

Dear Sir: From the situation of the world, it is evident that the safety razor is the only one that is safe to use. It is the only one that is safe to use. It is the only one that is safe to use.

Gillette Safety Razor

It is the only one that is safe to use. It is the only one that is safe to use. It is the only one that is safe to use.

No Stopping or Honing

You cannot stop or hone a Gillette razor. It is the only one that is safe to use. It is the only one that is safe to use. It is the only one that is safe to use.

Price

"Ever Ready" \$5.00
"King Cutter" 5.00
"Edelweiss" 1.50

CORBETT'S MAGIC SOJA

W. W. GILLETTE COMPANY LIMITED
TORONTO, ONT.

Wood's Phosphatine

The Great English Remedy for all forms of weakness, nervousness, indigestion, and all ailments of the system. It is the only one that is safe to use. It is the only one that is safe to use. It is the only one that is safe to use.

HAVE YOU ANYTHING TO SELL OUTSIDE OF YOUR SINS AND YOUR TROUBLES? COME!

W. M. MURRAY, The Auctioneer

GENUINE GOAL DIAMONDS

Just as some sorts of wood are better than others so certain varieties of coal burn more slowly than others. Our coal is always "good coal" because it is the only one that is safe to use. It is the only one that is safe to use. It is the only one that is safe to use.

R. CRAWFORD
PHONE 9

TRUSSES ETC.

Comfortable Truss

Every Truss we fit is adjusted so as to be firm and secure at all times and under all conditions, giving the right amount of pressure, the right place, and being at the same time easy and comfortable.

DR. A. P. CHOWN
Expert Truss Fitter,
185 Princess Street.

THE WHIG—72nd YEAR

DAILY BRITISH WHIG published each evening at 7:30 p.m. at 210 King Street, Kingston, Ontario, at \$5 per year. Edition at \$2.50 and 4 cents.

WEEKLY BRITISH WHIG, 12 pages and over, published in parts on Monday and Thursday mornings at \$1 a year. Attached is one of the best Job Printing offices in Canada; rapid, stylish and clean work; also improved printing work; also improved printing work.

The British Whig Publishing Co., Limited
EDW. J. H. PENSE,
Managing Director.

THE DAILY WHIG

"Opiter per Orbem Dicor."

Mr. Maclean's "Rip."

Mr. Maclean, M.P., is clever and eratic. In the early part of the late session he was on his feet nearly every day he was in the Ottawa. He could not be always as a watchman upon the walls of the political citadel. He busied himself while he was on duty, and he did—so he says—some heroic things. At times he became obstructive. He did not approve of the anatomy bills, and he intimated that they would be remodeled if he and others had to hold the fort all summer. We cite this as an evidence of what he could do when he set his mind to the test.

When the indemnity bill came before the house he had his say. It did not go far enough. It might work a great injustice to the man who resigned on account of principle. He did not then say that the bill was an outrage on public decency. He did not undertake to hold up all and sundry who opposed it. He did not accuse the leader of the opposition of incapacity, nor insinuate that he and others accepted the increased indemnity as "the price of the coercion of the west."

Now, weeks later, according to him, the government will regulate the life and conduct of all who accepted its bounty, including Mr. Borden. He is continually talking about his bright young men, and he wants it understood that he represents modern thought and modern service. But this new chapter reads like one from the last edition of Rip Van Winkle.

Slighting the Canadians.

Two vacancies occurred on the staff of the Ontario Agricultural College, and they appear to have been filled by Americans.

"Apart from the Alien Labour Law, the appointment of foreigners," says the Peterboro Examiner, "is unparliamentary and the outcome of an unpatriotic policy. We certainly have in Ontario, or at least in Canada, native born and educated British Canadian subjects fitted to occupy the positions and enjoy the honors and emoluments appertaining to the high offices in question."

The Whitney government should go outside of Ontario for the men it should get in it beyond the comprehension. One was wanted to do expert accounting and a book-keeper was imported from Port Huron. Now two assistants in agriculture are desired and they are smuggled in and given employment.

Hon. Mr. Monteith is credited with being a graduate of the Guelph College, in which case his conduct is the more inexplicable. He knows, or he ought to know, of the men who have gone out from this institution to take positions in the United States, and if the American schools can find in Canada the men they want, Canada is not warranted in looking outside of her boundaries for trainers and teachers.

It is all very well to waive the old flag at election times, as the Examiner remarks, but when it comes to distributing honors and emoluments, well, that is a different thing.

A Delicate Hint Surely.

With regard to the grant of land by this province to the Grand Trunk Pacific railway company, Mr. Whitney, on one occasion, since the adjournment of the session, is alleged to have broken out in the severest condemnation of it. Later he is credited with expressing the opinion that whatever had been done would remain, so far as he was concerned.

Then the Globe butted in, and with an observation which indicated that it did not take stock in any land grants to railways. The Globe is not in favor of this form of assistance under any circumstances.

The Mail has its say upon the subject, and in a very remarkable way. "A contract once made is morally binding," it declares. "While a legislature has the power to cancel it, and to take back what it has given, this power cannot be exercised, except in extreme cases. It certainly cannot be exercised without rendering the state liable for damages if any action has been taken in good faith by the party of the second part under the contract. The best way out for both interests is through negotiation. Abrupt action may lead to complication, and further loss, while a treaty may give relief."

What, pray, would be the object of the treaty? It cannot be imagined. By some the Mail's deliverance is regarded as a threat and to the effect that the Grand Trunk people must realize there is a change of government in Ontario, and it may be mobilized. How? One can only infer, and the process is such as to exemplify most clearly what a contemporary

Systems Contested.

Formerly, members of parliament voted subsidies to railways and so voted a rate-off for election expenses. Now they vote no subsidies, but pay over the money direct to themselves in the form of \$2,500 salaries. They were advantages in the old system. We at least got the railways.

Coney Airship Flies.

Coney Island saw a real airship flight and crooked its neck for twenty minutes watching a pretty and skillful piece of aerial navigation. With the big dirigible balloon made famous by Baldwin as the California Arrow, Leo Stevens sailed all around around Brighton Beach, going up as easily as a bird and, after circling around the city, coming down like a feather. The beauty of the flight was the apparent ease with which the aeronaut did everything he wanted to do.

Unanswerable.

Chicago Tribune.

Maiden aunt—Caroline, you don't know how to train children. I've been noticing you deal with Johnny. Nine out of every ten injunctions you lay upon him are "don'ts."

Married niece—Why, Aunt Abigail, nine of the ten commandments are "don'ts."

Rev. Mr. and Mrs. W. M. H. Quertman, Renfrew, are spending a month at Kennebunkport, Maine.

has described as the Mail's delicacy and diplomacy.

Editorial Notes.

The liberals of Alberta have declared in favour of a party campaign in the province. The conservatives declared for the same thing two months ago.

Where were Mr. Whitney and his associates when the alleged land grab bill went through the legislature last year? The Grand Trunk Pacific deal was not shot through the house.

Hon. Mr. Monteith assures the people of Windsor that there will not be a sweep of provincial officials. Is this a tip to Windsor only, or to the province? Is he, too, afraid of the office-seekers?

Maclean, during the session of parliament, was willing to give the ex-minister a pension of \$1,500. Now he repudiates the principle and declares that he can have none of it. When was he converted?

Senator Macdonald, of Victoria, B.C., writes to the Ottawa Free Press that the members of the upper house did not make any request for an increase of indemnity. Every one of them, however, gladly took all that the law allowed.

Dr. Dyde's deductions on the school question do not please the Mail. "Some of our professors," it remarks, "are very funny people." Truly, but Dr. Dyde is not one of them. By all who know him he is regarded as a most sensible person.

Now it is Mr. Foster who denies that he signed the round robin in connection with the increase of indemnity. Did he sign the receipt for the extra \$1,000 of sessional allowance and part or whole of the \$3,500 of ex-minister's perquisites?

The peace commission, shortly to issue, will not wipe out the 6,000 justices who now have a right to do business in the king's name. It will add, however, a large number of names to the list. Presently there will be at least one, and perhaps two, justices at every cross roads.

Under the new provincial regulation a marriage license cannot be issued to a man unless he and the bride-elect have lived for two weeks in a certain place. This means a terrible slump to the business in Windsor, where last year 1,000 marriages were solemnized. The Yanks must find a new Mecca.

Rev. Mr. Sparling in his sermon yesterday was careful to explain that purity of heart did not come with conversion. It was the work of grace subsequently. Politicians see in this same explanation of William McLean's course. He has had a change of heart only. The transformation comes later.

Sabbatarian Paradise.

Glasgow must be a cheerful place for a traveller on a Sunday: to get food, you must either "get run in or taken to a hospital."

Giving Themselves Away.

The "Fads and Fancies" episode has proved that the alleged Smart Set in New York are in reality little more than a set of smarties.

In Some Peril.

With only three Fathers of Confederation left, Mr. Chamberlain is naturally anxious that Canada shouldn't lose the mother country and be completely orphaned.

Doing Them Proud.

The Toronto Telegram says Sir Wilfrid Laurier was made by John Charlton and Joseph Martin. Why don't believe it? But if they had any hand in it they have no reason to be ashamed of the product.

New Sign Of Craft.

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TO REBUILD NAVY.

St. Petersburg, Aug. 7.—The first instalments of a fund raised among the officers and soldiers in the field for the rebuilding of the navy, subscriptions for which were voluntarily begun after the battle of the sea of Japan, have been received here.

General Mischanko's corps contributed \$130,000 and that of General Zerpitsky, the heroes of the Mukden retreat, \$76,000.

Adrian boat taking the first race by fifteen minutes and the second by the owners of the Rochester yacht club, George H. Goodenow, S. F. McKinnon, Frank J. Phillips, J. H. Plummer, James Ross, and Amelius Jarvis—donated it by deed of gift to trustees "as a perpetuity international challenge cup for friendly competition between sailing yachts, representatives of yacht clubs of the two nations bordering on the great lakes."

The trophy was to be known as Canada's cup, and was to be sailed for by yachts with a load water length of twenty-five to forty feet, under the regulations of the Yacht Racing union of the great lakes.

The Chicago yacht club was the first challenger and selected the Genesee yacht club, of the Rochester, as the defender. The race took place on August 24th and 25th, 1899, the Genesee winning three straight races from the Beaver—the first by one minute twenty-two seconds, the second by thirty-nine seconds and the third by thirty minutes and forty-seven seconds. The Genesee was a centre-board yacht designed and built by C. C. Hanley, of Quincy Point, Mass., and C. G. Davis was the skipper. The Beaver was a fin keel, was designed by A. E. Payne, of Southampton, England, and was sailed by Amelius Jarvis.

The second contest was sailed off Chicago on August 10th, 12th, 13th and 14th, between the Cadillac, Detroit, defender, and Invader, of Toronto, challenger. The former was designed by Crownshield, Davis and Jones, and was sailed by William H. Thompson. The Invader was designed by Sibley, of Cowes, and was sailed by the redoubtable Jarvis, the cleverest skipper in Canada. The first race was won by Cadillac by eight minutes thirty-five seconds, but the second by six minutes twenty-two seconds, the third by two minutes and twenty seconds.

The Rochester Yacht club then challenged and came forward with the Ironduquet, designed by Gardner, the Canadians defending with the Strathcona, which Jarvis was the skipper. The Strathcona won the first race by twenty-two seconds and the second by five minutes fifty-two seconds. Then Arthur Hannan, of New York, replaced James Bar, who was an importation, as the skipper, of the race by four minutes twenty-two seconds, the fourth by one minute eight seconds, and the fifth by one minute twenty-two seconds, thus bringing the victory after losing two races in succession, was the cause of great rejoicing on this side of the lake.

Up to this time the yachts competing in Canada's cup were in the forty-foot class, but the yachtsmen of the lakes came to the conclusion that such yachts were too large, to expensive in construction, and too costly in maintenance. Accordingly it was in the next race, on September 12th, 1904, that the thirty feet or less yachts should enter the contest. The change was in every respect wise, for there are many yachtsmen thirty-feet or less who can always be used economically and enjoyably for cruising purposes, who would not be practically useless after the cup races are over. The winners of the cup are over. The Ironduquet, for example, winner of the races of 1903, has been out of commission ever since. This year, with thirty feet or less, Rochester yachtsmen have competed in no less than three yachts to go into the trial races, but in other years they constructed only one.

Clayton, N.Y., and Kingston and Ottawa, Ont.

Rideau Lakes Navigation company steamers leave for Clayton every Tuesday, Wednesday, Friday and Saturday, at 6:30 p.m. Leave for Ottawa every Monday, Wednesday, Thursday and Saturday at 6 a.m. J. Swift & Co., agents.

Rev. Mr. and Mrs. W. M. H. Quertman, Renfrew, are spending a month at Kennebunkport, Maine.

Accused of Murder.

Special to the Whig.

Montreal, Aug. 7.—Charles Kerach, and his wife, appeared in the police court today, charged with the murder of Dorion Mitchell, at Ile Roudou, Lake St. Louis. Mrs. Kerach, one of the party present at or near the time of the tragedy, was held as a witness, when the preliminary enquiry will commence.

You're Not The Only One.

Who has Hay Fever, but the others are curing themselves with "Catarhazine" and still you suffer. Just a dollar for ease and cure. Don't wait, get Catarhazine today.

A big wind and rain storm, Saturday night, tore down electric wires, poles, etc., on Emily street. The damage was repaired to-day.

Strictly high class candy sold at Gilson's Red Cross Drug Store. Hugler's and McCook's.

A raffle is now being conducted by a religious atmosphere.

Attack The Moth.

What is being done by the city departments of streets and parks to destroy the Tussock moths? In other places vigorous measures are being taken to save the trees and here in Kingston the insects are allowed a free field, with such success that a passerby counted fifty of the moths within nine feet of the ground, one on a tree trunk in the park? Time for action has been ample, and the trees, Kingdon's best assets, are in danger. The cost of the programme of insecticides is put so low as practically to exclude no one.

To Raise Pay Of Officers.

Washington, Aug. 7.—The navy department has received from Pay Director T. J. Conley, the navy, a draft of a proposed bill which looks to increasing the pay of officers of all grades in the navy, marine corps and cutter service. Attention is called to the fact that the cost of living in this country has increased from twenty to thirty per cent, since the adoption of the army pay table, upon which the pay of the other military services is based.

Tired of Colonial Wars.

Hear of More Trouble in Africa.

Berlin, Aug. 7.—The governor of German East Africa telegraphed today to the colonial bureau of the foreign office that the natives in the Maturbi Mountains, north of Kilwa, have risen; also that there has been an outbreak on the coast at Samanga, during which several warehouses were burned. The causes of the revolt appear to be unexplained. While rebellions are in progress in other German African colonies, East Africa, hitherto has been quiet. The fact, as the government is thoroughly tired of these colonial wars.

Spent Six Hours in Brockville.

America 8 a.m., Wednesday returning leaves Brockville 7 p.m., calling at Gananoque both ways, giving excursionists a chance to see the biggest rice meet ever held in Gananoque, 50c.

LAKE YACHT RACING

THE CONTEST FOR THE CANADA'S CUP.

First Race Sailed in 1896—The Ironduquet, of Rochester Now the Defender.

Three contests embracing twelve races have been sailed for the Canada's cup, emblematic of the yachting supremacy of the great lakes, which is to be defended off Charlotte, the races beginning on Saturday, August 12th, by a yacht owned by some member of the Rochester Yacht club, against the Defender, designed by E. E. Scotland, who will be on board during the races. The challenging yacht is owned by Rear Commodore Nichols, of the Royal Canadian yacht club.

In 1896 a group of Toledo yachtsmen offered a silver cup to become the property of the yacht winning an international race off Toledo. The contest took place on August 25th and 26th between the Canada of Toronto, with a racing length of 41.78 feet, and the Venedor, of Chicago, with a racing length of 45.33 feet, the Canadian boat taking the first race by fifteen minutes and the second by the owners of the Rochester yacht club, George H. Goodenow, S. F. McKinnon, Frank J. Phillips, J. H. Plummer, James Ross, and Amelius Jarvis—donated it by deed of gift to trustees "as a perpetuity international challenge cup for friendly competition between sailing yachts, representatives of yacht clubs of the two nations bordering on the great lakes."

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IN OUR OWN CIRCUIT.

News of The District on Both Sides of The Line.

Alfred Moore, farmer, near Perth, is the proud owner of a Yorkshire pig that tips the beam at 710 pounds.

The marriage took place at Newport, Vt., on July 27th, of Miss Margaret A. Kelly, Montague, and Richard Ellis, Cobden, Ont.

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