

VARNISH IT WITH KOPAL

Is it a Door? Is it a Boat? Is it a Carriage? Is it a Bath-room? Is it a Store front? Is it inside? Is it outside? Is it dull and dingy?

VARNISH IT WITH KOPAL

Kopal is made as good as a varnish can be. It's for general use. It wears.

Corbett's HARDWARE

In Tins, Half Pints, Pints, Quarts, &c.

Gold Bracelets

A very handsome gift to present to a lady is a gold bracelet. There is nothing newer or more appropriate.

We have a beautiful assortment in Solid Gold, plain, chased and pearl set. Also some very pretty styles in Gold Filled.

SOLID GOLD BRACELETS, from \$8.50 up. GOLD FILLED BRACELETS, from \$1.25 up.

Klneear & d'Estero Jewellers. 100 Princess St., Kingston.

We Are Offering 20 Per Cent. Reductions.

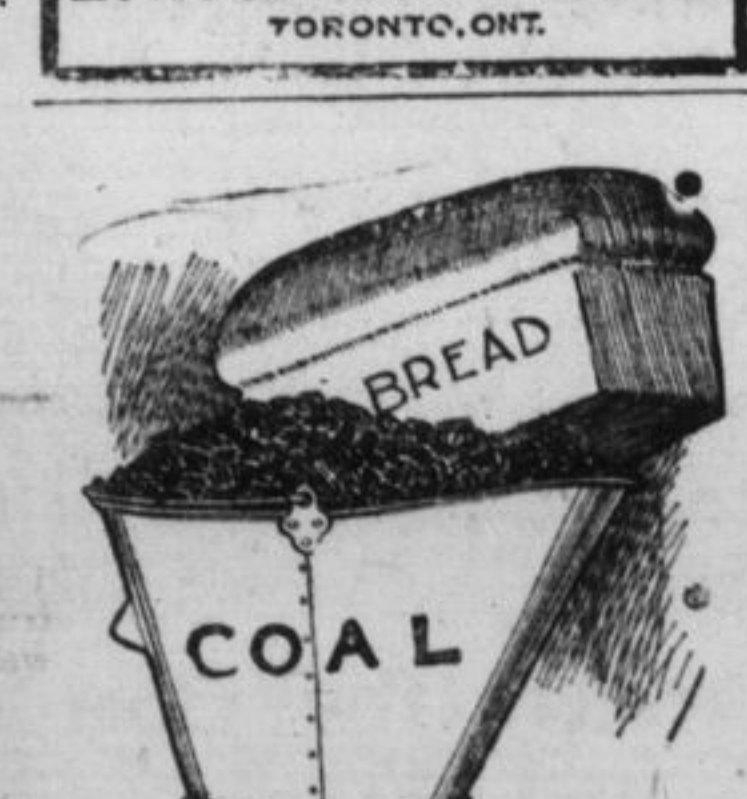
On Men's and Boys' Suits. All the latest styles, and makes, and 10 PER CENT ON BOOTS AND SHOES, which are up-to-date in every way.

Also a good stock of Fine Shirts, Collars, Ties and Summer Hats.

We would be pleased to have you inspect these at any time.

ISAAC ZACKS, 271 Princess street.

PURE FOOD INSURES GOOD HEALTH. MAGIC BAKING POWDER. INSURES PURE FOOD. E.W. GILLET COMPANY LIMITED TORONTO, ONT.



NO; YOU CAN'T EAT COAL!

But you'll find it just as necessary as bread when it comes to cooking. Who wants to eat raw meat or vegetables? Nonsense, coal, the kind we provide Summer and Winter. Do you know the merits of coal from the famous Plymouth mine? Glad to give information any time.

R. CRAWFORD Phone, 9, Foot Queen St.

Percy Sheppard, Queenston, was drowned while swimming in Niagara river. A fattened calf has no love for a profligate son.

THE WHIG, 75th YEAR

DAILY BRITISH WHIG, published at 806-810 King street, Kingston, Ontario, at 10 per cent. Editions at 3.50 and 4 o'clock p.m.

WEEKLY BRITISH WHIG, 16 pages, published in parts on Monday and Tuesday morning at \$1 a year. To United States, charge for postage has to be made \$10. for Daily Whig for Weekly.

Attached is one of the best Job Printing Offices in Canada; rapid, stylish, and cheap work; nine improved presses.

The British Whig Publishing Co., Ltd. EDW. J. B. FENSE, Managing Director.

Daily Whig.

LAURIER FOR TORONTO.

The Toronto World has an announcement from Montreal—the hottest for all newspaper canards—that Sir Wilfrid Laurier will contest a seat in Toronto in the next elections. Would he win? There's not a doubt of it. The people like a picturesque figure in a campaign, and the premier is without a peer in his personal magnetism. Some persons thought it silly of Mr. Pourassa to contest St. James' division, of Montreal, against Mr. Gouin, the premier of Quebec, but he succeeded, and simply because the electors saw in him a personality above the common, a man magnificent in speech and eloquent in expression. Toronto has never been really shaken up by a candidate of the Laurier type and the premier's entrance into a city which is regarded as hopelessly Tory would cause a commotion without a parallel. If the premier decides to contest one of the Torontos—which is doubtful—he will be elected.

Mr. Taft, tendered the nomination of the republican party for the presidency, has been framing an acceptance. He began with 10,000 words. He has cut the story down to 3,000. He will score a point if he cuts the record to one word, "Yes."

WANTED—MORE MONEY.

Mr. Hill, the greatest railway man of his time, is persuaded that the great corporations must have more money if they are to succeed. The railway is something which cannot stand still. It is either being improved or it is deteriorating all the while. Its equipment is forever undergoing change. No service shows ordinarily so much development. The extravagance of the people is exemplified in the manner in which they travel. They want luxury, and the railways must supply it in their coaches. These cost money, heaps of it, and they do not last so long. Accident or wear and tear very soon relegate them to the repair shop or the minor lines. New and more gorgeous equipment takes their place. New lines are built to shorten distance and close up connections. Tracks laying and relaying is going on all the while.

The management is concerned about three things: (1) How to keep up the record and reputation of the road; (2) how to preserve or improve its condition; and (3) how to make the investment pay, remembering that the competition for passengers and freights is always keen. Mr. Hill says the revenues must increase. There are two ways of helping the corporation. One is to collect more in current rates. The other is to reduce the number of men employed and the wages that are paid them. The Hill idea is to get more money. How? Increase the tariffs. Collect larger fares from the people. He is not talking in this way for effect, for there is nothing attractive about it. How Mr. Maclean regards the proposition is not known, but he must see in it the disappointment of his life. There will not be a two-cent fare so long as present rates do not meet requirements.

The Hodgins experience—of making charges he could not sustain, and dropping them in complete humiliation—will be repeated in the case of this second scandal monger. That is the prediction, and it can be safely received.

A CURIOUS CIVIC CHAPTER.

The Whig is disappointed with the works department and its treatment of the pavement question. Nearly seven months of this year have passed, and the council announces that it has done nothing upon a matter which was supposed to be engaging its serious attention. Perhaps the official who is at the head of the department is somewhat to blame. It is his duty to study the situation and recommend that which is for the best. With the facts before them the aldermen may be expected to decide upon some line of action. If they do not so decide the fault is theirs alone.

Some years ago the pavement question occupied the attention of the council. The engineer at that time, A. K. Kirkpatrick, and two of the aldermen went on a trip of observation. In Montreal they saw the rock asphalt. It was on some of the streets, broken and destroyed, and the representatives of Kingston had no difficulty in determining that it was not an ideal article. At Boston, asphalt and bitulithic were found in use, and under conditions which did not make it hard to decide in favour of the bitulithic. It seemed indeed to be the only pavement suitable for a city of hills or grades. At Boston, too, there was a practical demonstration in the Warren laboratory of the superiority of bitulithic over asphalt. At Hamil-

ton there was an examination, finally, of ordinary tar macadam, and it was pronounced a failure. Block pavement of the modern kind, such as Mr. Burch saw men laying in London, England, and such as Hugo Craig recommends, was not seen on this trip.

The council had laid before it a report upon all that the aldermen saw, and it had, in addition, an elaborate report upon the cost and merits of asphalt, bitulithic, vitrified brick, and ordinary macadam. There was an estimate of the wearing quality of each. Finally there was the professional judgment of the engineer, and it was to the effect that bitulithic was the best for Kingston, and the only pavement he could recommend. The attempt was made to lay three or four blocks of the pavement as an experiment, on the local improvement plan, and it was defeated by the property owners. They acted, impetuously, and without the light they desired, and the experience suggests this, if it suggests anything, that if paving is to be done on a special tax rate there will have to be an educational campaign, with consistent aims and arguments.

There appears to be nothing in store for the council of this year but a defeat of its plans; for the reason that the people cannot be expected to act upon the options that are offered to them. Here is the proposition: The engineer recommends block pavement or bitulithic, and the works department of which he is the technical head, does not exactly repudiate him, but it ignores his recommendation. There is to be a kind of plebiscite, a sampling of public opinion, by a canvasser, who may not be an expert and so unable to explain the differences between materials. The engineer's block pavement, about which he consulted other engineers, is not on the list, and the property owners are not to be counselled with regard to it! What sort of a way is this to use an engineer? What sort of an engineer is he to stand it? The record of half a year—the coquetting by the council with Mr. Kirby, the indifference which he exhibited for a time, the concessions which he demanded, the further privileges or favours he sought and did not get, the dissembling that followed, and the new movement which cannot possibly succeed—constitute a curious chapter in civic government, and one which covers the council of 1908 with exceeding glory.

EDITORIAL NOTES.

It is reported that 25,000 men will be wanted to help in the harvests of the western provinces. Here's a chance to make big wages and see the country.

A man may be a first rate preacher and a very poor jailer. That is Toronto's experience. The spoils system is very properly named as far as Dr. Chambers is concerned.

Earl Rosebery is afraid of the old age pension scheme. He fears it will land England in awful debt and injure her defences. Not enough money for the army and navy, eh?

Hon. Mr. Monteith is to remain in the Whitney cabinet. That is the latest. As a continued protest against the spoils system? Or as the only available man for the office?

Sullivan, America's sporting boss, got a proper setback from the English authorities. The idea of him dictating to the pioneers of modern athletics! There was more sense in the proceeding than the circumstances justified.

The Toronto World advises Hamilton's mayor to consult with the provincial authorities on the power question. Are the provincials running the councils now? Is Beck the power dictator?

The London newspapers have been taking a plebiscite on woman's suffrage, and the large majority of both men and women are against the proposition. That should settle it for the time being.

Toronto's entrance examinations were passed by 61.6 of the pupils. London had a higher percentage, about 90. Kingston's rate is understood to be 88. Why the variation? Is it due to the preparedness of the scholars?

How Did You Die?

Did you tattle that trouble that came your way? With a resolute heart and cheerful? Or hide your face from the light of day? With a craven soul and fearful? Oh, a trouble's a ton, or a trouble's an ounce. Or a trouble is what you make it. And it isn't the fact that you're hurt that counts. But only how did you take it? You are beaten to earth? Well, well, what's that? Come up with a smiling face! It's nothing against you to fall down flat. But to lie there—that's disgrace! The harder you're thrown, why the higher you bounce. Be proud of your blackened eye! It isn't the fact that you're licked that counts. It's how did you fight—and why? And though you be done to the death, what then? If you battled the best you could, if you played your part in the world of men. Why the critic will call it good! Death's comes with a crawl, or comes with a pounce. And whether you're slow or spry, It isn't the fact that you're dead that counts. But only how did you die?

SPIRIT OF THE PRESS

Morgue's Allurments. Ottawa Citizen. Toronto is erecting an ornate and spacious new morgue, in fact such a swell structure that the people are just dying to get into it.

The Mighty Dead. Toronto Telegram. When the orator at Quebec speaks of "the mighty dead," does he allude to Wolfe, Montcalm, or the conservative party that is always going to carry the province?

Bryan's Heel Taps. Hamilton Herald. Mr. Bryan doesn't want any cash contributions of more than \$10,000 to his campaign fund. Any contribution above \$10,000 would be deemed a violation of Jeffersonian simplicity.

Evidence Of Padding. Exchange. Robert Rogers, of Manitoba, claims the whole ten seats for the conservatives, which is a pretty fair sign that the Hon. Robert is satisfied with the way his appointment made the recent registration in that province.

A New Work. Toronto Globe. Governor Hughes, of New York, is now investigating the state board of examining examiners. When a citizen reaches the embalmers he should be free from combines, but there is still a coffin trust and the cemetery trust to deal with.

Level Of The Lakes. Toronto News. No adequate explanation of this year's phenomenal rise in the level of the great lakes has yet been advanced. The suggestion is made that it is due to the heavy liquidation that has taken place in the stock market. Certainly a lot of water has been squeezed out of the securities during the last few months.

Striped Frock For Young Girl.



The sketch illustrates an effective and simple gown for a young girl, the model being of white and pink striped gingham. The skirt was trimmed with bands of the striped fabric cut crosswise, and the bodice had wide bands of the striped gingham tucked and set longwise, the body of the gown being cut on the cross of the goods. A low turndown collar of white embroidery linen was worn, with a soft tie of black.

Seats For The Leaders.

Toronto News. There is a precedent for the suggestion that Sir Wilfrid Laurier should stand for one of the Torontos, and R. L. Borden, for a Quebec constituency. In the old days of a united Upper and Lower Canada, French members used sometimes to sit for English constituencies, and English representatives sat for French ridings. Baldwin was elected in Quebec and Prefontaine for York. Sir Francis Hincks represented an Ontario riding for some time, and when Sir George Cartier was defeated in Quebec in 1873 a seat was obtained for him in the House of Commons. The English members of the city of Victoria for the parliament of 1873 to 1882. Sir Richard Cartwright and Edward Blake at different periods were elected by different constituencies, and the principle is a sound one that seats may be won in the country for outstanding leaders of either party. It makes for the unity of confederation to have Nova Scotians sitting for Ontario and British Columbia constituencies, and an inter-change of Ontario and Quebec representatives is desirable from the same standpoint.

Public Ownership Again.

Waterloo Standard. Thomas Johnson's experiment in municipal ownership of Cleveland traction lines is rapidly proving a dismal failure. Within three months of three cent street car fare, two of the monthly reports have shown a deficit and a third deficit is predicted for July. Despite these discouraging figures President Dupont believes that three cent fares will pay in time. The company is operating under a lease whereby it must give free transfers after July 25th. This will further reduce the revenue \$30,000 a month.

Grafting In Earnest.

Waterloo Times. Denver thinks that possibly it has been uncooled. It gives \$100,000 to bring the democratic national convention there, and it learns that the democratic national committee extended only \$45,000 and turned the remaining \$55,000 into the campaign fund. Denver expected it would all be spent in Denver and is somewhat disgusted that it was so liberal.

The Italian picked up on Lake Ontario by the steamer A. N. Marshall, a week ago Sunday, and whom neither the American nor Canadian authorities permitted to land, has been identified by Chief of Police Hayden, Rochester, N.Y., as John Ginnini, an escaped lunatic from the Gowanda state hospital. He will probably be returned there.

HE IS IN HOSPITAL

MISTOOK DYNAMITE FOR CHUNK OF COAL

Gilbert Runion of Ogdensburg, Seriously Injured on the First Day of His Vacation.

Ogdensburg, N.Y., July 22.—Gilbert Runion, after securing two weeks' vacation, went into camp along the bank of the St. Lawrence yesterday noon and had just started to fully enjoy his outdoor freedom when an explosion occurred, and swathed in bandages, he will spend many weeks in the hospital and probably come out of the institution blind.

He had built a fire of soft coal in the kitchen of the summer cottage, and in throwing in more coal unknowingly threw in a stick of dynamite. The explosion which followed demolished the stove and set fire to Runion's clothing and the cottage. A companion of Runion's named Woods rushed the victim to the river and quenched the flames. Mayor Hannan was coming along the river road in his touring car at the time of the explosion, accompanied by Dr. Steward. They carried the unconscious lad to the auto and covered the six miles to the hospital in less than twelve minutes. The boy's face was badly burned, his hair was singed off and his legs and arms burned. The doctors are unable to state as yet the extent of the damage to the eyes.

OF INTEREST TO PUBLIC.

Rules and Regulations of Baggage Car Traffic.

The general baggage department of the Grand Trunk railway system has just issued a summary of the rules and regulations governing baggage car traffic for the guidance of baggage masters, station and train baggagemen on the entire system, and this pocket manual pertaining to their duties is designed to provide not alone for the usual conduct of the business, but action desired in case of all kinds of contingencies, and perplexities, which may assail the employees of the baggage department. The manual consists of sixty-eight pages, and an examination of the book indicates the very important part the baggage department of a great railway system plays in the conduct of the passenger traffic, the assurance that passengers may feel that their personal belongings which accompany them in the baggage car are being carefully watched, and that the liability for the loss either temporary or permanent is arriving at the disappearing point by the foresight and care exercised in directing the operation of this important branch of the service.

There is a distinct effort made in this book to have ever present in the mind of the employee of the baggage department that his first duty is to the public, and to illustrate this, on the first page of the book appear such clauses as the following: "The relations and responsibilities of common carriers to the travelling public are such as require from the carrier the most constant and watchful care of the property of the traveller."

"As station and train baggage masters are entrusted with the safe-keeping and proper transportation of effects which are valuable to the owners. Nothing can be more annoying to travellers than the loss of, abuse of, or delay to their baggage."

"You must try to give satisfaction to the public and establish a reputation for courtesy and civility to everyone. You are expected to be polite at all times, to answer civilly all questions addressed to you, and if unable to give any necessary information, endeavor when practicable, to obtain it, if pertaining to baggage car traffic, if not, the passenger should be directed to the proper office. Endeavor to make the Grand Trunk railway system popular. Its business is dependent upon the good will of the people."

It is expected that in this manner the employees of the baggage department will appreciate that in serving the public intelligently and well, they are serving their employer equally, as without this spirit to cooperate, neither the public nor those in charge of the different departments of a great railway system are reasonably satisfied.

Very Quarrelsome Neighbors.

Names of the parties are Corns and Warts—both were unhappy till the trouble was mediated by Putnam's Corn Extractor. Any corn goes out of business in twenty-four hours if "Putnam's" is applied—try it.

1,000 Islands—Rochester.

Steamers North King and Caspian leave daily, except Monday, at 10.15 a.m., for Thousand Island ports, and at 6.00 p.m. for Bay of Quinte ports and Rochester.

Kingston Beats Toronto.

In Toronto, 1,565 pupils tried the entrance examination to the Collegiate Institute, and only 957 passed. In Kingston, 181 tried and 160 passed. Toronto's percentage of successful pupils was 61, and Kingston's 88. Kingston's public schools are certainly doing excellent work.

For An All Day Trip.

Take steamer America for Gananoque, Rockport, Brockville and Ogdensburg, Friday, 8 a.m.; meals on board, 50c.

Ask Your Wife to have Jell-O for Dessert to-day. You'll be delighted. Sold at grocers. 10 CENTS PER PACKAGE.

The Shirt Store of the Town. 'Tis by the reason of our immense Shirt trade, that we lay claim to the distinctive term: "The Shirt Store of the Town." We know that no concern gives the study of Shirt Fashions and Shirt Making more serious thought than we do. The result is a high achievement in the Shirt business not equalled elsewhere in our city.

See Our Great \$1.00 Line. Every pattern a new one, and many of them are exclusive with us. New Bathing Suits, New Underwear, New Hosiery. THE H. D. BIBBY CO.

Mid-Summer Sale OF Men's Oxfords TWENTY PER CENT. OFF. All Men's Black, Tan and Patent Colt Oxfords, including Invictus, Walker, Whiteman, J. & T. Bell and Hart Shoes. \$4.50 now 3.60. \$4.00 now 3.20. \$3.50 now 2.80. THE SAWYER SHOE STORE

OUR MID-SUMMER SALE. It's the quality and reasonable prices that makes it famous. Fancy Parlor Settes and Wood Settes, Fancy Shade Velour and Rug Couches, Parlor Tables and Music Cabinets, also Brass and Iron Bedsteads and Hercules Spring and Sanitary Health Mattresses at sale prices. Store open nights. Freight paid. James Reid, The Leading Undertaker. Phone 147.

ALUMINUM ALL GRADES. LOWEST PRICES. Canada Metal Co., Ltd., 31 WILLIAM ST. TORONTO, ONT.

Queen's University and College KINGSTON, ONTARIO. ARTS EDUCATION THEOLOGY MEDICINE SCIENCE (Including Engineering) The Arts Course may be taken without attendance. For Calendars, write the Registrar, GEO. Y. CHOWN, B.A., Kingston, Ontario.

Ottawa Ladies' College (OTTAWA, ONT.) One of the best equipped colleges in the country. Complete courses—Academic, Art, Education, Science, Domestic Science, etc. MILISE (Canadian Government). Program for the University, Leaving Examination, Civil Service. (Filling courses arranged for. For Calendar, address the Lady Principal at 9 REV. W. D. ARBUTHNOT, M.A., B.D., President.