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H. H. WILLIAMS & CO.

26 Victoria Street, Toronto.



30TH YEAR.

ilway Men Discussing Question of Strike

SALIENT POINTS OF THE REPORT.

The state of the s				
WAGES.				
of the analysis and to hear at the	Report.	At present.	Asked	for
Motormen and conductors-	c.	c.	c.	
First year	21	20	25	
Second year	23	22	28	
Third year and after		231/2	28	
Shedmen-			A	
Foremen	25			
Assistants		21	25	*Silv. 1
Car washers		20	> 25	
Motor and truck repairmen-		Han Tell	Alex S	
First year	21	20	25	
Second year		22	28	
. Third year and after		231/2	28	趋
The union is not recognized.	Marines In	17 ATA NOT		
The agreement to last two year	re as request	1		

The men asked for a permanent arbitration committee; the report continues the present right of the men to appear before the general manager. The wishes of the men are fairly well acceded to in regard to schedules of working hours, granting of leave of absence, arrangements for payment of uniforms; right of discharged or suspended employes to appeal for re-instatement, the return of fare boxes, providing of seats for employes, and equipment of cars; regulation for shop and shedmen, and

providing of tools. A large number of detailed proposals by the men for payment for overtime, holiday and Sunday work, extra work, reliefs, etc., are not touched on in the report.

The request of the men that the older employes be given the choice-

STRIKE IS AVERTED REPORT DECLARES

But Men Now in Session Will Have the Deciding Word -Prospects for a Lively Discussion Before Decision

As The World goes to press this Toronto Street Railway Co. are in session in the Star Theatre discussing, clause by clause, the report of the board of conciliation, which was made public at midnight. A special edition will be issued as soon as the result of their deliberations is announced.

What the outcome will be is hard to foretell. In the arbitrators' report, the statement is plainly made "A STRIKE HAS UNDOUBTEDLY BEEN AVERTED. . . IT IS JUST TO THE DISPUTANTS TO SAY BEEN AVERTED. THAT NEITHER PARTY EVER OVERLOOKED THE PUBLIC IN-TEREST: THAT THE RESULT OF THE NEGOTIATIONS HAS BEEN MAINLY ACHIEVED FROM A DEEP SENSE OF THE RESPONSIBILITY EACH SIDE FELT THAT IT OWED

TO THE CITY OF TORONTO." A poll of several representative employes taken while they were assembling for the meeting, however, was not so reassuring. A good deal of disappointment was expressed at the proprised wage schedule. Opinion seemed to be that 26 cents an hour at least should be pressed for. The report gives the 3-year man 1-2 cent an hour increase over the flat cent an hour increase which President Mackenzie offered early in the week. It was no-tleable, tho, that the older employes seemed inclined to accept the agreement, and that the more pronounced kickers were the younger element. When seen by the newspaper men at

midnight. Judge Barron said: "I desire to say that our meetings have been most interesting, and, in fact, in many ways most instructive. Each side prepared its case with singular intuition of what it would have to meet from the other, and the amount of inform 1tion on economic conditions given by each side was a great surprise,

and to me a great education. One of the reporters complimented the judge on his success in bringing in

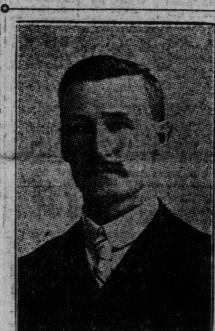
unanimous report.
"The real credit for unanimity." "is due to Mr. O'Doneghue and Mr. Mullarkey. My work was child's play in regard to theirs. and the final outcome. I desire to state, is due to them and not to me. They had constantly to take

the dog by the ears, and if you want to know what that means read the 17th verse of the 26th chapter of Proverbs. "In ten minutes from now Mr.

O Donoghue will have to meet 1000 men, and if he succeeds in carrying the report at this meeting, the citizens of Toronto will owe him a great deal.

'A strike in its result would be a most cruel thing, and he is the one who will, and I think can, prevent it happening. I have been made uncomfortable by certain references to myself in the press, and I now desire that all should know that the credit is really due to Mr. Mullarkey and Mr. O'Donoghue for the successful outcome, if such it

The scripture quoted by Judge Barron is the verse: "He that passeth by, and meddleth with strife belonging not to him, is like one that taketh a dog by the ears."—Proverbs, ch. 26, v 17. The board of conciliation, consisting stood at the time had gone to Kirkof Judge Barron of Stratford, chairman, J. P. Mullarkey of Montreal, what prepared for a strike was underrailway contractor, representing the company, and J. G. O'Donoghue, barrister. Toronto, representing the men, to put on the cars. said one party began their sessions on July 26, follow- to The World last night, "and if the fing inability on the part of the com- men do strike to-night the company pany and men to agree on a renewal of the three years' agreement, which ex-



JOSEPH GIBBONS. Business agent of the Street Railway Men's Union.

appointed at the request of the men, and after the company had made an effort to prevent the appointment.
That the board have managed to

bring in a unanimous report is largely due to the persistence and energy of Judge Barron, altho he himself gives the other arbitrators the chief cred t for reaching an agreement. But the judge himself has been the leavening factor, and when failure to agree seemed certain, he took the bold course of getting the men and President Mackenzie himself together to thresh it

Mr. Mackenzie is intensely loyal to his employes," said the judge yester-day morning. "He has their confidence and they have his. By meeting the men alone, without even the presence of his general manager, he shouldered a heavy responsibility, and proved his anxiety for an amicable understanding. The men ought to appreciate his position. He has been most magnamimous in the way he has acted, and in all the

It came out yesterday, however, that Thursday's sessions of the board were quite stormy, and Judge Barron smil-ingly admitted that one of the arbitrators had invited one or both of the others to take Charon's ferry across the Styx. Whether the remark had aught to do with Mr. Mullarkey's consequent departure for Montreal, deponent saydecision with the others. Yesterday's negotiations had mostly to do with arranging the time for which the agreement should run. This was not decided until a final visit to Mr. Mac-

An Awful Battle. Judge Barron went to bed early last night, wholly fatigued after weeks of continuous suspence and anxiety.
"It was an awful battle," he said just before retiring. "Our whole trouble was to get a unanimous report. At one time the whole trouble was settled,

both parties having agreed to the re-port, and then trouble broke out Manager Fleming when spoken to last night would say nothing in regard, so far this season, and the cottagers; him were referred for answer to President Mackenzie, who it was under-stood at the time had gone to Kirk-

"The company have 500 men ready

Continued on Page 7, Column 5.

WAGES SCHEDULE 21, 23, 25 CENTS Board Declares Strike Has Been Averted by Reason manent Arbitration Board of Concessions From Not Created - No the Men. Choice for Runs. In the matter of the Industrial Dis-putes Investigation Act, 1907, and amendments thereto, and of disputes between the Toronto Railway Co., em-ployers, and the Toronto Railway Em-ployes' Union, No. 113, employes-

TEXT OF THE ARBITRATORS' REPORT

The board of conciliation and investigation appointed by the honorable the minister of labor, in pursuance of a recommendation of the parties immediately concerned, and under and in pursuance of the said act and of its various amendments, to consider and settle the said disputes, having taken upon itself the full burden and responsibility of investigating and endeavoring to settle the same, have made an expeditious and careful enquiry into all matters affecting the merits and the right of settlement thereof, and respectfully report to the honorable the minister as follows:

1. The said board sat for several days hearing the various statements advanced on behalf of the employers and employes and in receiving from them, a large mass of documentary and other information in support of their respective views covering the disputes in question, and in this and other ways have endeavored to fully and carefully ascertain all the facts and circumstances in connection with the said disputes.

A Strike Averted.

3. A strike has undoubtedly been momes averted. In obedience to the statute of cor in that behalf, every effort was made. The p

JUDGE BARRON. Chairman of the Board of Concili-

other ways have endeavored to fully and carefully ascertain all the facts and circumstances in connection with the said disputes.

A Strike Averted.

2. They furthermore report that the findings of the board, including its finding of the cause of the said disputes and the board's recommendations for the settlement thereof, according to the merits and substantial justice of the case, are embodied in a proposed agreement hereinafter set forth in extenso and marked "A." which agreement, dealing as it does with each item of the dispute, contains what, in the unanimous opinion of the board, ought to be done by the respective parties concerned.

3. A strike has undoubtedly been

TWO TORONTO YOUTHS FIND WATERY GRAVE AT JACKSON'S POINT

Jas. Grange and Ivan Clark Upset From Canoe in Lake Simcoe, and Perish-One Tried to Help the Other.

JACKSON'S POINT, Aug. 19.—(Special.)—James Grantge, aged 19 years, son of Dr. E. A. A. Grange, V.S., principal Ontario Veterinary College, living with his parents at 64t Huron-street, Toronto, and Ivan Clarke, aged 21 son Toronto, and Ivan Clarke, aged 21, son of Fred Clarke, 635 Huron-street, both of Toronto, were drowned in the chilling water of Lake Simcoe, about 150 yards from shore, at 6.30 to-night.

The young men were intimate friends and were out canoeing at the time the accident happened, and as far as known there were only two eye witnesses, Mrs. De Gruchy and her little son, the tragedy happening at a time their evening lunch.

adepts in the handling of a cance. The young men were at either end eth not. But the company's repre-sentative, before he went, left his final did not again come to the surface. At the place where the accident hap-

An alarm was at once raised, and attempts made by diving to reach the bodies, but these were unsuccessful, and finally Gordon Cameron and F. G. Kritzer, two local men, attempted, with the aid of drag nets, to recover the bodies, but the rough condition of water rendered work extremely difficult. At 9 o'clock the men engaged in grappling ceased work, but later. with a bette; outfit, it was resumed. Word was immediately sent to 'he families of the two young men. This is the first fatality at Jackson's Point

to the situation. Any questions asked have been congratulating themselves on their immunity from drowning acci-dents. The young men were extremely popular among their immediate friends in the city and likewise at the "point." where they, with the other members of the family, had been summering. Grange and Clarke remaining behind

General French's Report.

Is the Canadian militia efficient? If not, why not and what is the remedy? These are ques-tions dealt with in The Sunday World's resume of General French's report of his recent tour of inspection thru Canada. It will appear in to-morrow's issue, and every Canadian should secure a copy to learn just what criticisms the famous general has to make on our soldier citizens and what sugges-tions he makes looking to the improved efficiency of the force.

FOUR-YEAR TERM STILL

VICTORIA. B. C., Aug. 19 .- (Special.) when most of the cottagers were at -No session of the Methodist Conference since Mohday has been so breezy All day a cold wind had blown over as when the itinerancy committee rethe lake, and the waters were regarded ported to-day. They recommend pracas dangerous for canoeing, and few tically an eight-year term for anw discussions he has reverted to the boats were out during the afternoon, pastorate, provided there is a two-question: 'How will this affect the but Grange and Clarke, especially the thirds vote of the quarterly board from former, were strong swimmers, and their feet for amendments and speeches. The conference went decidedly for the four-year term. Dr. Speer, Rev. of the canoe, and in their efforts to lengthening the term. Mr. Forther steady it. the frail craft upset, throw- held that the arrangement at present ing both in the water. Clarke at once sank, and Grange, in attempting to rescue him, was dragged under, and that there was no general demand for a change. Dr. Burns held that better work could be done on a longer term, that large churches demanded it, and that much of the opposition to the change came from men who thempened the water is about 35 feet deep. selves were occupying offices of unlimited tenure.

BIG THEFT OF PEARLS.

LONDON, Aug. 19 .- (C.A.P.) -- Bearing letters of recommendation, purporting to have been written by T. Ellis, Toronto, a man visited the city office of a dealer in pearls, and after the departure of the visitor, 750 undrilled pearls were missed. The city police offer \$250 for information concerning the theft.

THE DAY FOR FALL HATS.

Going to buy a hat to-day it will be principally because you want a new fall hat, or purchase an up-to-date straw or Panama that will be good for the balance of this season and for next year. In the Panama and straw hat line the Dineen Company have motormen upon closed cars, and some splendid designs which are be- also provide seats for motormen Grange and Clarke remaining behind in a sacrificed rather than keep them open cars if a fixed seat of a pattern over until next year. In fall hats the which will not interfere with the public company has received an advance lic can be obtained. In the event of shipment in silks, derbys and A'piun it being found impossible by the manter of the company has received an advance of the company has received an

Union Not Recognized-Per-

and the employes met, with the re-sult that further conditions were waived and further concessions made by each side to the other.

All for the Public.

It is just to the disputants to say that neither party ever overlooked the public interest; that the result of the negotiations has been mainly achieved. negotiations has been mainly achieved from a deep sense of the responsibility each side felt that it owed to the City of Toronto, and the board report that if this award is finally accepted it will be because the president and officers of the company on the one side and their employes on the other have mutually made large concessions in the interests of the public.

All of which is respectfully submitted. Dated at Toronto this 20th day of August, A.D. 1910.

(Signed) John A. Barron, Chalrman.

J. P. Mullarkey, for the company. J. G. O'Donoghue, for the employes.

THE TERMS

(Schedule "A" referred to in the foregoing report and made part and parcel thereof).

A-An agreement made this 18th day

A—An agreement made this 18th day of August, A.D., 1910, between the Roronto Railway Company, hereinafter called "the company," and a committee of the employes of the said company, appointed at a meeting open to all employes of the company, hereinafter called "the committee."

Whereas a certain agreement bearing date the 18th day of July, A.D. 1907, entered into between the company and a committee of the employes of the said company, appointed at a meeting open to all employes of the company, held on the 11th day of May. 1907, has expired by effluxion of time, and it is in the interest of the parties hereto that a new agreement should be entered into, whereby their mutual interests may be ascertained and fixed for the period, of this agreement, having in mind as a first consideration, the service of the Toronto Railway Company as a public utility, and these presents are intended to carry out such purpose.

Therefore it is agreed as follows:

First—All Settled.

All matters in dispute between the

All matters in dispute between the company and its employes are hereby settled.

Second—Wage Schedules.

The wage schedule shall relate back and be in full force and effect on and from the 16th day of June, 1910, until the end of the term of this agreement, and shall be as follows:

lotormen and conductors— For 1st year21 cents an hour. For 2nd year 23 For 3rd yr. and after 25 Assistant Car washers21 Motor and truck repair men-For 1st year 21 "
For 2nd year 23 "
For 3rd year 25 Third—For Two Years.

The term of this agreement shall be for two years from the 16th day of

Fourth-Cost of Uniforms. The company will pay half the cost of the uniforms of the motormen and conductors who have been in the company's service for a period of one year, and will provide free uniforms for mo-tormen and conductors who have been in the company's service for a longer period than two years, it being the understanding that no employe shall be required to pay for more than one uniform and a half. Regulations from time to time will be made by the company to provide for protection against loss in this matter from employes leav-

nany's service. Fifth-Discipline The following regulation is agreed upon as to discipline: Any employe against whom charges may be received. ed will be required to report when off duty to the superintendent. His case will then be considered by the proper officials of the company, and will be dealt with upon the following principle: For minor cases he is to be ed. For serious cases, including drunkenness, drinking in uniform or drinking on cars, destruction of property, accidents thru carelessness or neglect, missing fares thru neglect, or carrying friends free, using stools on portion of route not allowed by company, ity to passengers and profanity oncars, he may be suspended or dismissed at the discretion of the proper offi-

Sixth-Right of Appeal. Any employe against whom any charges may be received shall have the right of appeal in person to the general superintendent, and, except as to a charge of dishonesty, may bring with him in his interest a deputation or any committee of his fellow-employes. Attendance in such capacity shall not operate to an employe's disadvantage. An employe attending on such deputation or committee shall give due no tice to his car starter or foreman, and, he be a motorman or conductor, shall take his car upon reporting to his car starter and shall not be required to report in the usual course to the

head readmaster. Seventh-Providing Seats. The company will provide seats for motormen upon closed cars, and will

Continued on Page 7, Column 6.

The Hand That Deadens and the Chicago Dead Hog's Preferential Treatment

Let us open to-day's discussion of the great railway question in Ontario by noting, first, that Farmer Maclean's wheat got over to Miller Campbell's siding at the Junction yesterday, and, doubtless, by this time is ground into good flour; whether the customers of the Campbell Milling Co. will be able to get the flour as quickly remains to be seen. Another incident was that the Montreal and Toronto express on the C. P. R. came in two sections in the morning, and, marvelous to relate, the second section had a regular baggage car instead of an old-time box car for express and luggage! The great feature of these baggage cars, according to the yellow-back Folder, as outlined on page 3, is "the Krupp steel" in the passenger train wheel equipment, a steel which has "never failed." Old Krupp must have been a personal friend of George Ham.

Now, let us discuss the treatment accorded by the Grand Trunk to the towns east of Toronto, including Whitby, Oshawa, Bowmanville, Port Hope, Cobourg and the rest of them. What has been the net result of the Grand Trunk service to these towns? Our answer is that the net result of the lack of service to these towns, and the denial of service, has palsied and paralyzed most of them.

For years they were charged a greater passenger rate than any other portion of Ontario, because the G.T.R. had a monopoly.

For years and even to-day the station in most of these towns has been kept away from the town because of real estate speculation in the early days of the road, and no effort since to couple up.

The finest lot of men that ever attempted to develop any portion of Canada were resident in the Town of Whitby and the others down to Belleville. Recall the men who tried to start the big agricultural works in Oshawa, and who had to give it up.

Recall the fact that the late Hart A. Massey, whose greatest monument to-day is the Massey-Harris works in Toronto, tried to get a start at Newcastle, one of these Lake Ontario towns, and, having tried it, had the foresight to see that his only salvation was to get away and come to Toronto, and he came.

Recall also how the Ontario Bank, with Bowmanville as a centre, had to get out; but before it got out and came to Toronto had developed a constitutional weakness from which it never recovered.

Recall all the fine residences in these Eastern Ontario towns, on which their builders spent some of them ten, some twenty and some

which their builders spent some of them ten, some twenty and some even thirty thousands of dollars, and which, at one time or another, nearly every one of them, have been sold for a song. We have seen a \$25,000 residence in one of these towns sold for \$800, its windows left broken, its doors wide open and the once beautiful grounds overrun with weeds!

If these people wanted anything, if they wanted a suburban service and a commutation ticket, they were told by Mr. Hays, or by his representatives or predecessors, to build trolley lines for themselves!

Recall the fact that an attempt was made when the railway commission compelled equality of passenger rates to these towns, to make up the money thus lost by increasing the rates on coal!

Very few industries have been built up in these towns compared with what there should have been, compared to the enterprise of the original inhabitants and their aspirations. They wanted to make their country productive, to build up their towns, to ship their products everywhere; but if there is one past of Casaria to the country products.

country productive, to build up their towns, to ship their products everywhere; but if there is one part of Canada that has never yet got into touch with the Canadian West it has been the towns along Lake Chtaric and the Grand Trunk

Fortunately, some of the manufacturers have been able to survive and profit, and have every promise now of sharing in some of the development of the Dominion, but they are all looking forward to one thing more than anything else, and that is that the Canadian Pacific may be coming to them, and that, as a matter of fact, the Canadian Northern will be in Trenton from Toronto before Christmas. The first mile of rails from the junction in the Don Valley on the road to Trenton was spiked yesterday on the Canadian Northern, and the work will be pushed with the greatest vigor from now on; yet we suppose the same old policy of the Grand Trunk will be continued, notwithstanding the other two roads are going in, and the business will be switched from that old and, in many respects the best, line, to the others, because there will be a continuation of that policy which has prevailed from the day the Grand Trunk was constructed and these others, because there will be a continuation of that policy which has prevailed from the day the Grand Trunk was constructed and these towns were established; namely, to run the railway from Montreal without any regard for the people who live in these towns and who have had to put up with such railway service as they got. Again we say to-day, for all the evidence of railway paralysis it is in this district of the Grand Trunk east of Toronto that one must look for it.

Mr. Hays is supposed to be a great big railway man, but, if he is, he should have so nursed the country where he had a monopoly that the people would have respected him, respected his service, and joined with him and he join with them, in developing what they both had. Instead of saying "build trolleys for yourselves" he should have built others like the trolley system in Oshawa, and on which his company has an option. If he gives the towns out from Montreal a suburban service, why deny it to towns out from Toronto? He has improved things a little in Whitby, but Whitby still feels the dead hand. a little in Whitby, but Whitby still feels the dead hand.

Take the Town of Cobourg, which has every requisite for both a city and a delightful summer resort, and still stagnation reigns!

ASK MR. HAYS THE CAUSE OF THE DIFFERENCE BETWEEN COBOURG AND PETERBORO. People from Toronto who want to go to the horse show prefer to go in motors rather than go down on the splendid day service of the International Limited and come back in the slow coach that takes from 7 o'clock to 10 at night-one makes the trip in two hours, the other in three; the one amid reasonable comfort.

If the Grand Trunk had done its duty by these towns, had been sympathetic, and had it given a good service. The World believes there would have been five cities at least where there are now many poor towns; and if any community and set of people, farmers included, were justified in cursing their railway service, it was that splendid community of people who lived along the shores of Lake Ontario, and whose fancies and dreams were never realized! One after another they went to their long homes and, as they went, saw the dead hand of the Grand Trunk upon the place they left.

We give the Grand Trunk every credit for its thru line of double track, for taking out the grades and improving the equipment since Mr. Hays took hold. But Mr. Hays, like Sir Thomas Shaughnessy, had his big eye on the dead-meat trade of Chicago. He wanted to run the refrigerator cars from Chicago to Montreal, and he got a lot of business; refrigerator cars from Chicago to Montreal, and he got a lot of business; but he got it because he gave the service and gave the rates to the dead hogs of Chicago which he denied to the live citizens of Canada who lived along his line. There were fast trains for all the Chicago dead hogs that could come along at half the freight charges on Canadian products, especially of Canadian farmers. You could not get the hogs of the Canadians of Durham, Northumberland and Ontario Counties into Toronto with anything like the speed and facility and the rates accorded Chicago dead hogs! accorded Chicago dead hogs!

In fact, for years, the main thing on the Grand Trunk, as it is on the Canadian Pacific, has been to hustle the dead hogs of Chicago thru Ontario in preference to all other traffic. Passenger trains are switch-Ontario in preference to all other traffic. Passenger trains are switched to do this, and the best engines, and the right of way, and the first-class rolling stock, and all the local agents, and the chief executives, all these forces are devoted to the dead hogs of Chicago and their rapid transit thru Canada. The dead hog of Chicago is only held at divisional points for icing. And he gets it, and the man in Chicago sees that Mr. Hays and Sir Thomas get it to him. The cultivation of the Chicago dead hog on the two great Canadian railways that cross the Province of Ontario is the greatest achievement in Canadian railway history, at least so think Mr. Hays and Sir Thomas Shaugnessy. Hurrah for the Chicago hog and what we've done for him!

It is a strange thing, however, that nobody has come forth, up to the present, to champion the cause of these towns and the farmers along the Grand Trunk east of Toronto. When the unfair passenger rates question was raised in parliament not one of the members from these counties stood up to make protest. An outsider, however, after a good deal of hammering, succeeded in getting the Railway Commission order for equality of passenger rates, so that the Grand Trunk could not charge 3 %c east of Toronto and 3c west of it. Nor did any of the news-

CONTINUED ON PAGE 2; COLS. 1 AND 2.