This is what you will always have if you use a set of our NEW ASBESTOS LINED SAD IRON SETS.

Sold at $2 Set.

W. A. MITCHELL'S HARDWARE.

Jewelry Making and Repairing

We have skilled workmen and good facilities for the manufacture and repair of all kinds of jewelry.

We do fine engraving. We do gold and silver plating.

When your brooches need pins, your rings require the setting, repaired, or made over, or any little attention that jewelry needs from time to time, leave it with us and it will be neatly done, at a moderate charge.

SPANGENBERG,
Jeweller, King St.

G. Gregorakos, 184 Princess St.
Kingston's Ice Cream Parlor
Given Away To-night and To-morrow
A Free Carnation
With each Ice Cream or Ice Cream Soda.

THE 5 P. M. EDITION.

SECOND EDITION NEWS ALSO ON PAGE FIVE.

COMMERCIAL MATTERS.

What is Going on in the Business World—The Markets.

Grand Trunk Railway system earnings July 1st to 7th, 1904, $712,582; 1903, $667,973; increase, $14,609.

Kansas will lose 15,000,000 bushels of wheat by rains and floods, and the total crop will not exceed 70,000,000 bushels.

Cheese sales: Madoc, 700 boxes, at 7 9-16c.; Brockville, 2,387 boxes, at 7fc; Treed, 375 boxes, at 7fc. to 7 9-16c.; Vankleek Hill, 1,350 boxes, at 7fc.

During the last twenty-four years 58,651,473 frozen meat carcasses have been imported to London, and of this been total New Zealand has been responsible for 41,154,020 and Australia 12,769,850.

Advices received from Seattle said that the total output of gold this season will exceed $19,000,000, all of which will practically go to New York. The season on the Klondike is said to be the best ever experienced.

The United States Geological Survey sends out the following preliminary statement of the value of the production of certain minerals and other substances in the calendar year 1903: Pig iron, $244,350,000; iron ore, $66,356,001; salt, $5,150,196; phosphate rock, $2,986,824; coke, $66,459,023; bituminous coal, $351,094,209; anthracite coal, $152,036,438.

The House Of Peace.

At the opening of the new Chapel of the Redeemer, Yonkers, N.Y., Rev. J. E. Freeman drew an effective illustration from a grotesque and interesting brass knocker on the door of Durham cathedral. It had remained there for many centuries as a witness to a period when the cathedral was as much a house of refuge for the victim of feudal wrath as it was a temple of worship. There was something peculiarly suggestive about this aspect of a Christian church, for it could have no finer distinction than to be a "House of Peace."

Death Of A Clergyman.

Rev. G. Metzler, rector of the Church of England, Lyndhurst, died Thursday night. The funeral took place on Saturday, Mr. Metzler was a graduate of King's College, Windsor, N.S., and was made deacon in 1869, and ordained in 1871. He was missionary at Edwardsburg, Ont.; Sydney Mines, N.S.; at Finch, Diocese of Ontario, and was incumbent of Cardinal, before his appointment to Lyndhurst. In all of these places he did faithful work.

Miss Alice Gill, nurse-in-training at Syracuse, N.Y., hospital, is visiting with her sisters at Mrs. W. Wormwith's, Earl street, for a few weeks.

DRY GOODS!

Here are seven good reasons why you should come here for your Dry Goods. All the stores are doing all they can to deserve your trade, but things are better here, and somehow we charge less.

Men's White Shirts

Unlaundried, made from good strong cotton, 3 ply, linen bosoms, double reinforced backs and fronts, well made in every way, splendid value, at 75c., for 49c.

Ladies' and Children's Knit Underwear

White Cotton Vests, short sleeves, and no sleeves.

White Linen Worsted Vests, all makes.

Women's Lisle Thread Combination Suits.

Women's Fine Drawers, umbrella shape, in 3 quarters,, fine and trimmed with lace, 25c., 40c., 50c.

Men's and Women's Handkerchiefs

Men's Pure Linen Handkerchiefs, all width hems, for 12½c.

Women's Pure Linen Handkerchiefs,. all width hems, for 10c.

Women's Hand Embroidered and Hand Drawn Handkerchiefs, all pure linen, from one of the largest makers in Belfast.

Summer Blankets of Cotton and Wool

White Fleece Cotton Blankets, for ¾ beds and larger for big double beds. 250 pairs large, fine Scotch all wool white Blankets, for July and August, 20 per cent. off the price.

Women's and Children's Fine Hose

Women's Black Lace Hose, for 20c.

Women's High Lace Lisle Hose, for 35c.

Women's 50c. Black Cashmere Hose, for 35c.

Men's Fast Black ½ Hose, for 12½c.

Men's Fine Seamless Cashmere Hose, for 25c.

Table Linen and Napkins

Waldron's Shamrock Ticket Quality- See the four tables of Mill Ends: White, Damasks, Cream Damasks, Roller Linens, Huck Towelings, Gloss Towelings, odd Napkins, two, three and four of a pattern. No mercerized or fuzzy cotton mixtures.

10 Bales of Grey Cotton to Sell at 5c.

The mill price of this Cotton to-day is 5½c. The directors of one manufactory recently said whatever profits there are in Cottons appear to go into the pockets of the consumer. The transactions up to the date of meeting did not warrant voting the usual dividend. Do not the prices indicate that our desire to keep business up to the mark is keener than our ambition for gain.

- R. WALDRON -

CAPABLE MEN

AS ENGINEERS COULD EASILY BE GOT IN CANADA

For Grand Trunk Pacific—Evidence Taken Here By Judge Winchester—School of Mining Professors Heard.

At the court house this morning, Judge Winchester of Toronto, heard testimony in regard to the Grand Trunk Pacific Railway company engaging United States engineers when the same could have been procured in Canada. Strong testimony was given that men sufficiently skilled could easily be gotten in this country. H. M. Mowat, K.C., Toronto, appeared on behalf of the government, and W. E. Foster for the railway company. G. M. Macdonnell, K.C., was present on behalf of the School of Mining.

Thomas W. Nash, C.E., chief engineer of the Kingston and Pembroke Railway company, and Provincial land surveyor, was the first witness. He had at various times organized fully 100 railway surveying parties in Canada.

Mr. Mowat.—What is your opinion of the statement that the G. T. Pacific could not get capable engineers in Canada?

Mr. Nash.—It's not true. Any number can be procured in Canada who could fill all the offices required, high or low.

Mr. Nash here submitted a list of names of Canadian engineers, whom he knew personally and who could do the work of chief engineers, divisional engineers, etc. For the first, Prof. R. Carr-Harris of Kingston, was eminently qualified, and for the latter, Hamilton Lindsay, St. Catharines (formerly of Kingston), and J. L. Bogart, Kingston. For divisional engineers, he named A. D. McRae, J. K. Workman and several graduates of the Kingston School of Mining.

Judge Winchester.—Did Mr. McRae apply for a position on the Grand Trunk Pacific?

Mr. Nash.—Yes, and he was not given one.

Judge Winchester.—Was he capable of filling a position?

Mr. Nash.—Quite capable.

Judge Winchester.—Had you ever any difficulty in securing engineers?

Mr. Nash.—No, the applicants were generally five times as numerous as the positions.

Judge Winchester.—Are the Canadian engineers as capable as those of the United States?

Mr. Nash.—They certainly are and also have a better knowledge of this country.

Judge Winchester.—Is it better to have Canadian engineers on the the Grand Trunk Pacific?

Mr. Nash.—I would certainly say so, because they know the country better. They are also more adapted to the climate.

Judge Winchester.—Are there in Canada a sufficient number of engineers available for this work.

Mr. Nash.—I have not the slightest doubt about it.

Hon. Mr. Harty's Letter.

Hon. William Harty, as chairman of the board of governors of the Kingston School of Mining, was the next to give evidence. On April 12th last, he wrote Sir Wilfrid Laurier asking him to have it arranged that Canadian engineers and graduates of schools, including that at Queen's, should get employment on the railway.

City Engineer Kirkpatrick.

A. K. Kirkpatrick, Kingston's city engineer, who has had such a large experience in railway matters in various parts of the world, next gave evidence. He said that if Mr. Stevens, of the G.T.P. had tried very hard to fill the engineering positions on the new road, he could have done it. With such large salaries offered, there are many first-class Canadian engineers who would give up their present positions to go on this transcontinental. Mr. Kirkpatrick read a long list of leading Canadian engineers who could have been secured, and who had experience, and also of younger men who were available for the minor positions. Mr. Kirkpatrick said he had worked three years in the Rockies on engineering construction, and his opinion was that men who had experience there were more valuable than others of the same ability.

Mr. Mowat asked Mr. Kirkpatrick about George Lewis Griffith, of Winnipeg, whom the railway depreciated. Mr. Kirkpatrick said he had worked in the Rockies and regarded him as a bright man.

Judge Winchester.—Are there enough engineers in Canada, and are they capable of doing the work on the G. T. Pacific?

Mr. Kirkpatrick.—Yes, there are, and they are easily capable of doing the work.

Judge Winchester.—Are Canadian engineers better adapted to the G. T. Pacific?

Mr. Kirkpatrick—In my opinion they are, for they know the country better and what is required in the North-West in the present case.

Judge Winchester—Why would a Canadian divisional engineer be better for the work than one from the United States?

Mr. Kirkpatrick—A Canadian engineer who has been through the country is better adapted to look after his party, as regards supplies, etc.

R. M. C. Professors.

Major Panet, staff adjutant of the Royal Military College, gave evidence as to the course of engineering given at the college.

Capt. Cochrane, the R.M.C. professor of surveying, stated that the majority of the graduates had followed civil engineering. Most of the graduates who had since become eminent as engineers had been instructed by Prof. R. Carr Harris.

Capt. Bogart's Application.

Capt. J. L. Bogart, lecturer on surveying in the school of mining, said that he had been in charge of survey parties on railways. The school of mining had turned out young men quite capable of taking positions of district engineers. He himself was available for engagement on the G.T. Pacific, and had applied for position of engineer in charge of party, on February 21st. He offered to form a party at Kingston for service. The reply of Mr. Stephens was that there were no openings. Capt. Bogart said he was confident of being able to form a good party here. He considered A. D. McRae, who applied, as quite capable. He knew of no enquiries coming from the railway company to the Kingston school about capable men for the survey and the construction. Capt. Bogart declared that a large number of capable young men could have been secured here. He applied for permanent positions for Messrs. Fairlie and Dillabough as instrument men, but failed to place them.

Prof. R. Carr-Harris.

Prof. R. Carr-Harris, formerly professor of civil engineering in the Royal Military College, and who has done active railway work for forty years, gave testimony. Sir Percy Girouard was one of his students, also Capt. Adams, manager of Egyptian railways, and A. K. Kirkpatrick, city engineer of Kingston. He submitted a list of capable engineers who could have been secured by the G.T. Pacific. Prof. Harris claimed that Canadian engineers had been discriminated against by railways in Canada of late. Canadian engineers, he said, were second to none on all outside work, such as railways and canals, which were the greatest pieces of work in the world. This was because of the exigencies of climate Canada had to contend with, rendering it necessary for Canadian engineers to have larger experience and closer observation of climatic conditions. Prof. Harris showed how the Canadian Pacific railway being so efficient, had rendered competition impossible by United States railways.

The witness declared that Mr. Stephens could have procured competent Canadian engineers if he had taken the trouble, and men of superior competence to those of the United States. Canadian engineers had inherited a greater amount of skill from the physical conditions of Canada, than any outsiders could possibly acquire. Mr. Stephens could not have been aware of these physical conditions of the country, else he would not have done as he did. Experience of the country was necessary for superior location; mere theory would not do.

Canada, Prof. Harris said had produced the greatest railway and canal engineers in the world. Among the former were Sir Sandford Fleming and Sir Percy Girouard. There was no deterioration, as the younger engineers were all college graduates, and had received the most practical training as well. From Toronto and Kingston, 136 young men graduated in the engineering profession this year, and although some of these were in mining, yet they were capable of doing minor civil engineering.

He declared that Canadian engineers needed no protection against foreign engineers. They could stand on their own merits. They did not need government protection, but only government justice. The witness knew George L. Griffith, Winnipeg, whom he regarded as a first-class engineer. His two sons had applied for appointments on the Grand Trunk Pacific, but did not secure them. Canada had fully a dozen men who could fill the post of chief engineer of the Grand Trunk Pacific, and among these were Sir Sandford Fleming, Sir Percy Girouard, Messrs. Archibald, Doucet, Clark, Schreiber, Leonard, Macdonald and T. W. Nash (Kingston).

School Of Mines Graduates.

A. D. McRae, C.E., graduate of Queen's arts and science departments, gave evidence as to his experience of five years and applying for a position on the Grand Trunk Pacific, but had been given none. He had experience on two railway surveys in this district.

M. Ferguson, another engineering graduate of Queen's, gave evidence as to having had experience on several railways during the past few years. He had been on the Grand Trunk Pacific, but came home in December on account of illness. He applied for another position on the survey, but did not get it.

Urquhart Fairlie, graduate of the engineering department of Queen's, gave evidence as to having been on several district railway surveys. He too applied for work on the Grand Trunk Pacific. He received one answer to his application, and that was all. No position was offered to him. Messrs. H. B. R. Craig, M. Ferguson, S. M. Graham, K. R. McLennan, R. L. Squire, H. Walker, W. P. Wilgar, J. V. Dillabough and himself, of Queen's, had applied for positions on the Grand Trunk Pacific as far back as February. Several under-graduates had also applied, but these could take positions only for the summer months. H. M. Belfour, K. R. McLennan, H. Osborne and J. Sears also gave evidence, as to applying for positions.

The enquiry concluded at one o'clock, Judge Winchester announced that his investigation was practically completed. There might be a little more evidence to be heard on some details. He adjourned the enquiry sine die.

Heartburn, Hiccough, Stomach Gas.

Frequently trouble people, whose digestion is not very strong. Immediate relief from these unpleasant sensations will be secured by taking twenty drops of Nerviline in a little sweetened water. It affords just the aid the stomach requires. Nerviline is good for a hundred pains whether internal or external. Five times stronger than other liniments, more penetrating and with greater pain subduing power than any other liniment ever devised. Nerviline is an ache and pain saver, that makes it the most valuable discovery for common ailments ever made. If you use it once you will never be without it. No other preparation can give the same results. A source of comfort, a health assurance in every household. At all dealers.

Was Instantly Killed.

Special to the Whig.

Winnipeg, July 16.—John Peterson, a Swede, employed in the city quarry, was instantly killed yesterday. One of the stone cars was brought to a sudden stop, when the skip slid off and struck Peterson in the stomach.

Huyler's chocolate powder used at Gibson's Red Cross drug store fountain.

UNDER ARREST.

"J. L. MITCHELL" CHARGED WITH FORGERY.

Got Jewelry Under False Pretences—Man's Real Name Is Francis Reed—Preparations For Further Swindles—No Action By Iron Moulders.

Special to the Whig.

Montreal, July 16.—J. L. Mitchell, described as financial agent with an office in the Temple building, is under arrest, charged with obtaining jewelry on false pretences, and forging a bank's acceptance to a cheque which he tendered in payment for jewelry. Mitchell made efforts to obtain goods at several of the leading jewelry stores in the city, in some instances giving orders as high as $600. He was trapped at Cochenthaler's on St. James street.

Detectives have found that the J. L. Mitchell, is really Francis H. Reed, Toronto, son of a well-known dry-goods merchant of that city. Documents found on the prisoner's person led to the belief that he was preparing to attempt other swindling operations, involving large amounts in addition to the efforts to swindle leading city jewelry firms.

No action has been yet taken by the iron moulders of the city, regarding a strike, although the negotiations, which have been going on between representatives of the men and employers have terminated unsatisfactorily. The employers claim that trade conditions warrant a reduction of the minimum, while the moulders claim that the high rate of living will not permit them to accept lower wages.

SIR PERCY GIROUARD.

Attributes His Railway Success to Prof. R. Carr-Harris.

A letter was placed in evidence, this morning, in the railway enquiry, which will be read with great interest. It was from Sir Percy Girouard, the eminent Canadian, who served as director of railways in Egypt and South Africa, under the British government, to Prof. R. Carr-Harris, one of the teachers at the Royal Military College. The letter was as follows:

"I have the greatest pleasure in testifying that to your endeavors and unfailing interest in the welfare of your students, I attribute largely any measure of success I may have attained as an engineer. Your broad-mindedness, I think, taught all the cadets of my time a very valuable lesson as to the manner in which they should approach engineering questions and saved many from becoming automatons or mere draughtsmen. My grounding by you in railways, hydraulics and general engineering, left a lasting and invaluable impression. Believe me, yours faithfully, E. P. C. Girouard."

MAN BADLY SCALDED.

Boy Killed By Horse Frightened By Explosion.

Special to the Whig.

Penetanguishene, Ont., July 16.—About seven o'clock this morning a steam pipe in the first Brook Box mill burst, badly scalding Gordon McLeary, late of Nova Scotia, the engineer in charge. The report of the explosion frightened a cart horse, which was standing near by, and the horse ran away, killing Joseph Dusome, a boy of about sixteen years.

TWO KILLED OUTRIGHT.

In Wreck of Passenger Train At Shippen, Pa.

Special to the Whig.

Olean, N.Y., July 16.—Two men were killed outright, and a third seriously injured, in the wreck of a fast passenger train on the Pennsylvania railway at Shippen, Pa., at 4:30 o'clock this morning. The dead men are: Frank N. Prozoller, fireman, and Sullivan, fireman, of Buffalo. George A. Henson, Buffalo, baggageman, was seriously injured.

SPINE WAS BROKEN.

Victim Of Accident Dies Some Hours Later.

Special to the Whig.

Campbellford, Ont., July 16.—While William Nelson, youngest son of Charles Nelson, Seymour East, was unloading hay, yesterday, the hay fork broke, allowing Nelson to fall backwards. Nelson's spine was broken by the fall, and he died a few hours later.

Many New Members.

Prospects point to a most successful flower, fruit and vegetable show this fall. It is the Horticultural Society's intention to hold the show in the Armouries, with promenade band concert in the evening. A large number of new members have already deposited their dollar with the secretary-treasurer, and each of these will be given two free passes to the show.

The showing of fruits and vegetables promises to surpass that of previous years. Fruit growers, like Messrs. Lcheup, McMichael and Stratford of the county, will make exhibits this fall for the first time in years. They would not exhibit at the fair, where they had to compete against the vine and fruit yards of western Ontario. Now, however, in a district competition, they will be glad to take part. So the society expects to see a splendid display of grapes—something the above-named gentlemen are noted for. In other lines, too, the exhibits promise well.

Doctors' Bills

Seem large? As a rule, they are not. Doctors earn every cent they charge. When the doctor says, "Ayer's Cherry Pectoral is the best thing for coughs," believe him.

J. C. Ayer Co., Lowell, Mass.

The Already

Tremendous and Ever Increasing Sales of

"SALADA"

Ceylon Natural GREEN tea will in the near future cause them to entirely displace Japan tea just as the famous "SALADA" Black tea has displaced China Blacks. Sold only in lead packets. By all grocers.

Unprepared For Heat?

Get into cool things as soon as possible.

No sense in trotting around in a heavy dress when a few minutes spent in trying on will send you forth with a pretty cool outfit.

White Shirt Waists—Lack of space prevents description, but we can assure you we have styles that interest—prices that attract—**$1, 1.25, 75c., 1.99, 1.49, 2.25** and many others.

White P. K. Skirts, $1.50.

White P. K. Skirts, $2.50.

Linen Crash Skirts, $1.50 each, special.

Belfast Repp Skirts, blue shades and white trimming, **$2.50.**

Navy with White Dot **Duck Skirts.** Black with White Dot **Duck Skirts.** 2 styles at **$1.49** and **$1.75** each.

Dainty White Lawn Dressing Jackets, 90c, $1.25, 1.75, $1.49.

White Underskirts

$1.25, 1.75, 1.99, 1.69, 2.25 and many others.

JOHN·LAIDLAW & SON

PATENTS ALL THE RAGE

Patent Leather Shoes are still the leaders.

The nicest for street or house wear.

Always clean and dressy in appearance.

This week your choice of all our large assortment of new American and Canadian makes at

One-fifth or 20 Per Cent. Off. REGULAR PRICES.

For the balance of this week only.

THE LOCKETT SHOE STORE