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# A CAR-LOAD OF ROOFING

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One ply, two ply,  
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We can make most  
attractive prices on  
same.  
Ask for samples, or  
call and see it.

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So Refreshing  
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# LIPTON'S TEA

The Empire's Favorite.

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Phosphonol restores every nerve in the body  
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A Lot of Preserving Sealers for  
Sale, also New and Second-hand Beds  
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Furniture will be sold at re-  
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Come in and see the bar-  
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**BATTERIES and DRY CELLS.  
ELECTRIC TORCHES,  
POCKET LAMPS.**

**W. A. Mitchell,**  
Hardware, Kingston.

## THE WHIG, SEVENTY-NINTH YEAR

DAILY BRITISH WHIG, published at 394-414 King Street, Kingston, Ontario, at 4¢ per year. Editions at 2:30 and 4 p.m.  
WEEKLY BRITISH WHIG, 16 pages, published in parts on Monday and Thursday morning at \$1 a year. To United States charge for postage had to be added, making price of Daily \$3 and Weekly \$1.50 per year.

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

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**TORONTO OFFICE.**—Suite 19 and 20 Queen City Chambers, 32 Church Street, Toronto. H. E. Smallpiece, J.P., representative.

### TAGGING THE WORKERS.

Mr. Rowell is in favour of good roads, and of the expenditure of a large amount of money upon them under good management. He is not in favour of appropriating millions of dollars, in bulk sum, and leaving it with the government to handle as it pleases. Mr. Rowell's anticipations are being realized.

The public funds are being treated in the north country as a party contribution for the benefit of the cause. The complaint made to Mr. Rowell—and it will hardly be repeated to Sir James Whitney—is that only the approved voter, the man bearing the fory tag, can get work on the roads and his share in pay of the current road grant.

Ontario is, therefore, following the example of New York, and may face

sooner or later, the scandal which has overwhelmed the republican party. Of \$50,000,000 set aside for good roads construction, only \$1,000,000 remains and little has been accomplished toward securing modern highways. Of the \$5,000,000 voted to good roads in Ontario, little will be seen in improved highways, unless Mr. Rowell's ideas are adopted, as they must be sooner or later, and the legislature knows where the money is spent, and under whose auspices.

The city council might as well be asked for \$25,000 or \$50,000 for street paving, without any place or principle being involved, and with the right of a coterie to apply it as they please. That is the way corruption is inspired and encouraged, and it is not surprising when it is developed.

### CREDIT TO WHOM DUE.

The Ottawa cheese board, and other organizations and individuals, are credited with making the representations which have induced the minister of agriculture to enlarge the scope of his enquiry into the cheese business. The Whig is under no obligation to laud and magnify the name of Dr. Edwards, M.P.,—it has had occasion to differ with him very decidedly on political matters—but it must declare, as a matter of fair play, that he should be recognized as the chief factor in bringing about a change in the cheese business.

It was Dr. Edwards who made the first forcible advances to the government upon the question. It was Dr. Edwards who insisted that there should be an investigation into the weighing of cheese in Montreal, and he was perhaps a much disappointed

man when the commission, as first appointed, only partially covered the case.

What is the use of going into any public question half-heartedly? What is the use in touching in a gingerly way some of the features of a growing trade? The makers of cheese are now subject to a close inspection. The product of the factory has to be the very best. The good name of Canada is bound up in the quality of its goods. Why should the maker not have the full benefit of his handiwork?

The Montreal end of the work requires supervision, and the commission that performs its duty thoroughly, will surely earn its reward. The general relationship between the buyer and seller is indeed very important, and it should not be marred or interrupted by any misunderstanding.

### THE CONTROLLERS IN CONTROL.

The Toronto Star says that a hopeless confusion prevails among people as to the meaning of government by commission. They differ as to details. The are agreed only as to name. This is due to a lack of knowledge upon the subject. Occasional articles have been written for the press, but the ordinary newspaper article cannot discuss the subject in a way that will make all its points clear.

To the Whig, Toronto and Montreal would have better government if they had only the boards of control. They do most of the business now. They initiate every reform. They work out and elaborate every municipal scheme. They meet every day, if necessary, and so the men who constitute these boards are almost as fully occupied as if they were commissioners. The two cities now have councils which legislate. They do more than boss the laws that regulate the masses. They check up, antagonize and defeat the best laid plans of the controllers, and that is not good, nor is it what the people want.

A writer in the Star remarks: "The people of Toronto would be ill-advised in letting out of their hands the

direct control of their own affairs, which, however poorly they at present handle it, is actually in their hands and capable of use. The city has been pretty free from graft, and the putting through of fraudulent deals. The strengthening of the hands of the various heads of departments, and the judging of these men by the results they get when unhampered by vexing and useless interference, seems to be the one particular need of the present time."

Toronto may be more fortunate than Montreal, but in the latter place, after the Cannon enquiry, which revealed the scandals of the former councils, and scandals that sent twenty-three aldermen into retirement, there was an attempt to defeat the controllers in their good work. The opposition came from the council, from friends of the dethroned ones, and from some of the old sinners who got back into the legislative body. They were forgiven, too soon, and they were vindictive and ugly in spirit.

Toronto and Montreal should try the controllers without the councils. The result might be a tribute to the single chamber which would warrant its continuance.

### VOICE OF THE WEST.

The Grain Growers' Guide, which is the organ of the grain growers of the west, resents, and very properly, the idea that the farmers are disloyal because they demand a lower tariff and a larger market. They have not shown any desire for annexation, and they repudiate the thought, which has been unfairly preached against them, that they are un-British because they would trade more freely with their neighbors, the Americans.

To the cry that a lower tariff would ruin the industries and cast thousands of men out of employment, the Guide says that the combines have closed many establishments in recent years and cast thousands of workmen out of service. The grain growers favour the manufacturers by giving them free raw material and the labour element cheaper living by a reduced tariff on the necessities of life.

Respecting the effect of lowering the tariff the Guide refuses to believe that industrial depression would follow. It points to the development of industrial enterprise in the west, in spite of unrestricted competition, and it protests against the evident desire of the Toronto News to put the people of the east against the west. The tariff issue is not a provincial one.

"Let us state right here that the western demand for reciprocity and tariff reduction is not a party movement," says the Guide, "Farmers who in the past have supported the political parties are to-day with one accord in revolt against the protective system. They know that the protected manufacturers under the shelter of the tariff are robbing them and their wives and families of the returns of their labor. They have studied the tariff question and see the fallacies of protection. They know that no tariff can be devised that will benefit the common people of Canada. Thus they are demanding relief, and it is immaterial from what source it comes. It is not the party label that they are concerned about, but the tariff policy of Canada."

That is a strong statement, but it is not a bit too strong. The Toronto News has not been reading the signs of the times correctly. It has interpreted the Saskatchewan election as a revolt which must be shouted down. Other conservative papers, including the Standard, of this city, have accepted the vote in the west as an expression of public opinion which should be studied and respected, and the federal government will make a serious blunder if it takes any other view.

### EDITORIAL NOTES

Crap playing in the Y.M.C.A. at Newport! It's quite likely. Newport is the place where religion is a side issue, even in the Y.M.C.A., and the people are looking for strange gods. They usually get what they want.

The new English anti-bribery bill prohibits the giving of subscriptions for any purpose in the course of an election or while a man is in the field as a candidate. Which ought to be a good thing for the candidate. It proposes to save his pocket book.

The tax reformers are preparing to make another invasion of the legislature in the interest of their pet proposal. They will probably get more sympathy from Sir James Whitney now that Mr. Rowell is giving taxation his attention.

Every province in Canada has not the power to make marriage laws similar to those which prevail in Quebec. The one province in this dominion has an inheritance in this respect which is peculiarly its own, and what it has it proposes to hold.

There is a strike against the trunks with which some people set out upon their summer travels. The baggage-men refuse to handle them. The railway companies will refuse to carry them. The interstate commission proposes to rule that no piece be shipped which is more than seventy inches high. Time for the reform.

While an odd one here and there is assisting the Insurance Act and denouncing it the millions of the old land are falling into line with it. Some employers are adding to the state benefits. For example, Lord Ashton is adding 3s. 4d. to the 10s. paid by the state, and others are following his lead. Here is socialism in a most welcome form.

According to Mr. Foster "Premier Borden's clear and definite statements as to the stand of the Canadian government on the navy question" has given great satisfaction to the people at home. They must have a private and confidential revelation of the premier's mind, since no one in Canada has learned definitely what Mr. Borden's views are. The people of Canada are expected to cordially and unanimously endorse something that has yet to be explained.



JOHN REDMOND.  
Premier Borden and the Canadian ministers are guests of the Irish nationalist.

### INVADING THE STATES.

Canadian Railroads Have a Very Big Trackage There.

The announcement that Newman Erb, president of the Minneapolis and St. Louis railroad, is incorporating a new company to build branches to the Canadian border, causes a Canadian writer on railroad matters to note that while the United States railways have only 1,855 miles of track in the dominion, the states have been invaded by Canadian roads to the extent of 7,191 miles, divided as follows: Canadian Pacific railway, 5,391 miles; Grand Trunk system, 1,656 miles; Canadian Northern, 170 miles. The writer goes on to add: "The Grand Trunk had a big fight to obtain admission into New England, but its efforts were successful. The main purpose of extending that road into the rich territory of New England is, according to the Grand Trunk's own contentions, to balance their business between the eastern and western states."

The Grand Trunk's double track main line across Canada like an arm, the shows at Montreal, the forest across Ontario, the hand upon five fertile and productive states, with Chicago, the great traffic centre, in its palm. The fingers of this hand are the feeders, which will bring through this American gateway the traffic of the west, the north-west and the south-west. The trend of this traffic eliminating the Grand Trunk is to the Atlantic seaboard. With the system, the traffic organization and friendly connections at Chicago the Grand Trunk gathers a great volume of this trade and carries it eastward across Canada. When they do this they contribute not only to the earnings of the Grand Trunk, but to the prosperity of the dominion."

### INSURING A GIRL AGAINST ELOPEMENT.

Lloyd's Ready to Take Any Kind of a Risk—A Ship Owner's Big Loss.

They will take any risk at Lloyd's. It should be understood that life great corporation has nothing to do with it, but that the brokers issue the policies as individuals. Here are a few specimens of risks actually insured:  
The uncle of a rich house, took

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### Summer Trousers

Light patterns of Hewson's Home-spuns, made with Belt Loops, Cuff Bottoms, etc., sizes 32 to 44, \$3.50 and \$3.00 qualities.

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Panama Hats  
\$5.00

All our \$7, \$8 Panama Hats

Now \$5.00

Genuine Panama Natural Bleach,  
newest shapes.

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\$1.00

Men's Knockabout Felt Hats, soft and comfortable. Smart shapes, colors are Gray, Blue, Brown and Green, \$1.50 and \$2.00 qualities. Yours for

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NEW BLUES

\$15.00

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### TEA! TEA! TEA!

From the Finest Tea Gardens of Ceylon, uncolored, and of the finest variety Green and Black at 29c per pound, at  
**ANDREW MACLEAN'S,**  
Ontario Street.

### NEW SHOE REPAIRING BUSINESS

ROBERT PAYNTER has taken over the business of the late Joe Davis at the old stand, 769 PRINCESS STREET. All kinds of shoe repairing promptly done all work guaranteed.

## COAL!

The kind you are looking for is the kind we sell.  
**SCRANTON COAL**  
is good Coal and we guarantee prompt delivery.

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FOOT WEST STREET.

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