

Tayke Paighnes

The above is the way they spelled "Take Pains" about two hundred years ago. It had the same meaning then that it has to-day—and it has been thoroughly drilled into the makers of our clothing—THEY TAKE PAINS with every garment and the result of it all is shown in the finish. The interior parts, the details that seem so little, but count for so much in the completed garments. Our salesmen TAKE PAINS to see that customers are properly looked after. We allow no slighting or inattention—quick, active service is our aim—and "TAYKE PAIGHNES" our motto.

This is a good time to talk about new styles and patterns.



CONGRESS WAGES CONFlict

Continued From Page 1.

disorder came from the colonial sections of the empire, who were arrayed against the free trade section of the colonies on the boards of the United Kingdom. It is equally significant that a very strong sentiment exists among a considerable portion of the delegates from Great Britain in favor of adopting the joint resolution as it was originally submitted.

The strong speeches of the day were given by Canadians and English delegates. Sir William Holland, George Hurst, H. M. Belcher, Every mention of Mr. Chamberlain's name elicited applause, and each side cheered the strong speakers regardless of their positions on the subject under discussion.

So general was the desire to discuss the question among the delegates that it was decided to permit only five minutes for speeches. The ten-minute limit was violated occasionally by exceptionally strong speakers, but not otherwise. Some fear is expressed that a vote will not even be reached by Thursday night.

Will Carry It.

The net result of the animated discussion is clear—THE JOINT RESOLUTION WILL CARRY BY A LARGE MAJORITY. This is inevitable, because of the three United Kingdom delegates favor of the Canadian section, and the ten votes of the leading members of Congress. The vote will be by boards represented, and not by delegates, there are fifty-six votes, therefore, from Great Britain, forty-eight from Canada, and a score from other colonies.

Those formally were: Sir William Holland, Member for West Toronto; Joseph Wilson, M.P., Barnsley, C. H. Lugarin, Victoria; Sir Edward Buck, Cawnpore; H. M. Belcher, Winnipeg; G. H. Hogg, North Shields; George E. Bristow, Liverpool; Parks of Birkenhead; Henry Bell Irvin, Vancouver; Eliot Helton, Manchester; F. J. Usher, Dublin; Robert J. Graham, Belfast; John W. Johnston, Belleville; O. E. Bowring of the Paris, France, Chamber of English merchants.

Whom the committee considering the amendment returned, W. F. Cockshutt, for the Canadians, addressed the speaker, saying: "Mr. Lord Balfour and gentlemen, I have to say to you that we have wasted considerable time, and I fess you in this first place. We have been unable to arrive at a decision to make a single change in the resolution as presented by the meeting. (Hear, hear.) Our delegates, while not objecting to some of the words, wished the debate to proceed without any change, and if any change in the words of the committee, that tariff may ensue. They fear these words may have a hidden meaning, and they want Sir William Holland to explain them."

A voice shouted: "What?"

Sir William Holland—Fancy, if you can anyone bringing forward proposals that might have the result of putting the Canadian section of the house who spoke yesterday afternoon in support of the resolution. Those speeches were full of sympathy in support of this resolution. These speeches were full of sympathy, and nothing but sympathy, and nothing which rise in the Old Country. Such a speech, if I may select one, as that of Senator Drummond went to the hearts of many of us, said, "I hope the rest of the world heard that, and the coming the very last of the British Empire. (Applause.)"

Turning to the remarks of my friend, Mr. Cockshutt, he gave his opinion on the effect of the colonies for the Mother Country is proportionate to the trade benefits they received. (Cries

TRY FEEDING

Instead of a Journey for Health, The sleek person has not exhausted all of his resources until he has tried the value of pure and scientific feeding.

It often happens that when medical skill has been exhausted a person thinks change of climate necessary. That's the time to change the food.

A big man in New York City weighs now a little over 200 pounds. "I was so ill," he says, "that my doctor ordered me to go South, but as I could not afford to travel, I stayed and then along came a friend who persuaded me to try the food of the Great Lakes."

"Am glad to say I did so, for I gained back my lost 60 pounds, and I now feel fine all the time, never felt better in my life, and that means I am well again. I have now got my money back and am all right."

This shows what a delicious food can do when it is pure and the right kind.



THE GREAT CONGRESS SETTLED DOWN TO WORK.

of "No"). I wonder if I am more correct in interpreting Mr. Cockshutt's view when I say that in my opinion, he said that most of his efforts to increase the trade between Canada and Great Britain, or between Great Britain and Canada, had been made on the side of Canada, rather than of the Mother Country.

Now that hardly tallies with the figures which have been distributed broadcast on the table of this hall. Those figures show that the imports of Canada from Great Britain, which were SIXTY-SEVEN MILLION DOLLARS thirty years ago, were only SIXTY-FOUR MILLION DOLLARS last year. On the other hand the exports of Canada to the Mother Country were \$14,000,000 worth of bound and bound. In 1873 they were thirty-five million dollars, while last year they had advanced to one hundred and thirty-five million dollars. We are giving a great increase of trade between the Mother Country and Canada as we possibly can.

Warm Spot for Colonies.

Never before in my life have I allowed myself to be carried away from the Mother Country, never before have I held so warm a place in the heart of the Mother Country as now. (Applause.) Now is the reason for seek, in the giving of the grants of preference, the commercial advantages of the imperial tariff that has contributed to it, the I should be the last man to undertake the value of the preference. But, gentlemen, it was because from Canada and other parts of the empire you stood by the Mother Country in her hour of distress, and withheld not your sons when the old flag seemed to be in danger. (Applause.) All the tariff legislation, and the mutual protection you have given us, as far as we are concerned, have the effect of increasing that unity which of man can devise. Sordid and mean and absolutely unworthy of consideration.

When the Canadian policy of Britain was established some 50 years ago it was very different from what it is to-day. Germany had not yet attained its present industrial supremacy. The United States, Great Britain's keenest competitor, was not in that shape, and, further, the colonies of Great Britain had not developed their powers of supplying her with foodstuffs and raw materials. Sir William Holland remarked this morning that he would like to see the time when it may be given us a fair chance with regard to the foreign markets we are prepared to stand or fall by our own abilities and our own resources and to compete with them in accomplishing more.

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Story to the Point.

The story that I was going to tell is this: A certain man from Connemara came down to me to ask for work. He got a job by which he was enabled to earn from twenty-three to twenty-five dollars a week. After working three or four weeks, he went one day to a man who dealt in eggs and groceries; and such things, and he said: "Well, now Mr. Grable, what is the price of our salmon?" He said: "They are in England, and the best steamship service. We had in mind the ports that would best serve this purpose but he did not think the time had come for this detail to be mentioned. V. De Wolf, president of the Hallifax Fish Board of Trade, seconded the motion with a strong speech. General Laurie of the London Chamber gave the fish market in London, and said so in a speech he caught the house. He is Canadian, and has long resided in London. The old warrior replied in measured tones: "I belong to the empire." He said: "We have in England the largest fishing port, doing nothing to build up a British port, and therefore the government could surely do as much as the country affords to ship the salmon to the colonies. We should hold to our respective destinations after reaching Galway."

He was a member of the British Fish Board, and the favorite spot for health and sport, charming resort for sportsmen and pleasure seekers.

The vicinity affords beautiful scenes, sea bathing, golf, croquet, shooting, and fishing in the vicinity, and dishing with the house Salmon and Trout Fishing Far Excellence.

Continuing, he said: "Surely the nemesis of their own reasoning and action ought to be brought home to them. I plead this day, and will give you my reasons, that we are to blame. It is the country that is responsible for the effect which will mean for the future commercial distinction, rather than commercial distinction, and the commercial tariff that has contributed to it, the I should be the last man to undertake the value of the preference. But, gentlemen, it was because from Canada and other parts of the empire you stood by the Mother Country in her hour of distress, and withheld not your sons when the old flag seemed to be in danger. (Applause.) All the tariff legislation, and the mutual protection you have given us, as far as we are concerned, have the effect of increasing that unity which of man can devise. Sordid and mean and absolutely unworthy of consideration.

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The Toronto World

No. 83 YONGE-STREET, TORONTO.
Daily World, in advance, \$3 per year.
Sunday World, in advance, \$3 per year.
Telephones: 202, 233, 254. Private branch
exchange connecting all departments.
Arcade, James-street north.
London, England, Office: F. W. Large,
agent, 145 Fleet-street, London, E.C.

THE WORLD OUTSIDE.

The World can be had at the following
news stands:

Windsor Hotel Montreal.
St. Lawrence Hall Montreal.
Peacock & Jones New York.
Wolverine News Co. Detroit, Mich.
St. Denis Hotel New York.
P.T. News Co. St. Louis, Mo.
John McDonald Chicago.
T. A. McIntosh Winnipeg, Man.
Mellors & Sonthon N.W. Westminster, B.C.
Raymond & Doherty St. John, N.B.

ADVERTISING RATE.

15 cents per line, with discount for adver-
tisements of 20 or more insertions, or for
orders of 100 or more lines to be used with-
in a year.

Your advertiser must be contracted for subject to
earlier contracts, and the advertising
positions are never guaranteed to any
advertiser unless for \$1000 per year, or
of space to be used within a year, or
have, when practicable, a selected position.

The resolution asked, not that immigra-
tion be discouraged, but that the
Government use its influence to stop as-
sistance to immigrants.

It further asked this question, which you
must admit is quite fair! If the
government taxes the laborer to bring
cheap employees to the employer and
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Advertisers are free to examine the sub-
scription lists at any time.

"Want" advertisements, one cent a word

each insertion.

A RETROGRADE POLICY.

The advocates of the Grand Trunk
Pacific are describing their plan as a
great constructive policy, and are trying
to put its opponents in the position of mere
destructive critics, pessimists, persons lacking faith and courage.

This is confusing the issue. The strongest objection to the plan is that it is destructive—that it is calculated
to destroy or impair the value of investments made by the country in na-

tional railways and waterways. We
have spent \$86,000,000 on the canals,
and \$75,000,000 on the Intercolonial.
The government, some time ago, took steps to increase the value of these in-

vestments. It spent public money in
deepening the canals; it extended the
Intercolonial to Montreal. It has now declared in favor of a policy that will cut the throat of the Intercolonial, and that disregards the advantages of our
canal and national waterways. Elabo-

rate calculations are made to show
that the new all-rail line will carry
grain as cheaply as the lake and rail
routes.

The whole policy is actuated by hos-
tility to government ownership. Money
is diverted from the improvement of
the waterways to the building of a
huge colonization railway. The gov-
ernment has refused to extend the In-

tercolonial from Montreal to the Georgian
Bay, or from the lakes to Winni-
peg. By these two lines, even without ac-

quiring the C.P.R. north of Lake
Superior, it could at once have par-

ipated in the carriage of western
freight by lake and rail. It could have
admitted the Grand Trunk into the same field by simply giving it running
rights from Winnipeg to Port Arthur.

The whole equipment of the Grand
Trunk and the Intercolonial, with all
their Eastern connections, would have
been available for western trade.

There is no objection to the building
of more colonization roads, in Ontario
and Quebec, or in the west. The ob-
jection is to the money and energy of the
country being diverted from the pub-
lically owned railways and waterways—
diverted from the business of trans-

portation, the business that is now
available and waiting to be handled.

A true constructive policy would in-

crease, not impair, the value of our
investment in canals and in the Inter-
colonial Railway.

**THE PARTIES AND NATIONAL RAIL-
WAYS.**

The national ownership of railways
is a question which The World has al-
ways put far and away ahead of all
party considerations. In furthering
that policy, it has been, and now is,

ready to co-operate with men who call
themselves Liberals, with men who
call themselves Conservatives, and
with men who refuse to label their
convictions with either of these names.

In the last few days a powerful Lib-
eral ex-minister and the leader of the
Conservative party have declared in
favor of the principle of government
ownership of railways, or, to put it
more broadly, of government control of
transportation. We hail these declara-

tions as evidences of the growth of a
sound principle. Their effect upon the
parties, from the office-holders' point
of view, is a minor consideration—the
people need not care a rap which party
hands out the judgements, the senator-
ships, the big offices or the little offices
in the gift of a dominant party. They
need not care whether or not national
ownership is a good thing to have an
election with, unless it is a good thing
for the people to win with.

The advocates of national ownership
had had to contend with indifference,
with ridicule, and with all the power
of great vested interests. Political
parties, caucuses, even conventions
have fought shy of the idea. This
was to be expected, and there is no use
in quarrelling with human nature. The
advocates of protection, of the national
policy applied to our manufactures,
had precisely the same experience
as the advocates of the national policy
applied to railways. They had to educate
the people before they could educate
public men. In the last few years
the principle of public ownership of
railways, steam and electric, of water
powers, of telegraphs and telephones,
has made enormous strides. It looks
now as if the political parties will
soon be rivals in their demonstrations
of friendship for the idea.

As we have said, the experience is
common. As protection in this coun-
try received its first impulse outside
the political parties, so did free trade
in England. Yet at a critical moment
it did receive powerful aid from Peel,
the leader of a political party, and it
would be absurd to deny the value of
that aid. In the same way, the cause
of preferential trade received its first
impulse outside the party organiza-
tions, but at a critical moment was
powerfully aided by Chamberlain. The
national ownership of railways has re-
ceived a similar impetus from the de-
clarations of Messrs. Blair and Borden.
A lot of politicians who some time ago

were ready to sneer at the idea will
now suddenly discover its excellence.
That is a matter of minor consequence.
The main thing is that the cause is
advanced.

**EXCELSIOR ASSEMBLY AND
IMMIGRATION.**

Editor World: In the report of the
meeting of the Chamber of Commerce
it was stated in your issue of the 17th
inst. that a resolution of the Excelsior
Assembly was read asking for the dis-
couragement of immigration, and that
that cause is advanced.

Your reporter must have been in error.
The resolution did not give the first
intimation as to discouraging im-
migration. It pointed out that, while
the employer was often given a 50 per cent.,
the workmen had to submit, not
merely to the freest of free trade, but
that they were taxed upwards of five
hundred thousand dollars yearly to
bring the cheapest cheap to town,
and down wages to the lowest point.

It further pointed out that if
immigration doubled the population of
this or any other city, then the in-
creased cost of living would be
double land and water rates, the speculator
to subject labor to greater tribute.

The resolution asked, not that immigra-
tion be discouraged, but that the
Government use its influence to stop as-
sistance to immigrants.

It further asked this question, which you
must admit is quite fair! If the
government taxes the laborer to bring
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"CENTRAL" COMPLAINS.

Editor World: In reference to the
item in The World about "Central"
having shorter hours, while it is partly
correct, it is only the operators in connec-
tion with the main exchange that
secure any benefit from the five-hour
team system. Operators in Parkdale and
in the north are required to work just
as hard for the same scale of wages,
and I think it is unfair. Parkdale.

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COLLINGWOOD IS NEXT.

Court of Central Ontario
L.O.F. Finishes.

Barrie, Aug. 19.—(Special)—The sec-
ond day's proceedings of the seventh
annual communication of the High
Court of Central Ontario, L.O.F., open-
ed at 9 o'clock this morning. High Chief
Ranger Hearn in the chair.

The weather last evening was as
bad as could be expected for the moonlight
excursion kindly provided for the town,
but the members were disappointed in
the number of visitors.

The trials of Corwall and York
Match, open to ladies—First prize, \$100;
silver medal and \$8; second prize, \$70;
four prizes of \$5; thirteen prizes of
\$3; thirty-one prizes of \$2; ten prizes of
\$1; forty-nine prizes of \$1; fifteen
prizes of \$3 (for tyros who do not gain a
prize in the above list).

The trials of Collingwood—First prize, \$100;
silver medal and \$8; second prize, \$70;
four prizes of \$5; thirteen prizes of \$3; twenty-
five prizes of \$2; ten prizes of \$1; forty-nine
prizes of \$1; fifteen prizes of \$3 (for tyros
who do not gain a prize in above list).

The trials of Peterborough—First prize, \$100;
silver medal and \$8; second prize, \$70;
four prizes of \$5; thirteen prizes of \$3; twenty-
five prizes of \$2; ten prizes of \$1; forty-nine
prizes of \$1; fifteen prizes of \$3 (for tyros
who do not gain a prize in above list).

The trials of Guelph—First prize, \$100;
silver medal and \$8; second prize, \$70;
four prizes of \$5; thirteen prizes of \$3; twenty-
five prizes of \$2; ten prizes of \$1; forty-nine
prizes of \$1; fifteen prizes of \$3 (for tyros
who do not gain a prize in above list).

The trials of Waterloo—First prize, \$100;
silver medal and \$8; second prize, \$70;
four prizes of \$5; thirteen prizes of \$3; twenty-
five prizes of \$2; ten prizes of \$1; forty-nine
prizes of \$1; fifteen prizes of \$3 (for tyros
who do not gain a prize in above list).

The trials of Kitchener—First prize, \$100;
silver medal and \$8; second prize, \$70;
four prizes of \$5; thirteen prizes of \$3; twenty-
five prizes of \$2; ten prizes of \$1; forty-nine
prizes of \$1; fifteen prizes of \$3 (for tyros
who do not gain a prize in above list).

The trials of Galt—First prize, \$100;
silver medal and \$8; second prize, \$70;
four prizes of \$5; thirteen prizes of \$3; twenty-
five prizes of \$2; ten prizes of \$1; forty-nine
prizes of \$1; fifteen prizes of \$3 (for tyros
who do not gain a prize in above list).

The trials of Brantford—First prize, \$100;
silver medal and \$8; second prize, \$70;
four prizes of \$5; thirteen prizes of \$3; twenty-
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AUTUMN NOVELTY SUETING LENGTHS

In full array — showing the new weaves and colorings.

Black and Colored

- Black and Cavaus Weaves.
- Cheviots and Homespuns.
- Zibelines—Camel's Hair.
- Liana and Savoy Suitings.

\$8.75 to \$20 Per Length.

Ladies' Rain and Dust Coats

In all the now tweed effects and new spiral twill cloths, fawns, greys, bronzes.

Half Lengths—5.00, 6.00, 7.00, 7.50, 8.00, 9.00.

Full Lengths—6.00, 7.50, 8.00, 9.00, 12.50, 18.00.

Orders should be left NOW in Ladies' Tailoring and Dressmaking Departments.

Golf Caps, Traveling Rugs, Steamer Shawls, Verandah Wraps, Ladies' Tailored Suits

— Mail Orders carefully filled.
— Store closes at 5 p.m.

JOHN CATTO & SON

King Street—opposite the Post-Office.

SOLD HUSBAND FOR \$500,

Montreal Woman Gets Rid of Man Who Deserter Her.

Detroit, Aug. 19.—For the magnificent sum of \$500 Mrs. Constant Menteil of Montreal made an agreement yesterday afternoon to give up her husband to another woman who had once been her servant in the Canadian city. The agreement to accept \$500 in cash and accounts square was drawn up by Attorney Ignatius Saliote in the Mortar Building, and was signed by husband and wife. Lawyer Menteil then went to the office of the attorney general and handed it over to his wife, after which the couple separated, and the wife left Detroit on the midnight train for her home in New York. The husband returned to his home at 305 Monroe Avenue to continue to live with the woman for whose sake he deserted his wife.

FOR DEPUTY MINISTERS.

Sir William Mulock Has Introduced a Bill That Please.

Ottawa, Aug. 19.—A bill introduced by Sir William Mulock provides that the deputy ministers' salaries are increased to \$3500, with annual increases up to \$4000, and an extra \$1000 may be given to the Deputy Minister of Justice, Deputy Minister of Finance, Deputy Minister of Railways and Canals, if these gentlemen are possessed of special qualifications mentioned in the bill.

A new class of clerks will be created, known as grade A. The minimum salary for these will be \$2400, with annual increases to \$2500. The minimum salary for junior and first-class clerks is made \$1700, and the maximum for senior clerks may be paid \$50 each for optional subjects, not to make their salaries in appointment more than \$8000. Junior second-class clerks now in the government may be paid \$700 a year, if they are not receiving that amount already.

No person shall be appointed a third-class clerk without passing the qualifying civil service examination in the same year, which may be \$100 in this grade, and maximum \$700. Fifty dollars each may be paid for optional subjects, not to increase their salaries in appointment beyond \$5000.

Temporary writers who have been 10 years in the service may be appointed third-class clerks.

Atlantic City, Cape May, Sea City, Ocean City, N.J.

Last fifteen-day excursion of the season to Cape May Aug. 20. Only 80 round trips from Lewiston Suspension Bridge, Niagara Falls and Buffalo. Train leaving Buffalo 8:30 p.m. connects at Broad-street Station, Philadelphia, with trains to Atlantic City, via Delaware River Bridge. Apply to agents N. Y. C. and H. R. R., or address P. F. Fraser, A. B. D. 307 Main-street, Ellicott-square, Buffalo, etc.

Many Women Are Not Attractive because of repulsive looking Warts on the hands. They can be painlessly removed in one day by Putnam's Corn and Wart Extractor. Putnam's is the best Corn and Wart cure made, Try it.

Quality

A gift in its quality reflects the thought which prompts the giving.

An engagement ring purchased at "Diamond Hall"—and it may be the least expensive in our stock—will be truly excellent.

An idea of extravagant cost may have put Diamonds beyond your consideration. The idea is error.

We sell a Diamond of very desirable size—guaranteed—mounted in a ring of 18k gold for \$25.00.

YORK COUNTY AND SUBURBS

Another School Teacher, at Toronto Junction Resigns to Go West.

BUSINESS BOOMING ON THE C.P.R.

Scarboro Residents Want Electric Railway Extended—Balmy Beach Promenade a Success.

Business is good on the C.P.R.

Twenty-five car loads of stock for the Union Stock Yards' Thursday market arrived to-day, and more are expected thru the night.

Walther Minter, who allowed his cow to graze at the station, did not report to the Police Court and was fined \$3.

The traffic on the C.P.R., which has been congested at the present time, is the easiest to get along. It is a common sight to see trains to wait several hours in order to get into the yards, and every bit of available space is crowded to the limit. Trains are seen to be left at 10 a.m. and 1 p.m. The increase in the cattle trade here emphasizes the fact that the C.P.R. is short of sidings at this point. Last evening rails were laid and the yard was extended to Lambton with the increased traffic now being inadequate.

For the past three weeks the yards have been working until 8 p.m. on cars and engines and other road engines have been used to keep the yards clear. The men engaged in keeping sufficient room for the necessary shunting. The volume of trade on the C.P.R. never was greater than at present.

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DOMINION FAIR DOINGS.

Some of the Many Things That Go to Make Up an Exhibition.

A REQUEST FOR DECORATIONS.

Warning to Exhibitors to Be Ready for Inspection on the Opening Day.

Mrs. Ellis of 84 Major-street is taking a great deal of interest in the Cat Show, to be held in connection with the Dominion Exhibition, on Sept. 2, 3 and 4. She is very sanguine of a splendid success. Mrs. Ellis has had correspondence with a number of cat owners and breeders in the United States, who have expressed their intention of being represented at the Toronto show. Several more specials have been received, among them from the directors of the Orange and Cream Cat Club, Washington, D.C., of a special prize of \$5 and a championship medal and cup for the best orange and cream cat.

Entries of cats close with Superintendent Bell, 70 East King-street, on Saturday next, the 22nd inst.

A wholesale firm in the city have taken four reserved seats in the Grand Stand for the entire period of the exhibition for the use of their employees. This is a very excellent example, and will save the firms following it, and all employees a deal of inconvenience and expense.

These seats will be reserved especially for purchasers every afternoon and evening. Reserved seats will be on sale on Saturday next.

At present we have had the last week or ten days has enabled magnificent progress to be made in preparing the grounds, which are ready in readiness now for the reception of properties and the erection of the buildings have commenced to be busy houses of industry. An army of men are engaged putting the finishing touches on the structures and erecting stands and designs for the reception of manufacturers and liberal arts buildings.

A week ago was a desert of emptiness, it is now full of models of various descriptions, and men are working in every direction preparatory to the opening on Saturday Aug. 20.

The exhibits are to be known that every exhibit will need to be not only in place but actually ready for public inspection at the closing of the grounds at 6 o'clock on Friday, Aug. 21.

It is the desire that the exhibits be in the finished state the day before the formal opening in order that the large number of delegates from the Chambers of Commerce Congress shall see the resources and industries of the country at their best.

The committee of the City Council have determined to do all they can to put the streets and civic buildings in the best possible array for strangers to see.

In the performances to be given in the Grand Stand, there is enough novelty to suit the tastes of all classes, and it should not be forgotten in this connection that there will be two distinct shows—that in the afternoon and again in the evening, the afternoon there will be 12 acts.

The Grand Stand, there is enough to give money to the box office, and the biggest acts of their kind which can be got for money. The plan has been adopted of having each act the best of its kind, which can be seen, and this will give money to the box office, and the other acts will be much lower grade. Each turn will be the last crowd, which are sure to attend, and when they have seen the afternoon, the afternoon, there will be 12 acts.

The Canada makes splendid passage Land to Land in 4 Days 13 Hours—Prominent English Visitors Arrive.

There is no stanchion or handspur ocean steamship crossing the Atlantic than the SS. Canada of the Dominion Line, which arrived yesterday at 11.15, after making the second fastest passage ever made from Moville to Father Point. In six days five hours and 31 minutes, or four days and thirteen hours from Moville to Belle Isle.

The Canada is the fastest steamer coming to the St. Lawrence, and already holds the record of five days twenty-three hours between Moville and Father Point, and her owners expect the boat to be reduced before the close of navigation.

The wharf was crowded with people waiting to see the Canada arrive, and to meet the large number of passengers which included many distinguished English delegates to the Chamber of Commerce empire meeting, as well as prominent Canadians returning from Europe. The voyage was a most enjoyable one, and those who crossed the ocean in this ship will be glad to return.

The passengers included 128 saloon 210 steerage and 300 steerage, and all were delighted with the excellent cuisine, service and perfect accommodation furnished.

The great popularity of the Canada is attributable to her magnificence, trim deck, handsome dining saloon, large state rooms, and comfortable ladies room, library, lounge and smoking room.

The accommodation for second saloon passengers is unsurpassed, not only in comfort, but also in convenience. The dining room and smoke room are exceptionally attractive and comfortable apartments.

The third-class accommodation is one of the most excellent features of the vessel, having furnished sitting room and smoking rooms.

L.C.D. CONVENTION.

Pittsburgh, Aug. 19.—The thirty-fourth annual convention of the Irish Catholic Knights of America here to-day, two hundred delegates representing 70,000 members, are in attendance. Most important among the features to be considered this year will be the increase of death benefits and the creation of a contingent fund for the benefit of the blind members.

D.L.B. REUNION AND SUMMER CAMP.

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On Thursday, Aug. 20, special train will leave Hamilton at 11.00 p.m. for Toronto. For tickets and all information apply to Grand Trunk ticket office, northwest corner King and Yonge-streets.

TRAVEL FOR EUROPE.

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THE LIGHT THAT FAILED.

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CITY HALL HAPPENINGS.

OLD TRUST FUND DISCOVERED—BRICKLAYERS' DISPUTE SETTLED.

Frederick C. Jarvis, barrister, son of the late Sheriff Jarvis, has discovered a sum of money in the Western Canada Loan Company which he says belongs to the fund collected by his father years ago, to erect the fence around the Royal Raid monument. Apparently the sum of \$100,000 in excess of requirements was subscribed, and has been gathering the dust in the Western Loan Company's vaults. Until the amalgamation of this company with the Canada Permanent the money was discovered. It will be handed over to the city.

HOW TROUBLE AROSE.

A deputation from the Bricklayers' Union called on Park Commissioner Chambers yesterday with the statement that the stone masons were still employed at the Riverdale Park works. The deputation stated, among other things, that if the masons would affiliate with the other trade councils of the city trouble like that of the past few days might be averted.

In saying so, the deputation did not laid bare the real cause of the trouble. It was not the fact that the Masons' Union is separate and unaffiliated. The bricklayers evidently saw a chance to get after the outsiders and that did it.

OBJECTS TO ROOF GARDEN.

Alde Currie, while acting Mayor yesterday, said to the press that he did not approve of the scheme to erect a roof garden on the new city dock at the waterfront. He said that the garden would only be a place for loafers to congregate, and that the city park system affords sufficient recreation space.

BUREAU PERMITS.

Bureau permits were issued by the City Clerk yesterday, as follows:

Meneses Rosenthal, 185 Chestnut-street; died Aug. 18, aged 8 years; cause, unknown.

Catherine Cook, 406 Manning-avenue; Aug. 17, aged 91; senile decay.

Ethel Woods, 160 Borden-street; Aug. 18; aged 36 hours.

Sarah Pearson, 169 College-street; Aug. 17; aged 88; suddenly; cardiac asthma.

Walter Franklin Johnston, 6 Home-street; Aug. 17; aged 8 years; drowned.

William James Murray, 25 Napier-street; Aug. 17; aged 55; drowned.

Angela McAlpin, 63 Sackville-street; Aug. 17; aged 31; phthisis.

George R. Reid, 18 Glidersleeve-place; Aug. 18; aged 40; drowning; man-servant.

Charles McCurry, 270 Ontario-street; Aug. 17; aged 81; apoplexy.

Thomas Fouldock Worts, Aug. 18; aged 46; uremia.

Caroline Macleod, 49 Borden-street; Aug. 17; aged 75; shock by fall.

Clara Broome, 180 Chestnut-street; Aug. 18; aged 15 months; bronchitis.

Arthur McIntyre, 27 Centre-avenue; Aug. 19; aged six years; internal trouble.

Willie, London, 310 College-avenue; Aug. 18; aged five years; septic enteritis.

James W. Davis; Aug. 18; still born.

George Davis, 116 Gordon-avenue; Aug. 18; aged 80 years; senile decay.

CANADA MAKES SPLENDID PASSAGE

LAND TO LAND IN 4 DAYS 13 HOURS—PROMINENT ENGLISH VISITORS ARRIVE.

There is no stanchion or handspur ocean steamship crossing the Atlantic than the SS. Canada of the Dominion Line, which arrived yesterday at 11.15, after making the second fastest passage ever made from Moville to Father Point. In six days five hours and 31 minutes, or four days and thirteen hours from Moville to Belle Isle.

The Canada is the fastest steamer coming to the St. Lawrence, and already holds the record of five days twenty-three hours between Moville and Father Point, and her owners expect the boat to be reduced before the close of navigation.

The wharf was crowded with people waiting to see the Canada arrive, and to meet the large number of passengers which included many distinguished English delegates to the Chamber of Commerce empire meeting, as well as prominent Canadians returning from Europe. The voyage was a most enjoyable one, and those who crossed the ocean in this ship will be glad to return.

The passengers included 128 saloon 210 steerage and 300 steerage, and all were delighted with the excellent cuisine, service and perfect accommodation furnished.

The great popularity of the Canada is attributable to her magnificence, trim deck, handsome dining saloon, large state rooms, and comfortable ladies room, library, lounge and smoking room.

The accommodation for second saloon passengers is unsurpassed, not only in comfort, but also in convenience. The dining room and smoke room are exceptionally attractive and comfortable apartments.

The third-class accommodation is one of the most excellent features of the vessel, having furnished sitting room and smoking rooms.

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PLUM CROP IS 'A PEACH' AND ALL FRUIT PLENTIFUL

Apples Selling for 75c to \$1 a Barrel—Warm Weather Will Bring Tomatoes.

A number of prominent commission men were seen yesterday, with a view to getting a line on the fruit prospects for the season. The consensus of opinion seems to be that a somewhat better yield than usual, taken all round, is to be looked for, while the plum output promises to be a record-breaker.

"It's the biggest year for plums I have ever known in my opinion," said a local buyer, who has been a familiar figure at the fruit market for many years. "The crop is a tremendous one. Plums are selling now at from 20c to 30c per basket, and the price is liable to break further, as stock goes down."

This is a banner year for plums and may only as regards quantity, either for the standard of quality is good, as well."

An average crop of peaches is what present indications point towards, although the Crawford's are stated to be somewhat better than usual, taken all round, is to be looked for, while the plum output promises to be a record-breaker.

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