25.3, 10:30.3, 10:35.3, 10:40.3, 10:45.3, 10:50.3, 10:55.3, 11:00.3, 11:05.3, 11:10.3, 11:15.3, 11:20.3, 11:25.3, 11:30.3, 11:35.3, 11:40.3, 11:45.3, 11:50.3, 11:55.3, 12:00.3, 12:05.3, 12:10.3, 12:15.3, 12:20.3, 12:25.3, 12:30.3, 12:35.3, 12:40.3, 12:45.3, 12:50.3, 12:55.3, 1:00.3, 1:05.3, 1:10.3, 1:15.3, 1:20.3, 1:25.3, 1:30.3, 1:35.3, 1:40.3, 1:45.3, 1:50.3, 1:55.3, 2:00.3, 2:05.3, 2:10.3, 2:15.3, 2:20.3, 2:25.3, 2:30.3, 2:35.3, 2:40.3, 2:45.3, 2:50.3, 2:55.3, 3:00.3, 3:05.3, 3:10.3, 3:15.3, 3:20.3, 3:25.3, 3:30.3, 3:35.3, 3:40.3, 3:45.3, 3:50.3, 3:55.3, 4:00.3, 4:05.3, 4:10.3, 4:15.3, 4:20.3, 4:25.3, 4:30.3, 4:35.3, 4:40.3, 4:45.3, 4:50.3, 4:55.3, 5:00.3, 5:05.3, 5:10.3, 5:15.3, 5:20.3, 5:25.3, 5:30.3, 5:35.3, 5:40.3, 5:45.3, 5:50.3, 5:55.3, 6:00.3, 6:05.3, 6:10.3, 6:15.3, 6:20.3, 6:25.3, 6:30.3, 6:35.3, 6:40.3, 6:45.3, 6:50.3, 6:55.3, 7:00.3, 7:05.3, 7:10.3, 7:15.3, 7:20.3, 7:25.3, 7:30.3, 7:35.3, 7:40.3, 7:45.3, 7:50.3, 7:55.3, 8:00.3, 8:05.3, 8:10.3, 8:15.3, 8:20.3, 8:25.3, 8:30.3, 8:35.3, 8:40.3, 8:45.3, 8:50.3, 8:55.3, 9:00.3, 9:05.3, 9:10.3, 9:15.3, 9:20.3, 9:25.3, 9:30.3, 9:35.3, 9:40.3, 9:45.3, 9:50.3, 9:55.3, 10:00.3, 10:05.3, 10:10.3, 10:15.3, 10:20.3, 10:25.3, 10:30.3, 10:35.3, 10:40.3, 10:45.3, 10:50.3, 10:55.3, 11:00.3, 11:05.3, 11:1

THE TORONTO WORLD.

A One-Cent Morning Newspaper.

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Address all communications to THE WORLD, Toronto.

W. F. MACLEAN, THURSDAY MORNING, AUG. 28, 1924.

THE DOUBLE CYLINDER HOE MACHINE ON WHICH THE WORLD IS NOW PRINTING.

Several circumstances have of late combined to draw public attention in a marked manner to Northern Ontario.

The boundary dispute has had its share of influence this way, no doubt; but the developments to which we would now refer are of a more material and enduring character.

First and foremost we may place the building of that portion of the Canadian Pacific main line which passes through this province.

It has been far too much the province to talk of this road as if it were something belonging to the Northwest only, perhaps to Quebec in a measure, but in which Ontario had scarcely any direct interest at all.

But this idea has been a grand mistake all the time, as is now beginning to appear.

Leaving out of view for the present the Ontario and Quebec line, our provincial interest in which is obvious enough, we have to realize the fact that the Canadian Pacific is an Ontario road all the way from Ottawa to Port Arthur and even further west.

This great national work is destined to open up, not only the Northwest, but also the vast extent of Northern Ontario, heretofore almost a terra incognita as far as putting it to any practical use was concerned.

And the importance of the Canadian Pacific road, as the means of opening up the Ottawa, Nipissing and Algoma districts, is very fully acknowledged in an official publication issued not long ago by the Ontario government.

Next in importance comes the construction of the Greenhaven and Callendar link, which is to give all western and central Ontario connection with the Pacific main line.

Once this connection is completed and the main line itself in operation north of Lake Huron and Lake Superior, it will be that of the Northern road and the Callendar link to put Ontario in convenient connection with the same.

The thing is too new to us as yet; we have not yet had time to realize sufficiently how great and how material a change, for the special benefit of Ontario, is even now going on.

The new "wrinkle" in the cattle trade, now being agitated, is also important enough to deserve special mention.

Heretofore we have been sending fat cattle to England, but now it is said that the better plan is to raise here young cattle of the thousand, and ship them well-grown, but not fattened.

It is further suggested that, if the newly suggested plan is to be tried and proved a good one, then the Muskoka, Parry Sound and Nipissing districts offer a field specially adapted for raising cattle cheaply.

We have any amount of testimony showing that throughout the districts mentioned, or the greater portion of them, the natural grasses, as they spring up in the woods and clearings, are of exceptional value for their nourishing qualities.

As settlers in the Muskoka district testify, the best tame grasses take quickly when sown and come to a heavy growth. All this is confirmed by expert testimony too, for, as we have before mentioned, so good an authority as Professor Brown of the Guelph agricultural college has recommended the plan of taking cattle from the front into Muskoka, to be pastured there during the summer.

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This has now been done, and the officer appointed is the senior inspector of high schools, Dr. G. A. McLellan, who is also, it may be said, the president of the provincial teachers' association.

This appointment has created a vacancy in the inspectorship, which has at once been filled by the appointment of a gentleman who stands among those at the head of the teaching profession of the province. We allude to Mr. John Seath, B.A., at present headmaster of the Collegiate Institute, St. Catharines, who is appointed.

Mr. Seath is an honor graduate of Queen's university, Belfast, and has had over twenty years' experience as principal of the most successful secondary school of the province. Besides his speciality—science, Mr. Seath is known to be a good all-around man, an excellent classic, and a high authority in English. His appointment, we are sure, will be acceptable to the profession, and his accession to office will be a gain to the councils of the minister.

The Anglo-German Ties. European politicians are puzzled to know just what Bismarck can be at in permitting his semi-official press to bully England and coquette with France.

Whatever may be at the bottom of this new departure, the French press shows every disposition to accept it in good faith, and the London Times has been stung into talking back in a manner not designed to conciliate its German contemporaries.

It is difficult to believe that the German chancellor is honest in his professions of friendship for France, or that he seriously proposes to quarrel with England, with whom his interests do not appear to conflict.

He is suspected of an ambition to make Germany a colonizing power, but this is a direction in which the Germans have hitherto shown less aptitude than almost any other European race. Perhaps he sees in such an enterprise the means of distracting the attention of his countrymen from their burden at home, and of diverting the stream of German emigration from America to colonies where the emigrants would still remain under the paternal control of the empire; but he must learn much and overcome much before he can compete in this line with England.

Another theory is that his real purpose is to foment the jealousy that has recently developed itself between England and France, by deluding the latter into the belief that she may safely pursue her designs in Asia and Africa, thereby diverting her from the policy of recuperation and revenge which she has so steadily, and to some extent successfully, pursued since the day of Sedan. Undoubtedly he has set a trap for somebody, and vain-glorious, impulsive France is much more likely to fall into it than her phlegmatic insular neighbor.

Cheap Wheat. Harvest returns show the average yield of grain in England per acre is: Wheat 33 bushels, barley 33, oats 29, beans 26, peas 25. The rates for wheat are declining. Finest red commands 34 to 36 shillings, and white 33 shillings per quarter.

Such prices never occurred before in England, and they will probably decline still more, so says the cable. That seems likely enough from present appearances all over the world.

Under these circumstances, we are asked to throw off the duty on wheat, and put our home market at the mercy of Chicago speculators. The dominion government, we hope, will have backbone enough to stand firm against any such suicidal folly.

The Globe is pleased to say that "he must be a dolt indeed" who can suppose that the Americans would try to undersell us in wheat in our own markets. We reply, that is exactly what they would do, if we gave them the opportunity. Every man who is in the grain trade understands this full well, if the Globe does not. It is a constant practice with Chicago grain speculators, when a promising corner is set far away below the nominal price on exchange on condition that the grain is immediately exported. By this means the quantity "in sight" at Chicago is lessened and the chances of keeping prices there are improved. Supposing wheat to be down to 70 cents nominal at Chicago, it would be no trick at all to buy a million bushels at 60 cents, for export to Canada.

Such would lower the prices received by our farmers, of course. But would not a good thing result—cheap bread for poor people in the cities? We answer, no, if Chicago holders were even to sell us so far below their own market as to pay themselves the whole of the Canada duty of 15 cents per bushel, the loaf would not be one quarter of a cent cheaper in Toronto in consequence. Large speculative transactions, and tumblers in wholesale prices, never help the actual consumer a cent's worth. The difference is always gobbled by those who stand between the farmer and the actual consumer. In this year of cheap wheat, to open our ports would cause immense loss to Canadian farmers, but Canadian consumers would gain just nothing at all.

It is charged that the government did the wrong thing in putting a duty on foreign wheat. This is an entire mistake, where the government did wrong was in not putting a sufficient duty on flour. The error lay, not in carrying out the principle of protection, but in applying it with too timorous a hand. Had the principle been carried out thoroughly, without less than a dollar a barrel on flour, things would have been just right. But perhaps

the government did all that it would have been able to do. The old lesson of free trade still exists, and many a thing that we ought to have done years ago must stand until public opinion becomes educated up to the point of being no longer frightened by the bogey of a "bread tax" in a country that has bread to sell.

The resolution recently adopted by the Toronto board of trade gives away the case for the United States when it says that the country is at a disadvantage whenever the wheat crop of Canada is less than the consumption requirements of the country.

We take you at your word. Most emphatically such is not the case now. The wheat crop being greatly in excess of what we require, the 'disadvantage' spoken of no longer exists. What ever reason for dropping the wheat duty might have been urged during the harvest year 1883-84 has wholly disappeared, and is now non est inventus.

It is a stupid misrepresentation to say that friends of the N. P. expect it to keep up artificially our home price for wheat. But what it is expected to do is—to prevent the price being artificially raised by speculators, in order that a few big operators may rule the roost in Chicago. The N. P. is a blessing to Canada, to the extent that it saves us from the artificially created fluctuations of that hazardous market.

A synopsis of the fresh interest now being felt in northern Ontario, from various causes, it may be mentioned that William Seath & Co. (King street west near Yonge street) have a new map of the Muskoka and Parry Sound free grant districts, showing townships, concession lines and side lines, in a scale of 2 1/2 miles to the inch. They also publish a very handsome and clear-cut tourist's map of the Muskoka lakes, which every visitor to that now popular resort should take with him.

Although the general adoption of blouse and trousers by women would be a questionable improvement upon the present style of petticoats, there is a class who could very appropriately cast flowing draperies aside. We refer to the girls and women employed in factories or other establishments where the machinery involves rapidly revolving belts and shafts, which are a constant menace to the lives and limbs of female workers in the present style of dress. "Reform" in this particular case could not be carried at by the most cynical critic.

Henry Ward Beecher affirms that "school teachers are of more value than all the lawyers, doctors and ministers rolled up together." Maybe, but they are not paid in proportion.

Discussing a trade question, the London Free Press asks: "Why is sugar cheap?" One of the reasons may be that the dealers have "the sand" to sell it cheap.

It looks queer to a Canadian to read that at the meeting of the Chicago Republican Club in Chicago the republican candidate for vice-president delivered his speech from manuscript, after the manner of Mark Twain's celebrated "improvised address."

If a Canadian leader were to offer such a cut-and-dried effort to an audience he would be laughed out of public life.

There are still loud complaints that notwithstanding the depression in breadstuffs bread remains as dear as ever. The complaining house-keepers have a practical remedy, if they really mean what they say. The cool season is at hand, in which every house-wife can without great discomfort bake her own bread. The general adoption of such a policy would do more to remedy the alleged bread grievance than all the letters and articles that can be published in all the papers. The bakers will naturally accept present prices so long as they can get them.

Mr. James Moore and wife, well known in Leamington, were both chronic sufferers from dyspepsia that the best medical aid failed to relieve. Three bottles of Burdock Blood Purifiers cured both husband and wife.

From the Boston Transcript. Mother (to married daughter)—Why, what's the matter, Clara? What are you crying about? Clara—Henry is so awfully cruel (sob), he is getting worse and worse every day (sob). What do you suppose he said just now? He told me I must get rid of the cook; he couldn't stand her cooking any longer (sob). And he knows well enough that she hasn't done me a bit of cooking for a fortnight, and that I haven't done it all myself! Boo-hoo, boo-hoo hoo.

People who wish to note the progress of Toronto in making ought to visit West Toronto Junction. It is within a few minutes of the Union station by the trains of either the Ontario and Quebec and the Grand Trunk or the Northern. The junction station of the C. P. R. is now in full blast and freight and passenger trains are stopping there every twenty minutes. Now houses are going up all around while the plans of many handsome ones are still in the hands of the architect. Real estate in the neighborhood has steadily risen in value and promises to advance still more rapidly. A lot or block in this locality is the best investment a workingman or capitalist can go into. It will double itself in two years just as Parkdale, Brookton and the whole west end has done. Some of the best lots in West Toronto are to be had from George Clarke, 295 Yonge street.

A blunderbuss—Kissing the wrong girl. Mr. John Magwood, Victoria Road, writes: "Norton's and Lyman's Vegetable Discovery and Dyspeptic Cure is a splendid medicine. My customers say they never used anything so effective. Good results immediately follow its use. I know its value from personal experience, having been troubled for 9 or 10 years with dyspepsia, and since using it I feel as well known to dyspepsia. I have no hesitation in recommending it in any case of indigestion, constipation, heartburn, or troubles arising from a disordered stomach."

Young, old, and middle-aged, all experience the wonderful benefits of Dr. Ayer's Sarsaparilla. Young children suffering from sore eyes, ear aches, scald heads, or any acrimonious or syphilitic taint, may be made healthy and strong by its use.

MEEK-EYED BUT SHERW. The Gazette Chevre Tobacco, and Expectations to Some Purpose.

From the New York Journal. The greatest attraction in Gassan's park yesterday was the new arrival from Egypt, the long-necked and mid-way gazelle. It is a fawn color, has horns about six inches long, and has a neck which was evidently made on purpose for the new style of high collars.

The cage in which it stood was encircled by a crowd of admirers, and the gazelle seemed to like the admiration which she attracted. A fringe of small boys crowded nearest to the cage, an army of men stood behind them, and a row of pretty girls took up what room was left.

The gazelle was greatly bothered by robust and enterprising flies, who devoted most of the afternoon to the task of sampling gazelle meat. The animal's tail is only a foot long, and is bushy at the end. She swayed around in vain endeavor to reach the flies, and her big eyes grew less gentle when she found it an impossible task. A small boy borrowed something from a big man, and exclaimed confidentially to another urchin: "Watch me make her ribs sick." Then he handed the small boy a big chew of tobacco, while the crowd jammed forward to see the fun. The small boy was greatly surprised to find the tobacco a big chew of tobacco, while the crowd jammed forward to see the fun. The small boy was greatly surprised to find the tobacco a big chew of tobacco, while the crowd jammed forward to see the fun.

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DAVID B. BROWN, President. R. P. DWIGHT, Vice-President. R. P. DWIGHT, Vice-President.

COOK & CO. STOCK BROKERS. (Members of the Toronto Stock Exchange) Buy and sell on commission for cash or on margin all securities dealt in on the Toronto, Montreal, New York Stock Exchanges.

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MRS. M. BENNETT, LATE OF 19 ADELAIDE ST. EAST. Begs to inform her numerous customers that she has recommenced business at 140 Queen Street East, where with prompt attention and a Choice Stock of their Favorite Goods, she hopes to gain their further patronage.

THE AMERICAN LIBRARY. A set of G. W. M. Reynolds's Novels, Mysteries of the Court of London, etc., 25 volumes, bound in cloth, cost \$30. Cassell's Folio Shakespeare, beautifully illustrated, 12 vols., full gilt, B1C, cost \$28. W. B. COOKE, 170 1/2 YONGE ST.

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Best Hard Wood, Beech and Maple, dry or green, long at \$5.00. Do. do. do. dry, cut and split at \$4.50.

2nd class do. do. do. dry, long at \$4.00. Pine Wood, long at \$4.00. Slabs do. at \$3.50.

BEST SCRANTON COAL, ALL SIZES. Orders left at Offices, corner Bathurst and Front streets, Yonge street wharf, 51 King street east, 390 Yonge street, and 534 Queen street west, will receive prompt attention.

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W. F. MACLEAN, THURSDAY MORNING, AUG. 28, 1924.

THE DOUBLE CYLINDER HOE MACHINE ON WHICH THE WORLD IS NOW PRINTING.

Several circumstances have of late combined to draw public attention in a marked manner to Northern Ontario.

The boundary dispute has had its share of influence this way, no doubt; but the developments to which we would now refer are of a more material and enduring character.

First and foremost we may place the building of that portion of the Canadian Pacific main line which passes through this province.

It has been far too much the province to talk of this road as if it were something belonging to the Northwest only, perhaps to Quebec in a measure, but in which Ontario had scarcely any direct interest at all.

But this idea has been a grand mistake all the time, as is now beginning to appear.

Leaving out of view for the present the Ontario and Quebec line, our provincial interest in which is obvious enough, we have to realize the fact that the Canadian Pacific is an Ontario road all the way from Ottawa to Port Arthur and even further west.

This great national work is destined to open up, not only the Northwest, but also the vast extent of Northern Ontario, heretofore almost a terra incognita as far as putting it to any practical use was concerned.

And the importance of the Canadian Pacific road, as the means of opening up the Ottawa, Nipissing and Algoma districts, is very fully acknowledged in an official publication issued not long ago by the Ontario government.

Next in importance comes the construction of the Greenhaven and Callendar link, which is to give all western and central Ontario connection with the Pacific main line.

Once this connection is completed and the main line itself in operation north of Lake Huron and Lake Superior, it will be that of the Northern road and the Callendar link to put Ontario in convenient connection with the same.

The thing is too new to us as yet; we have not yet had time to realize sufficiently how great and how material a change, for the special benefit of Ontario, is even now going on.

The new "wrinkle" in the cattle trade, now being agitated, is also important enough to deserve special mention.

Heretofore we have been sending fat cattle to England, but now it is said that the better plan is to raise here young cattle of the thousand, and ship them well-grown, but not fattened.

It is further suggested that, if the newly suggested plan is to be tried and proved a good one, then the Muskoka, Parry Sound and Nipissing districts offer a field specially adapted for raising cattle cheaply.

We have any amount of testimony showing that throughout the districts mentioned, or the greater portion of them, the natural grasses, as they spring up in the woods and clearings, are of exceptional value for their nourishing qualities.

As settlers in the Muskoka district testify, the best tame grasses take quickly when sown and come to a heavy growth. All this is confirmed by expert testimony too, for, as we have before mentioned, so good an authority as Professor Brown of the Guelph agricultural college has recommended the plan of taking cattle from the front into Muskoka, to be pastured there during the summer.

Evidently he has a high opinion of the value of Muskoka as a grazing ground. And much of the Parry Sound and Nipissing districts is of the same character. The continued high prices of meat and dairy products, all the time that wheat is falling, gives an additional and probably a permanent impetus to any district suitable for cattle raising and dairying.

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TORONTO TO THE ROCKIES

BEYOND THE END OF THE C. P. R. TRACK

John Small, M.P., on his travels—Winnipeg's Enterprise—The Rich Cross—Among the mountains...

The member for East Toronto in the common Mr. John Small, has returned to town from a trip over the Canadian Pacific. The following are notes of his trip:

On the 7th inst. I left with a party of friends and members of the British association for the Rockies via Port Arthur, which latter place was reached after a pleasant sail across the lakes in the Algonquin...

Having visited Winnipeg last year I was astonished at the enterprise and pluck displayed by the citizens, who, notwithstanding the financial crisis through which they have recently passed are making their local improvements beyond conception.

Portage la Prairie has much improved since last year, and another mill has been erected here. At Carberry, 105 miles from Winnipeg, a large elevator is being constructed and it is quite a business place.

At a place called Rush Lake, 500 miles from Winnipeg, dunes and grass are numerous, and take little or no notice of the train. On the 14th we arrived at Gleichen, 784 miles from Winnipeg, where a number of the experimental farms of the Canadian Pacific railway—the land immediately along the line of railway having been considered unfit for cultivation.

At the "Emerald" mine the reports as to yield are good, and the adjoining location, the "Landsdowne," also promises well. At the "High Rock" the output is reported to be upwards of 600 tons of phosphate rock per week; and next to this a location called "The Union" is stated to exhibit a promising appearance as the work of concentration in this city.

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NO GAS FOR ST. MATTHEW'S WARD

An Arrangement Between the Two Electric Light Companies

Ald. Farley (chairman), Millham, James, Woods, Barton, Brandon, Snow, Piper, Elliott and Adamson attended the regular monthly meeting of the fire and gas committee yesterday afternoon.

The gas company refused to entertain the proposal to place lamps in the street to be lighted at a distance of two hundred feet apart, or to allow the committee to use gas lamps for street lighting, and also declined to submit to a penalty for lamps not lighted at the proper time in addition to being deprived of the cost of the gas not supplied.

The second National bank at Xenia, Ohio, closed its doors yesterday. Blaine's condition was improved Tuesday. He received a few hundred claims have been taken up in the Mission, a gold mining district of Montana.

The Westinghouse air brake company, of Pittsburgh, which recently reduced its rates for the present to \$1.50 per ton, is reported to be negotiating for a contract for the Westinghouse air brake company, of Pittsburgh, which recently reduced its rates for the present to \$1.50 per ton.

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THE BRUCE'S BURGOMASTER

Has Issued an Order Forbidding the Clerical Meetings on the Same Day as Liberal Meetings

The Warsaw police have issued an order forbidding the clerical meetings on the same day as liberal meetings.

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AMUSEMENTS AND MEETINGS

GRAND OPERA HOUSE

O. B. SHEPPARD, Manager. Inauguration of the Regular Season. One week, commencing Monday, September 1.

MATINEES WEDNESDAY & SATURDAY. KIRALFY BROS. Greatest of all productions. EXCELSIOR.

Applied 100 night at Niblo's Garden Theatre, New York, and reproduced in Toronto in its entirety at an enormous expense.

726 European Artists from the Eden Theatre, Paris. Edison Electric Light Machinery from New York. Seamy and Mechanical Effects from Niblo's Garden, New York.

OVER 300 PEOPLE EMPLOYED IN THIS GRAND PRODUCTION. The whole under the immediate supervision of Messrs. Inre and Bolony Kiralfy.

Admission 25c, 50c, 75c. Reserved seats \$1.25, according to location. Sale of seats begins Friday, Aug. 31, at 10 a.m. Reduced fares on railways to witness EXCELSIOR.

Horticultural Garden Pavilion. FRIDAY EVENING, AUG. 31. BARNETT'S NEW YORK IDEAL COMIC OPERA COMPANY IN BILLYE TAYLOR.

With complete apparatus. Also grand realistic production of THE CHICAGO FIRE. Fire engine, hook and ladder, hose, and the Riverside Volunteer Fire Brigade.

WRIGHTS HATS THAT ARE HATS COLEMAN & CO., 55 KING STREET EAST.

GENTLEMEN, 6 COASES OF FALL HATS! We have just received FALL HATS!

ALL THE LEADING ENGLISH AND AMERICAN STYLES. J. H. ROGERS, 105 KING AND CHURCH.

ALWAYS AHEAD! LEADING STYLES IN ENGLISH AND AMERICAN FELT, STIFF, & STIFF AND FLEXIBLE. J. H. ROGERS, COR. KING AND CHURCH.

BOOKS FROM ENGLAND. About 12,000 volumes of second-hand and new books, including theological, historical, medical, classical, French, German, etc., etc.

COLLEGIATE INSTITUTE, TORONTO. The classes will begin at 9 a.m. Monday 1st September.

GRAVING DOCK. Sealed tenders, addressed to the undersigned, and endorsed "Tender for Graving Dock, B.C.," will be received at this office until 10 o'clock on the 29th day of September, 1884.

MATTHEWS BROS. & CO., 93 YONGE STREET. Headquarters for high quality Gilt Binding, French Bindings, Walnut Bindings, German Bindings, Gold Bindings, etc.

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