

PROS AND CONS OF THE G.T.P. DEBATE

The Private Bill to Incorporate the Railroad Discussed at Ottawa.

SIR WILLIAM MULOCK ON ITS SALIENT FEATURES

Refers to the Enterprise as a Great Trunk Line, Extending From Ocean to Ocean.

Ottawa, Aug. 4.—The House took up the discussion of the private bill to incorporate the Grand Trunk Pacific yesterday afternoon, and continued the debate from 3 o'clock in the afternoon till 11 o'clock in the morning. In committee a couple of minor amendments, of which Mr. McCarthy had given notice, were made, and then the committee returned to the beginning of the bill, in order to make its provisions conform to the conditions of the agreement with the Government and the company.

In discussing the first clause of the bill, adding to the list of directors the names mentioned in the agreement, Mr. W. F. Maelen proceeded to deal with the general principle of the bill, and advocated the nationalization of railroads, particularly "the spout," the section between Winnipeg and Lake Superior, as the best means of relieving the congestion in the North-West. The question of Government ownership, he said, was the best and only way of regulating rates. The practical railway of today, he said, is a high-class double-track railway which would get rid of grades and curves.

Ideas on Railroads.

His idea of a proper road was one of the standard of the New York Central or the Pennsylvania, costing probably \$200,000 a mile. That being constructed, the Government should go to the Canadian Pacific and Grand Trunk and Canadian Northern and say: "We will assist you to straighten out the roads between Port Arthur and Winnipeg and between Midland and Owen Sound respectively, to Montreal and Quebec." The question would never be solved by the construction of a one-track road through the wilds of New Brunswick, Quebec, and Ontario. A system owned, controlled, and run by the country would work well, and be the complement of the system of water transportation we have, instead of being antagonistic to it, as the railways are now.

Mr. Maelen refused to accept the administration of the Intercolonial Railway as an illustration of Government ownership. The proposed road should be taken out of the political arena, and put under the control of a commission, with a man like Mr. Hays at the head, and the Government should say to him: "Go ahead, put the Government road into the North West and pull down the rates, so that the other companies will have to come down." The existing roads could, he said, be nationalized for \$20,000,000, instead of an expenditure of \$100,000,000, which the Government was incurring for a one-track railway, and the Government road was not getting into the North-West even then.

As to Nationalization.

Sir William Mulock stated that it would be impossible to nationalize the Grand Trunk Railway, Canada Atlantic, and Canadian Pacific from Winnipeg eastward for the amount mentioned by Mr. Maelen.

Mr. Maelen criticized, severely the paralyzing of the Intercolonial by the new road.

The capital stock was, upon motion of Mr. McCarthy, who stated that the distance from Winnipeg to the Pacific Coast will be from 1,600 to 1,800 miles, reduced to \$45,000,000. Mr. McCarthy stated that the cost of the prairie section was estimated at \$20,000,000, and of the mountain section \$50,000,000. The rolling stock will cost \$7,000,000 per mile additional. It is the intention of the company to lay 80-pound instead of 60-pound rails.

Mr. R. L. Borden said the capitalization of the company was too high. The mover of the bill, he said, could not tell whether the road was to run north or south of the Canadian Northern. A large capitalization would materially interfere with the control of rates and with the placing of Canadian products in the markets of the world at prices which will enable the Canadian producers to compete with the foreign producers in those markets.

Mr. Fowler called attention to the fact that, although the Government is going to build the most expensive portion of the line, the capital stock was only reduced from \$75,000,000 to \$45,000,000. Sir William Mulock pointed out that the mountain section is to be assisted to the extent of 75 per cent. of its cost, but that the liability of the Government shall in no case exceed \$30,000,000 per mile, which for 400 miles would make the total amount for which the Government is liable \$12,000,000, or a total cost of \$23,000,000. The Government's liability under the guarantee on the prairie section is \$13,000,000 per mile being 75 per cent. for 1,000 or 1,100 miles, which would make the total cost of that section about \$18,000,000. The two sections would cost about \$42,000,000 upon this basis of calculation, and \$20,000,000 for the rolling stock would bring the total cost of the Grand Trunk Pacific to \$62,000,000. It was very well known that the stock to be realized from the stock was an unknown quantity, and it seemed to him that some margin must be allowed the company.

HE'S INFORMATION CLERK.

Mr. Patrick Cusack has been appointed information clerk at the Union Station. Mr. Cusack was a Grand Trunk baggage man who was injured in the recent accident at Whitley.

BE WISE TO-DAY!

'Tis Madness to Defer the Work of Healing.

If you are a sufferer from Bright's disease, diabetes, urinary, or bladder ailments, it is madness to defer the work of healing. The "stitch in time" is wisdom and prudence; it saves work and makes the patient whole. In like manner, the use of one bottle of Dr. Pettigill's Kidney-Wort Tablets when the warning symptoms of kidney and urinary troubles are perceived, will remove pain...

excess of the estimated cost, for which there was no justification. Mr. Barker doubted very much if the Grand Trunk could put up \$25,000,000 stock in this road. He suspected there was some dicker in connection with this, that the Grand Trunk would get the stock by some of the ordinary methods adopted by Montreal companies.

Hon. Mr. Fitzpatrick replied that there is a great difference between joint stock companies and railway companies, as they operated under different laws. At 9:10 p.m. the amendment reducing the capital stock to \$45,000,000 was adopted. The clause respecting the qualification of directors was, at the request of Mr. McCarthy, stricken out as unnecessary, the general Railway Act covering the point.

Hon. John Haggart pointed out that the names of two senators, Hon. George A. Cox and Hon. William Gibson, appeared in the bill as incorporators and suggested that their names be struck off at once. Hon. Mr. Fitzpatrick pointed out that the contract or agreement had not yet been sanctioned by Parliament, therefore it was not necessary to adopt Mr. Haggart's suggestion.

Hon. Mr. Fitzpatrick submitted an amendment providing that the Government shall appoint director of the Grand Trunk Pacific, and explained that the Government desired to have a representative on the board of the railway who would be absolutely under its control, in order that they would be in a better position to control the operations of the company.

Mr. McCarthy offered an amendment providing that in the event of the Government constructing the road from Quebec to Winnipeg, the company shall have the power to construct branch lines to Lake Superior, Gravenhurst, North Bay, Nipissing Junction, Montreal, and other points.

Mr. E. F. Clarke called attention to the fact that the road was apparently to pass 400 miles north of Toronto, which, it is admitted, is a larger distributing center than Montreal, and consequently that portion of the Province of Ontario would derive no benefit.

Mr. McCarthy suggested that the road now run from Toronto to North Bay, a distance of 250 miles anyway.

Mr. Clarke said that one of the absurdities of the proposition was that the Grand Trunk Pacific have been compelled to shift their eastern terminus from Gravenhurst, which they first proposed, to Montreal, then to Quebec, and then to Moncton. Instead of running from Gravenhurst westward to Manitoba, as originally suggested, the company had been compelled to carry the line 300 miles farther north from Toronto than at first proposed.

Mr. McCarthy asked how, if the road were started from Gravenhurst, the distance could be shortened. In order to get to the West the road would have to go around Lake Nipissing.

Lieut.-Col. Hughes advised Mr. McCarthy to study the map, and reminded the House that the Canadian Pacific proposed building its own short line from Sudbury to Toronto, thereby effecting a saving of 75 miles, compared with the present route.

A Great Trunk Line. Sir William Mulock said that this was not a small sectional line, but a great trunk line from ocean to ocean. It was quite possible in the future that a cut-off would be built via Sudbury, giving a shorter connection to Toronto. One of the lines running north from Ottawa would also, in all probability, be extended to connect with the Grand Trunk Pacific. He appealed to the House to consider the bill in its broad national aspect, and upon generous principles, free from all sectionalism.

Hon. Mr. Emmerson moved an amendment providing for the building of a branch line from Chipman to St. John. He stated that the distance via Chipman to St. John was 204 miles shorter than by the Intercolonial. After considerable discussion on this amendment it was declared carried.

An amendment, moved by Mr. Hackett (Prince Edward Island), that the company be given power to construct a branch to Cape Tormentine, was ruled out.

MAY BE MURDER.

West Gwillimbury Man Stabbed in Side With Pitchfork.

Bradford, Ont., Aug. 4.—On Friday afternoon last a young man named P. Mulholland, working for Wm. Church, of West Gwillimbury, ran a pitchfork into Church's side just below the heart. As fears were entertained that the wound might prove fatal a warrant was issued last night for the arrest of Mulholland. He was sent to Barrie this morning for trial.

The men were quarreling about the work being done when the assault took place.

PLAGUE OF BITES.

Sudden Heat Brings Swarms of Mosquitoes in London.

REGATTA BEGINS HERE TO-MORROW

Races for All Classes on the 12 Mile Triangular Island Course.

The annual regatta of the Lake Yacht Racing Association will be held to-morrow and Thursday on a triangular course on the lake south of the Island, four miles to a leg.

There are two races for each class and races for all classes on both days. There are many noted yachts in port to-day for the regatta. The Cadillac of Detroit and the Genevieve of Rochester, two Canada's Cup boats of the past, will compete against the Beaver and Invader, who have also participated in the same history. Yox of Rochester, Canadian of Hamilton, and Lepzi of Kingston are also here for the races.

The yacht clubs forming the L.Y.R.A. are: Kingston Yacht Club, Kingston; Oswego Yacht Club, Oswego; Rochester Yacht Club, Charlotte; Buffalo Yacht Club, Buffalo; Royal Hamilton Yacht Club, Hamilton; Victoria Yacht Club, Hamilton; Royal Canadian Yacht Club, Toronto; Queen City Yacht Club, Toronto. The officers are: Frank Strang, president, Kingston; J. T. Mott, vice-president, Oswego; Temple McMurrich, secretary-treasurer, Toronto; council, T. B. Pritchard, Rochester; G. W. Maytham, Buffalo; George Owen, Hamilton; Frank E. Walker, Hamilton; Owen Martin, Toronto; Fred A. Turner, Toronto.

W. J. Phillips, who officiated at the Seawanhaka Cup races at Lake St. Louis last week, will be in charge of the regatta as association officer, and will follow the boats on the Hiawatha, or some special boat. The guns will be fired as follows:

- First, or time gun, will be fired from the judge's boat at 10.30 a.m.
- Second gun will be fired from the judge's boat at 10.50 a.m.
- Third gun, 11 a.m., start for 45-foot class.
- Fourth gun, 11.10 a.m., start for 40-foot class.
- Fifth gun, 11.20 a.m., start for 35-foot class.
- Sixth gun, 11.30 a.m., start for 30-foot class.
- Seventh gun, 11.40 a.m., start for 25-foot class.
- Eighth gun, 11.50 a.m., start for 20-foot class.
- The starting gun in each class shall be the preparatory gun in next class.
- The 45, 40, 35, and 30-foot class go twice round the course.
- The 25 and 20-foot class go once round.
- Time limit for each race eight hours.

BIG MUSKOKA REGATTA.

Royal Muskoka, Aug. 3.—Over 3,000 people witnessed the annual regatta to-day. The following is a list of the winners:

- Yachts—1st, D. H. Mason.
- Sailing Skiffs—1st, H. C. Strange's Arno.
- Men's single skiff—1st, E. T. Curran; 2nd, J. Curran.
- Boys' tandem canoe—1st, A. and G. Clarkson; 2nd, Bryce and Graham Bell.
- Men's single canoe—1st, E. Curran; 2nd, R. Clarkson.
- Boys' single canoe—1st, A. Clarkson; 2nd, C. M. Hinks.
- Men's single canoe—1st, A. J. Hardy; 2nd, H. J. Duke.
- Ladies' tandem canoe—1st, the Misses Bland.
- Ladies' single skiff—1st, Miss E. Forge; 2nd, Miss Foye.
- Men's tandem canoe—1st, E. T. and J. Curran; 2nd, H. A. Dymont and W. Curran.
- Ladies' double skiff—1st, the Misses Forge.
- Men's double skiff—1st, E. and J. Curran; 2nd, Clarkson Brothers.
- Boys' swimming race—1st, H. Dalmeier.
- Canoe fours—1st, Curran Brothers and Dymont; 2nd, Clarkson Brothers.
- Padding, upset—1st, E. Curran; 2nd, W. Pardo.
- Gunwale race—1st, R. Clarkson; 2nd, Temple.
- Swimming race, men—1st, H. Dalmeier; 2nd, R. Clarkson.
- Titling tournament—1st, R. and A. Clarkson; 2nd, H. Dymont and E. Curran.
- Crab race—1st, D. E. Curran; 2nd, R. Clarkson.
- Fancy swimming and diving—1st, R. Clarkson; 2nd, J. Rudd.

TORONTO SWIMMING CLUB.

Thirteen entries made an interesting race in the Toronto Swimming Club's 100 yards handicap at Hanlan's Point Saturday afternoon. J. A. Wilson, who won from limit, is fast getting into racing class. Reynor, another competitor, finished second, and J. R. Wilson (scratch) third. In the polo match, "White" won from "Red." Score, 2-1.

A TRIPLE PLAY UNASSISTED.

Welcome T. Gaston of Colorado Springs, once with Toronto, first base for the M. P. Darnet team of Denver, made a triple play unassisted in the game played by the C. F. and I. team in Pueblo, Col. Briefly of the locals knocked a liner to first, which Gaston caught. Lee left the first base under the impression that a closed hit had been made, and was touched with the ball by Gaston. Krowell, a runner on second base, had got so near to third that Gaston was able to run a second and touch the base in time to put him out. This is the fourth single-handed triple play on record.

WATER BOY WON AT SARATOGA.

—Miss Mac Day won the feature race at St. Louis.

—Jack Ratlin won the Garden City Handicap in the mud at Chicago.

—Mackenzie Bros' Wire No. 8 to 5, won the Toronto City Handicap at Fort Erie, and made a new record for the race. Red Car won the steeplechase, and Lamontagne the six furlong event.

—Rock Storm won the Balaton Steeplechase, at Saratoga, in which Ten Below Zero also ran. Tipperance, at long odds, won the Flash Stakes for two-year-olds. Mr. Dymont's Easy Street ran third to Vincennes and St. Sever at one mile.

—The rich Saratoga Handicap of \$12,000 was won by J. B. Haggins' Water Boy, the 13 to 5 favorite, with Alex. Shields' Hunter Raine, 25 to 1, second and Chaghnawaga, 50 to 1, third. Hermis was prominent for a while, but faded away at the finish.

WINNIPEG CREWS CROSS TO ST. KITTS

Westerners Expect to Beat the Champion Argonauts in the Senior Eight.

The Winnipeg oarsmen, who will compete at the Canadian Henley at St. Catharines on Friday and Saturday of this week, arrived in the city last night, 17 strong.

The westerners were at the Yonge street wharf at 6.30 o'clock, and loaded their boats on the Garden City, unimpeded by the heavy rainstorm. They left on the 8 o'clock boat for the scene of the conflict. They will compete in the junior four, the senior four, and the senior eight, and expect to win two of the three events.

"We believe we can trim the champion Argonaut eight," said one of the crew. "We are rowing very fast just now."

The Dons and Toronto oarsmen will leave for the course to-morrow, and the Argonauts will go on Thursday. The New Yorkers, Philadelphiaans, and Detroiters are expected to-day or to-morrow at St. Kitts, while the Brockville and Hamilton men will be there on Thursday afternoon.

Secretary Merriek will take up his abode at the course to-morrow. He has secured colored caps for the competing crews so that they may easily be distinguishable to the spectators by a reference to the program.

The course is a splendid one, and should present a smooth surface in any weather. A strong north wind hardly ripples its surface, and the high banks will protect it from both east and west. It is straightaway for the English Henley distance, one mile and 550 yards, and from the new grandstand at the finish one can see the crews all the way. The stand, which is near the steamboat landing at Port Dalhousie, is finished and will accommodate 1,200 persons. It is covered and made to last. Around the stand is erected a fence enclosing a small lawn where spectators may stroll, and where a hand will enjoy proceedings between the races. Refreshments will also be procurable on the lawn, and also in a large marquee to be placed near the starting line up at the St. Kitts' end of the course.

This latter arrangement has been made for the accommodation of the guests of the committee. At the start, a permanent wharf has been placed, against which the crews and scullers will back up for the start, and this end of the course is being connected by phone with the finish line near the grandstand, so that there should be no delays in getting competitors up to the start in time for each event.

The boats will be stored in a large warehouse near the finish line and close to the water, and a very commodious float has been erected for the launching of the racing craft. A splendid view of the races can be had, not only from the stand, but all along the east bank. The course will be marked out all the distance on both sides, and crews going up to the start will be required to keep outside of these course-buoys. There is plenty of water for fast going, the average depth being nearly ten feet, and the few weeds that marred the course have been thoroughly cleared away.

It is estimated that 25,000 persons will witness the races. The St. Catharines boats will leave at 8, 11, 2, and 5 each day, and it is possible to see the race, and return each day to the city. Band concerts have been arranged at the grandstand enclosure each afternoon, and each evening the band will play at St. Catharines, and the city will be decorated and illuminated. The grandstand tickets will be placed on sale on Wednesday morning simultaneously at St. Catharines and the Yonge Street wharf at the Niagara, St. Catharines, and Toronto Railway offices.

CRICKET ON THE HOLIDAY.

Parkdale cricketers chased leather on the holiday at Rosedale, while the homesters were hitting up 272 runs in a league match, against Parkdale's 85. Rosedale's score was one of the best of the year. Forester hit hard and carefully for 91, his runs including 16 fours, 6 threes, as many twos, and the rest ones. Dean's 61 was the result of patient play. Paulds, with 28, batted best for the losers, while their best bowler was A. G. Chambers. Rosedale was just short 13 of a 300 runs' victory.

A team from the Church and Mercantile League met the Toronto C. C. in a friendly game on the holiday. There was a splendid wicket, and the scoring was high. For Toronto S. R. Saunders made 73 in his careful manner. G. S. Lyon 38, including seven four-hits. Robb took three wickets for 13 runs. Lowsborough four for 43. Fleury two for 28 runs. The fielding at times was not good. The score was 217 to 131 in favor of Toronto. H. Wise scored 55 for the losers.

The first innings of the Philadelphiaans in their match against Lecestershire lasted three hours. J. A. Lester scored 128 not out. He batted faultlessly, and his score is the best made during the tour. The Lecestershire eleven lost half their wickets for 46 runs, but the succeeding batsmen stood until the adjournment.

St. Simon's C. C. and Grace Church clubs played a friendly match yesterday at Rosedale, resulting in a win for St. Simons for 12 to 5 in the first innings. For St. Simon's in the first innings Raven played a splendid game for his 54. Brasler, McCaffrey, and Letch also got double figures by good play. For Grace Church Foe made 38 by hard hitting, while Edwards got 20 by his usual careful playing. In the second innings St. Simon's scored 79. W. McCaffrey 24, and Campbell 18, being the top scorers, both playing good cricket. When time was called Grace Church notched 40 runs in their second time at bat. Turner getting 20, Sparling 15.

On Saturday Toronto beat Rosedale by 145 to 55. Whitaker made two great catches, but nothing to equal the catch Mackenzie made so long on of Hynde. The ball being struck at 75-yard pace, rather low, Mackenzie running in and catching it about a foot from the ground. The forewing team are all good bats, and a better aggregation of fielders could not be found in Canada, and the bowlers might be classed as follows: H. Beatty, W. Whitaker, H. Lowsborough, and Bristowe, fast bowlers; F. C. Evans, W. H. Cooper, E. Wallace, Lucas, mediums; W. McGovern and G. S. Lyon, slow bowlers; and the chance of two of Canada's best wicket-keepers in Saunders and...

"A Cricket Authority" writes as follows to "The Star" regarding the composition of the international cricket eleven to meet the United States team on Varsity lawn on the 24th, 25th, and 26th:

"I would suggest in place of C. Wright (who, by the way, would make a grand umpire) that M. G. Bristowe or Edwards be given a place, and in place of C. Baldwin G. Lyon of Toronto C. C. (the team would then be composed as follows: D. W. Saunders, H. Lowsborough, and G. S. Lyon, Toronto C. C.; H. McGovern, M. G. Bristowe, Ottawa; W. Whitaker, St. C. Evans, Mimico; W. W. Wright, Varsity; W. H. Cooper, H. Beatty, Rosedale; H. C. Hill, Montreal; C. Lucas, R. M. C. E. Wallace, Gordon, Mackay. The foregoing team are all good bats, and a better aggregation of fielders could not be found in Canada, and the bowlers might be classed as follows: H. Beatty, W. Whitaker, H. Lowsborough, and Bristowe, fast bowlers; F. C. Evans, W. H. Cooper, E. Wallace, Lucas, mediums; W. McGovern and G. S. Lyon, slow bowlers; and the chance of two of Canada's best wicket-keepers in Saunders and...

AQUATIC SPORTS TO-MORROW.

The program of water sports to be given to-morrow night on Long Pond is a very good one. After the sports a concert and dance program will be given at the club house. The program: Tandem (under 18), men's slugs, tandem canoe (club), single gunwale, club fours, boys' tandem (under 16), fours (under 15), ladies' and gentlemen's tandem.

OUTFIELDER HALE VERY ILL.

Jesse Hale, the outfielder loaned by the Toronto Club to Schenectady of the New York State League, is in the hospital at Schenectady dangerously ill with typhoid fever.

NO BASEBALL GAME TO-DAY.

Owing to the heavy downfall of rain, to-day's ball game between Toronto and Rochester was declared off. They will play to-morrow at 4 o'clock with Hardy pitching for Toronto and Mills for Rochester.

The Trend of the Shoe Trade Lies Between King Edward Hotel and the City Hall

The center of this trend is Yonge Street, midway between King Street and Queen Street.

Two years ago the "Slater Shoe" secured a second home on Yonge Street within half a dozen of blocks of its old King Street Store.

We knew that time would show that our "Slater Shoe" Store in this district would be ample, yet we wanted to learn which point best suited the public convenience.

The presence of hundreds of erstwhile King Street customers and many new ones in the Yonge Street Store, proved conclusively that the trend of the retail shoe business in Toronto lies between the King Edward Hotel and the City Hall, and that Yonge Street "commands the route."

Therefore we have closed up the King Street Store, and in future two "Slater Shoe" stocks, a double sales staff and a double shoe shining staff will all be concentrated in the Yonge Street Store, 117 Yonge Street.

The Queen Street "Slater Shoe" Store, 528 Queen Street West, will be continued as usual.

The Slater Shoe Stores 117 Yonge Street : 528 Queen St. West

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The old-fashioned bake-oven was the best our great grand-mothers could get. They baked in it in a kind of a way and were satisfied with it because they knew nothing better. But the modern housewife wastes time and good food when she fails to avail herself of the improvements of the

Imperial Oxford Range

No other range on the market can do the baking this oven does. The oven is kept evenly supplied with fresh super-heated air all the time. See this range at your dealers or write to us direct.

The Gurney Foundry Co., Limited Toronto, Canada

Montreal Winnipeg Vancouver

Full line of these Ranges shown at Gurney Oxford Stove and Furnace Co., 231-233 YONGE STREET.

JAMES GLIONNA DEAD.

Talented Musician Passes Away in a Winnipeg Hospital.

Winnipeg, Aug. 4.—The death occurred last evening in the Winnipeg General Hospital, after an illness of only one day, of James B. Glionna, the composer and teacher of the banjo, guitar, and mandolin. Deceased, who was 30 years of age and a native of Italy, came to this city over a year ago from Toronto, and had gained an enviable reputation as a teacher and musician. The talented little daughter of the dead musician will return to friends in Toronto.

NEW YORK EXCURSION AUGUST 11TH.

In addition to the regular trains for the excursion to New York on the 11th of August, the West Shore will run a special train, leaving Suspension Bridge at 8.30 p.m., and arriving at New York City at 10 p.m., to run via Albany, Buffalo and New York City next morning.

This will be a splendid train for passengers desiring to take the trip down the Hudson River on the Day Line steamers. Apply to L. Drago, 69 1/2 Yonge Street, Toronto, for further information. x

PICTURES OF BOXING BOU.

Thursday, Friday, and Saturday the pictures of the Root-Gardner bout will be shown at Shea's Theater. They are under the management of Jack Herman, of the International Athletic Club, Fort Erie, where the contest was held, less than a month ago. These pictures are the finest ever taken of a boxing contest.

BURNING MONEY.

If you use poor coal you are burning good money. We guarantee every ton of our coal. James H. Milne & Co., 88 King Street. 'Phones 2379 and 2880 Main.

An Opposition Opinion. Mr. R. L. Borden calculated that upon the basis of estimate by Mr. McCarthy the cost of the prairie section equipped would be \$29,700,000, and of the mountain section \$14,200,000, or a total of \$43,900,000. It was proposed to give the company \$45,000,000 capital stock, and bonding powers for \$33,000,000, or a total of \$78,000,000, which is \$34,100,000 in excess of the estimated cost, for which there was no justification.