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SIXTEEN PAGES—THURSDAY MORNING MAY 29 1913—SIXTEEN PAGES

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SUBSIDY OF SIXTEEN MILLIONS IS GRANTED CAN. NOR. RAILWAY GREAT BULK IS FOR MAIN LINE

Fourteen Millions to Be Spent on Portions of Main Line Between Quebec and Yellowhead Pass, and Remainder on the Toronto-Ottawa Branch — T. N. O. Also Shares in Bounty.

OTTAWA, May 28.—(Special.)—By the aid resolutions, laid on the table today by Hon. Frank Cochrane, minister of railways, the Canadian Northern is to get a subsidy in the neighborhood of fourteen millions on portions of its main line between Quebec and Yellowhead Pass. The company claim that this subsidy is necessary to enable it to complete its main line between the above points, and that with this assistance, all will be built from Quebec to Vancouver and linked up within this present year and transcontinental trains running from ocean to ocean by the summer of 1914. Of this main line the following sections are now in operation:

Quebec to Montreal.....	173 Miles
Hawkesbury to Ottawa.....	57
Port Arthur to Edmonton.....	1,285
Total.....	1,515
Ottawa to Port Arthur.....	910 Miles
Edmonton to Yellowhead Pass 260	
Yellowhead to Vancouver.....	525
Total.....	1,695

The proposed subsidy is \$12,000 a mile on the first two sections stated above to be under construction. The total of this subsidy will be about \$14,000,000. Cost of \$130,000,000. The main line from Ottawa to Yellowhead, according to the company, will cost \$90,000,000 to construct, and an additional \$40,000,000 for terminals now building at Montreal, Ottawa, Port Arthur, Winnipeg, and in British Columbia. Rolling stock is excluded from this.

Toward the construction of portions of this main line the Dominion Government have guaranteed bonds somewhat exceeding fifty millions and subsidies (including the one now proposed) of about sixteen millions. That is the Dominion has given, or is giving, cash of sixteen millions, and has guaranteed over fifty millions of bonds.

Main Line 3,100 Miles. As far as can be made out of the above are the existing and proposed commitments of the Dominion in connection with the main line from Quebec to Vancouver. The total mileage of this main line is about 3,100 miles. For the proposed subsidy of fourteen millions the company gives the Dominion, as already stated, \$7,000,000 of its paid-up stock.

But this main line from ocean to ocean has been further aided by subsidy or by guarantee of bonds by British Columbia and by Ontario to a very considerable extent, but the exact figures are not available at the moment.

Network of Branches. Besides its main line as above set out the Canadian Northern is now operating about 4,000 miles of branch lines to Toronto, and in the Northwest. These, and still other proposed

British Capital for C. N. R.

MONTREAL, May 28.—(Special.)—It is stated here today Sir William Mackenzie has the assurance in London that on the strength of the Canadian Government subsidy just announced from Ottawa, twenty millions additional will be secured from England, thus assuring the early and easy financing of the whole road to the Pacific Ocean. It is also stated that on the Liberal side of the house Mr. Carvell of New Brunswick will be the only opponent of the latest grant to Mackenzie and Mann.

THE CANADIAN NORTHERN SUBSIDIES.

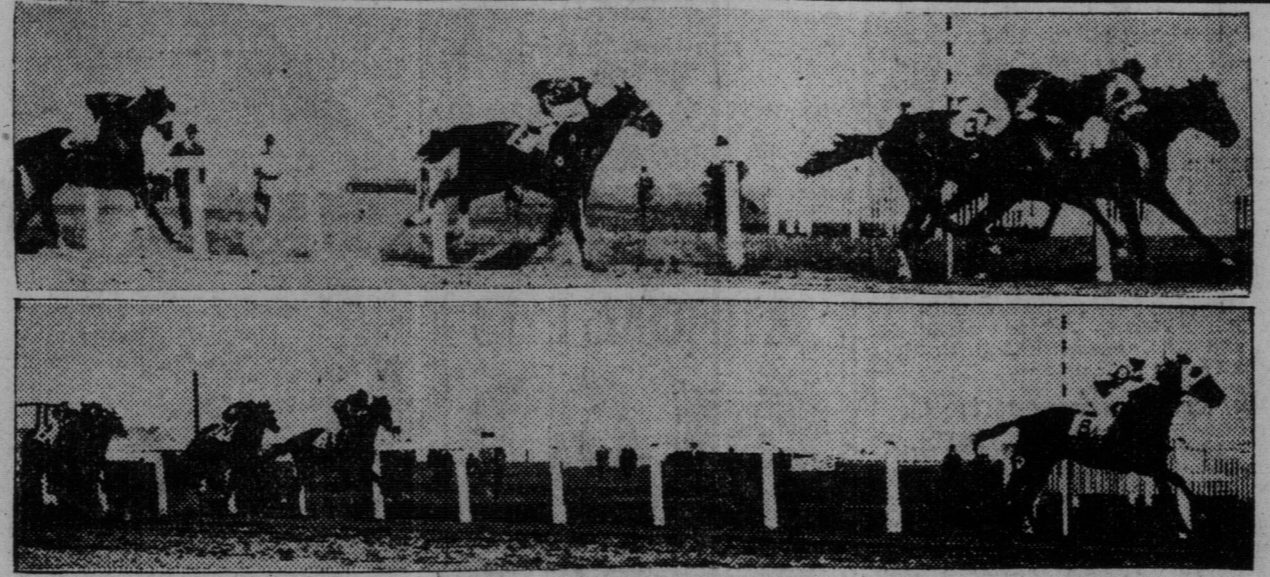
The public will have to sit down and think once more at the additional subsidies to the Canadian Northern Railway. There is no concession as to rates; there is a set-off in the shape of \$7,000,000 paid-up stock of the company to the Dominion.

But the proposals of yesterday are no direct funeral of the present Ottawa Government. Notwithstanding anything and everything voted heretofore by the Dominion and several of the provinces, it was made clear to Mr. Borden and his colleagues that to complete the main transcontinental line of the Canadian Northern from ocean to ocean, Federal aid would have to be given and given at once, and fourteen millions in subsidy is the sum set upon. With this vote the assurance is given that transcontinental trains can be running from Vancouver to Toronto, Ottawa, Montreal, Quebec, by the summer of 1914. The government had to deal with the conditions that they found existing; especially with the call there is for getting three transcontinental systems in shape for business next year. Apparently the Grand Trunk Pacific by way of Cochrane and its eastern lines will be giving a service then and now the Canadian Northern from ocean to ocean.

Evidently the Canadian Northern was unable to get the necessary money to complete its main line in any other way; and it claims that anything it has got or gets by the proposal of yesterday is small in comparison with the aid given to its two greater rivals. But surely this will close the era and the method of Canada building national railways for private-owned companies!

A new departure is eminently called for.

FINISHES OF THE KING EDWARD HOTEL GOLD CUP AND THE CORONATION STAKES RACES AT THE WOODBINE YESTERDAY AFTERNOON.



MOS TURNEY'S three-year-old Kleburne beating R. E. Watkins' Barnegat by a head. H. G. Bedwell's Lochiel is third for King Edward Hotel Cup, and Harry Giddings' Basselaw—My Honey, two-year-old Beehive six lengths in front of J. E. Seagram's Dark Rosaleen, with Col. John S. Hendrie's Slipper Day third in the race for the Coronation Stakes.

FIGHT FOR HYDRO WILL FINISH TOMORROW

Power Question Threshed Out at Big Public Meeting in Newmarket—Prin. Merritt Hammered York Radial — Mayor Objected to Three-Year Contract Clause.

By a Staff Reporter. NEWMARKET, Ont., May 28.—Tonight's meeting at Newmarket was the biggest one yet held on the power question. Both parties were represented, and every speaker got a fair hearing. Mayor E. S. Cane, in a few introductory remarks, reviewed the situation from the beginning. He claimed that the most objectionable feature of the hydro offer was the thirty-year contract, and that many other towns had no choice. R. N. Merritt, principal of the high school, wanted to say in the first place that he did not think that the council were subject to any undue influence, but they were guilty of serious error in judgment when only the proposition was being submitted to the electors on the 30th—that of the York Radial. Mr. Merritt hammered the York Radial generally and likened the York Radial to the sugar trust. He claimed that the T.E.L. had made promises to Toronto which were never fulfilled, and pointed out that the agreement had no penalty clause. He had been inspired to get on the platform that evening by listening to the Hon. Adam Beck's address when he was in Newmarket (applause), and he intended to do all in his power to defeat the by-law.

COULDN'T SIT ON JURY AND BE IN PRISON TOO

So Andrew Holmes, Doing Thirty Days, Was Excused Attendance.

When the jury roll was called at the morgue last night at the commencement of the inquest into the death of Thomas Crouchan, Andrew Holmes did not answer to his name. After a little delay it was learned that Holmes is the man who was sentenced Tuesday to thirty days with twenty lashes for assaulting a child. Fortunately eight men had been subpoenaed, whereas the law requires only seven, and Dr. Graham went on with the inquest. A verdict of accidental death was returned.

Crouchan, who was a fireman, was drowned in the bay from a small boat some weeks ago. The evidence was of little importance, as no one saw the accident.

"GREAT HEAVENS!" HE GASPED; "I'VE GOT EM"

World Man Saw Two-Foot Snake Come From Tap in Drug Store.

While on his way home from work last evening, a member of The World staff dropped in to have a friendly chat with a friend, Leslie H. Brown, who keeps a drug store at the corner of Sumach street and Wilton avenue. The World man doesn't drink. Water is his favorite beverage. He became thirsty after deciding the fate of the empire, which he does at least twice a week, and went to the tap, to pour himself a glass of water. As the water commenced to run The World man gasped. "Great heavens," he shouted, "I've got 'em again." A two-foot snake had come gently from the water tap and was swimming in the sink. The World man rubbed his eyes. Then he looked again. The snake still was there. He called Mr. Brown, who also saw it. And The World man doesn't drink. And the snake is in The World office. It couldn't get thru a water tap in 40 years.

STORK PUTS STOP TO COURT ACTION

Three Pairs of Twins Born to Witnesses in Suit For Slander.

Special to The Toronto World. SCRANTON, Pa., May 28.—Three important witnesses were missing when Aid. Moir announced this afternoon that he was ready to hear testimony in the slander suit of Mrs. Joseph Savage against Mrs. Joseph Shildaze. There was a long wait and then Constable Lawrence, who had served the subpoena, entered and whispered to the alderman. Smiling, the court announced that the suit would be postponed. The arrival of the stork with three sets of twins would prevent the witnesses from attending the hearing, the constable had said, and it might be some time before the witnesses would be able to come to court. The three mothers, who will tell later what they know about the alleged slander, are Mrs. Ellen O'Boyle, Mrs. Hannah Boyd and Mrs. Margaret Staton. All live in the same neighborhood in South Scranton, and all had multiple births within the past 48 hours.

BRANDS ROSS AS A DISCREDITED POLITICIAN

Hon. Rufus Pope Wakes Up Senate by Fiery Onslaught, in Which Scandals Under Old Regime in Ontario Supply Fuel—Sir Geo. Merely Doing Laurier's Bidding.

OTTAWA, May 28.—(Special.)—The Liberal members of the senate and their leader heard some plain truths this afternoon from Hon. Rufus Pope in the debate upon the second reading of the naval bill. Senator Pope said that the Liberal majority in the senate had yielded to the dictation of Sir Wilfrid Laurier, although Sir Wilfrid had been on the wrong side of every important question in Canada. He had opposed the construction of the Canadian Pacific and the National Policy and was now opposing a patriotic grant towards the defence of the empire.

SENATE AND THE PEOPLE

"Senators talk about going to the people," he continued; "if they had to go to the people for election to this body, 80 per cent. of them would be retired to public life. Nearly all of them, like myself, have run for office and been turned down by the people. The very last thing they want to do is give the people another chance to relegate them to private life."

The naval debate was continued by Senator Bostock of British Columbia, who said it could be shown that instead of the navy service act of 1910 being a source of danger to the relations of Canada to the mother country, the bill now before parliament was far more likely to produce disturbing conditions which would seriously interfere with the relations of Canada and Britain.

Belcourt is Shocked.

Senator Belcourt regretted the tone and spirit that had been so much in evidence in Senator Pope's speech. It had been an attempt to introduce into the house a standard absolutely foreign to it. The chamber had listened to a "noisy, furious, political stump speech of a very low order," when the country was looking for calm, judicial logic and statesmanship. It was not for senators to cast aspersions on one another.

The loyalty of French-Canadians had been put in doubt by some people in this country. He maintained that their loyalty was as great as the loyalty of any class of Canadians. He was opposed to annexation, feared independence and had no desire to return to the domination of Downing street.

Senator Daniel of St. John followed for the government.

WOMAN WHO RECALLED EVENTS SINCE TORONTO WAS A VILLAGE DEAD AFTER EIGHTY YEARS HERE

Mrs. Norah McManus



Who Died Yesterday After Having Lived in Toronto for Eighty-Four Years.

DEATH FOLLOWS STING BY A BEE

Western Ontario Farmer Collapsed and Died After Having Been Stung on Right Temple.

ST. MARY'S, Ont., May 28.—(Special.)—Within 30 minutes after having been stung by a bee, Joan Paff, a prominent farmer of North Easthope, died on Sunday. He was in his usual good health in the morning, and after returning from church he went into the garden. On returning he told his wife that a bee had stung him on the right temple. Some salve was applied, although no mark of the sting was seen. The man lay on a lounge. Thirty minutes later he got up to put on a second coat and collapsed.

Dr. Rankin of Stratford was summoned, but Paff died before the physician arrived. The doctor stated that he had known of death to result from a bee sting, but it was a very rare case.

CAME IN CONTACT WITH LIVE WIRE

Harry Swift of Toronto Instantly Killed in Dundas Hydro Station While at Work.

(By Staff Correspondents) HAMILTON, Thursday, May 29.—Harry Swift, aged 21, whose parents reside in Toronto, was killed yesterday morning at the hydro-electric switching station at Dundas, when he came in contact with a live wire carrying 13,000 volts. Drs. Rykert and Farmer were called, but could do nothing for the young man, who was instantly killed by the shock. At the time of his death the man was in the act of tightening a nut near the transformer, when he received the shock. The facts of the case will be brought out more clearly at the inquest which Dr. Rykert has ordered.

KEEPS MOUSTACHE DESPITE WARNING

"Nothing Doing," Said Carpenter When Doctors Wanted to Cut It Off.

Special to The Toronto World. LOS ANGELES, Cal., May 28.—"Take your choice between the loss of your moustache and a possible attack of blood poisoning," M. Larmer, a carpenter, chose to keep the moustache. Larmer was struck in the mouth by a piece of wood and a long gash inflicted on his upper lip. "We've got to remove that moustache to treat the wound properly," declared the receiving hospital surgeon. "Nothing doing," was the emphatic reply.

The doctors dressed the wound as well as they could thru the moustache and sent Larmer home. They declared infection highly probable.

Mrs. Norah McManus Remembered When City Was Military Post, When Mackenzie Was in Hiding, When Butter Was Seventy-Five Cents a Pound, and Many Other Historical Events.

To have lived continuously in Toronto since the days when the site now covered by the city was a military post in the heart of a forest, and when Indians were as common a sight here as American tourists are now, was the experience of Mrs. Norah McManus, who died yesterday afternoon at the residence of her niece, Mrs. Ellen Morgan, 210 Beverley street, at the age of 88, and after having lived in Toronto 84 years.

Born in Limerick, Ireland, in 1825, Mrs. McManus sailed for Canada with her father, James O'Brien, and her mother and six brothers in 1829 in a small sailing vessel, which took nearly two months to come across. When about half way to Canada the boat ran into a terrific storm and all on board were ordered to throw half their possessions into the sea, that the vessel might be thus lightened. Her father, who was by trade a cooper, was forced to throw a number of valuable tools into the water. This same vessel, after leaving on her return voyage, was never heard of again.

The O'Brien family reached Toronto by a water route and put up a log cabin on the spot that is now the corner of Richmond and Nelson streets. Soon after this Mr. O'Brien took up a land grant at York Mills, but his health being poor, he gave up this and again came to Toronto, establishing himself as a cooper in a log cabin on what is now West Queen street and nearly opposite where Osgoode Hall now stands. At that time the site of Osgoode Hall was thickly wooded and the family obtained fuel by cutting down trees there.

Mr. O'Brien was a great sympathizer with the cause of William Lyon Mackenzie and his six sons took up arms on his behalf. Mrs. McManus remembered when a price was on Mackenzie's head. Her mother pointed him out to her when he was in hiding in a building just below Queen street and on the west side of York street. At the present time a building occupied by a Chinese club stands on the site.

During her early days here such a thing as a sidewalk was an undreamed of luxury and even wells were not yet in vogue, what water was required being carried from the lake in buckets. There was a small building on the site near that occupied by St. Paul's Roman Catholic Church, which was the first Roman Catholic church established here. When her father went to church on a Sunday evening he would carry a candle in a lantern with him. This was not only to light him on his way, but also served as a light by which he read his prayer book in church.

Butter Was High. Sixty years ago, in June, 1853, Mrs. McManus was married to James McManus, and they started a general store at what is now the corner of Euclid avenue and Queen streets. She kept up this business during the years of the civil war in the United States and remembered that butter sold here at 75 cents a pound at the time.

Fifty years ago, which was ten years after she had established the general store, she was afflicted with a tumor, and the four leading Toronto doctors at that time, after a consul-

Continued on Page 7, Column 1.



Maybe it is time for Panama hats. It may not be exactly time, but it will be Panama hat weather within a few days. The great advantage of a Panama hat is that it is enduring in style and enduring in quality. The fibre is not affected by rain. The Panama hat is the only kind of a straw hat that will stay on your head while the wind is blowing and at the same time it does not take such a grip on the head as to be at all uncomfortable. Dineen's Panama hats are from \$3.49 to \$15, and every hat is the genuine Panama, worked into shape by the hands of the natives. Dineen's—140 Yonge street, corner Temperance. Also club bags, suit cases, hat boxes. Established 1864.

ERS is pre-special quantities. and are borrow, ands of This

Men weather. Made raglan style, 10.00

Boots 95 leathers

Candies

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CKS

for 8 o'clock special prices, closely woven, balances and large

IMPERIAL COURT CANADA'S DESIRE

So Says Joe Martin, M.P., in Opposing Addition to Number of Law Lords.

LONDON, May 28.—(C.A.P.)—The appellate jurisdiction bill is having a somewhat smooth passage thru the commons. Tonight the house agreed to a second reading by an overwhelming majority of 276. Among the 276 who formed the minority was the Canadian lawyer, Joe Martin, who raised the objection that the dominions hadn't asked for the two extra law lords. What the Dominion really desired, he said, was an imperial court. There were quite enough judges already in the dominions and one privy councillor. Donald MacMaster also thought that on the limited lines proposed by the bill the strengthening of the present judicial committee was unnecessary. If an imperial court were established in future, then he agreed that the committee would require strengthening from the best legal intellects of the empire.

DRUNKEN MAN DIED FROM CUT

Body of Thomas Carleton Lies Unclaimed in the Morgue — Inquest Will Be Held.

There is the body of a man, whose name is thought to be Thomas Carleton, in the morgue on Lombard street. He died in St. Michael's Hospital yesterday morning as the result of a lacerated brain. On Monday night he was picked up drunk on Yonge street and taken to Agnes street station. In the morning he was sick and unable to walk, so the sergeant sent him in an ambulance to the hospital, where a deep cut was found on his forehead just over the eye. He was then conscious, and said that he lived at 37 1/2 Jarvis street. Soon after he lapsed into unconsciousness.

The police made enquiries at the Jarvis street house, but no one there knew the man. No relatives or friends have called at the police department or the hospital. He is described as about 50 years old, tall, and thin, with gray hair and gray moustache, and wearing a dark suit. Dr. McCollum will conduct an inquest.

FREIGHT RATES CASE IN SIGHT

Taking of Testimony Will Be Resumed on June 20 Announcement of Commissioners.

OTTAWA, May 28.—(Special.)—The board of railway commissioners have notified all parties interested that the further taking of testimony in the western freight rates case will be resumed on June 20. Upon that date the counsel for the government will produce the American expert, Mr. Mueller, who will testify orally, and his conclusions will also be served upon counsel for the railways in pamphlet form before that date. The testimony to be offered by the government at the sitting commencing June 20 will be in rebuttal of the defence made by the railway companies, and the companies will no doubt insist upon offering some testimony in rebuttal. The government will be entitled, however, to close the case, after which lengthy arguments are anticipated. The final judgment of the commission upon the application for equalization of freight rates between eastern and western Canada can scarcely be expected until after the summer vacation.