### The Toronto World

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will pay for The Daily World for one year, delivered in the City of Toronto, or by mail to any address in Canada, Great Britain or the United States.

will pay for The Sunday World for one year, by mail to any address in Canada or Great Britain. Delivered in Foronto or for sale by all newsdealers and newsboys at five cents per copy.

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MONDAY MORNING, JUNE 16

control on the city's financial methods tax collection. And it is unfortunate port were not raised a couple of months ago. Ald. Wickett finds himself in the awkward position also of bers of the council, but since he is making the emphasis, there will be some wonder why he did not speak

The World stated several times that a tax rate of 25 mills would have been an honest and businesslike decision under the circumstances facing the council, but traditional manipulation inadequate rate, as Ald. Wickett now proves, of 191-2 mills was struck. The Telegram jeered at The World's wish The policy of The Telegram and its McArthur's account of his conversion friends appears to be to spend to the suffrage movement. He was 191-2, leaving the balance for pos- hind all the militancy, clamor for votes,

We believe that the collection of the proper amount to cover current expenditures and the strict refusal to debit temporary expenses to capital debit temporary expenses to capi the tax rate, with the result that an adoption of some more business-like ter of no importance." hall. We are spending or rather wast-

disposal of the funds, but in deceiving as conscientious and consistent. their credit, and the amount of their liabilities.

Nothing can be more certain than that, if Ald. Wickett's report is a correct representation of the conditions, there must be a "survey," or a stocktaking, or an investigation and reorganization of the whole financial business of the city. No person can say just exactly what state the city's affairs are in. The only thing definitely known is that the city is solvent and quite able to meet all demands, but there are many in the city who will deny even this, and for the sake of municipal politics will seek to make the situation appear much worse than

Once more we recall the fact that some years ago we suggested the appointment of heads of departments, magistrates, commissioners, call them what you will, who would be reister of finance as the type of man to objectionable. be installed over the city's business interests. We made similar sug- less of their size or condition, would, thru an apple pit. gestions for the departments of law, gram represents will permit an im-

### A GOOD APPOINTMENT.

Griffin to the principalship of Rosedale by Miss Sims, and a disposition to per- holding the raw material at an unpetuate the work established under reasonable price. her auspices and in association with other schools have not had the fortune ages, but this power must not be used



T'S a fine, old, mellow stout—that is as rich and nourishing, as fresh cream-yet won't make you bilious because it's extra mild.

ORDER A CASE FROM YOUR DEALER.

to elicit the interest of such patrons to delay the progress of the origina as have spent so much devoted effort suit. Perhaps the most radical feature

and inclination to co-operate with the Sims. There are a number of other districts in the city where the ladies own school the work of decoration and the activities of illegal trusts. artistic furnishing which makes Rosedale school the justifiable boast of the ladies of the Rosedale League. They the artistic impulse in the pupils is the greatest gift they can bestow on children who are only too apt to be submerged in the overwhelming currents of commercial life.

LIFE OR PROPERTY.

It is with pleasure, tno not without of The Globe, that we have read Mr. proportionately 30 mills and collect amazed to discover, he says, that beand other demonstrations there is a fundamental principle involved. "The a suffragette—one who has talked the

### CURBING UNREASONABLE COM-

mentioned the present Dominion min- fine when restrain of trade becomes

Nine classes of combination, regardby his bill, be held as exercising untransportation, engineering and public reasonable restraint. They consist of health. The estimates of such re- any combination that prevents the sponsible officials would have to be purchase from another source of an dealt with as the business authority article it manufactures; that descrimadvised. Today they are dealt with, inates in prices by offering lower rates as Ald. Wickett's report states, as tho to large purchasers; that refuses to the men who prepared them knew sell to some of its would-be customers; nothing about their business. And the that seeks to increase its business by way the appropriations are shuffled offering better prices in one territory about, and current and capital charges than in another; that contracts among juggled with, is a disgrace to On- its members as to a division of tertario. The only consolation is that ritory; that seeks to promote its busthings have to become very bad in- iness under an assumed name, or by deed, before such forces as The Tele- disguising in any way the controlling interests behind it; that artificially stimulates its sales at the expense of competitors, by selling below the cost of production; that spies on the bus-In the appointment of Miss J. B. iness of its competitors or bribes inschool, the management committee of or that controls a raw material necesthe board of education has shown sary for the manufacture of any article sympathy with the policy carried out and seeks to prevent competition by

Another clause of the bill provides the "League of School Art," formed that when any member of a combiseventeen years ago. What has been nation is adjudged guilty of unreasondone since 1896 has had a decided in- able restraint of trade, all other memfluence, not only upon the pupils of bers shall be similarly held. A special-Rosedale school, but also upon other ly important section affords greater schools, the teachers of which could facilities for individual sufferers to apnot fail to respond to the artistic and pear in suits, either criminal or civil, refining stimulus of the Rosedale brought by the United States against movement. The atmosphere created a combination. Procedure is simpliby the attractive and beautiful sur- fied by enabling the facts established roundings in which the children found in the successful prosecution of a comthemselves, as a result of the efforts bination, to be held as proved in other of the league, is one that must affect similar suits against the same contheir lives thru all future years, and spiracy, while power is given any init can only be a matter for regret that jured person to intervene for dam-

that authorizing the court, upon preliminary or final establishment of the o have a principal prepared by task existence of an unreasonable compoard of education will be congratu- if the combination has made lowe lated upon its confirmation of the prices to favored customers, the lowchoice of Miss Griffin to succeed Miss est price will be the public price poses may be annulled. The bill offers of the locality might emulate in their the most rigid curb yet proposed on

### CONVERTED TO SUFFRAGE.

gives out. Hoping that I have made my attitude entirely clear, I shall now

I have just discovered that I am a suffragette and have been for years. Now laugh, consarn you!

mits himself to the revolutionary idea that "altogether too many men consider Property sacred and Life a matter of no importance."

Mr. McArthur admits that his conwith the now obtains in the city all. We are spending or rather wasting a million or more yearly.

Ald. Wickett's report amounts to a lirect charge of dishonesty in handling with the foundation of the woman's movement, he says there was nothing else. They are contrasted with the foundation of the woman's movement, he says there was nothing else. Ald. Wickett's report amounts to a direct charge of dishonesty in handling the city finances—not dishonesty in the disposal of the funds, but in deceiving as conscientious and consistent.

the foundation of the woman's move to the industrial Moloculum ment, he says there was nothing else have set up. Altogether too many men consider Property sacred and Life a matter of no importance. This attitude towards life is the basic CURBING UNREASONABLE COMBINATIONS.

Senator La Follette of Wisconsin has proposed an amendment to the present anti-trust legislation of the United States, embodied in what is known as the Sherman Act. The bill he has introduced in senate is of imhe has introduced in senate is of importance because it contains the most developed an entirely false set of ideals and these are reflected in their phrase, "unreasonable restraint of trade," that has yet been attempted, and embodies other provisions to renand embodies other provisions to render prosecutions for violations of the in factories, and orought them under statute more easy and effective. At merciless control. To meet the new statute more easy and effective. At the outset he places the burden of proving that any, even the slightest, restraint of trade is reasonable on the combination that is, or is attempting, to exercise it. But in many cases, under conditions specified in the proposed amendment, unreasonableness is presumed as a matter of fact. Senator La Follette admits the validity of the distinction drawn by the United States what you will, who would be responsible each for the affairs of his section of the city's business. We Supreme Court, and endeavors to description of the city's business. We Supreme Court, and endeavors to description of the city's business. of money-making and if you try to talk sense to him he lifts his head and snorts "Woof! Woof!" like a hog

interrupted when rooting SCOTT'S SHIP AT CARDIFF.

CARDIFF, Wales, June 14.—(Can. Press.)—The Terra Nova, Captain Scott's Antarctic ship, arrived here today from Lyttleton, N.Z. by way of the Straits of Magellan. Thousands of persons lined the quays and met the survivors of the expedition.

### Canada Permanent Mortgage Corporation Toronto Street, Toronto

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## What the West is Saying

not be discovered in a day, nor is the condition such as can be re-medied in a day. Nor would the passing of a Maclean resolution by parliament make one bit of differ-ence to the Dominion Railway Commission in so far as this parti-cular business is concerned.

this question of equality of freight rates, as stated by Mr. Borden upon several occasions, is substantially this:
The matter of excessive freight rates in Wortern C.

sestigation by the railway commiss Speaking to Mr. Oliver's amendir

has been left to the board of rall-way commissioners, and on the whole it has received reasonably effective action from that commission. It may be that from time to time some delay has taken place on account of the enormous stress of work laid upon the commission in view of the great extent of the transportation lines of this country and the variety of problems that have arisen. On the whole I think they have done reasonably good work, and, at all events, the amendment of my hon friend does not tend to assist in relieving any situation or difficulty that may now exist."

of our great political parties, and in-deed its principal plank, so far as the west is concerned.

The principle as contend-ed for by Mr. Maclean in the house of commons on the 27th ult., is one clearly requiring legisla-tive action to bring it into force, for he is reported in Hansard of that date as saying:

Our railroads are national roads

ed on or have been called on to aid any proposition. If the pro-position is within the jurisdiction of parliament, if it is subsidized by parliament, if it is relieved time

after time by parliament, then I say parliament should say that that corporation ought to give equality of treatment

to all the people of Canada.

The Grain Growers' Guide, in a fair

A resolution declaring in favor of equality of freight, express and telegraph rates in all parts of Canada, and condemning the present discrimination practiced by the rallway companies against the west, was defeated by the vote of the supporters of the government in the house of commons. The resolution was moved by W. F. Macheau, Independent Conservative, and seconded by Hon. Rodolphe Lemieux, Liberal. Hon. Frank Cochrane, minister of railways and canals, in speaking against the motion, said he regarded it as a vote of want of confidence in the government and the railway commission. This amounted to a threat that if the motion was carried the government would resign, and of course no loval Conservative.

ried the government would resign, and, of course, no loyal Conservative could then vote in favor of it. Thus

The position of the govern

The western newspapers, comment-1 ng upon the work of the session at Ottawa, devote themselves largely to onsidering the failure of parliament to deal with the transportation problem and to the new issue, and a big ssue it is, furnished to the Liberal party in the west by the votes in the house upon resolutions declaring in favor of equality of rates as between Eastern and Western Canada. Strange to say, many of the opposition papers in the west bitterly denounced the financial aid extended to the Canadian Northern and the Grand Trunk Pacific during the dying days of the session. The Winnipeg Free Press, the leading Liberal paper of the west, commenting upon the Canadian Northern subsidy grant, declares that the Liberal party is now irrevocably committed to the principle of equality of rates. To quote:

Speaking to Mr. Oliver's amendment to the Canadian Northern subsidy grant, which required the company to equalize its freight rates east and west of Fort William, Mr. Borden said:

"The matter is at the present time under the board of railwould only tend to complicate the situation. The question of railway rates in the western country, has been left to the board of railway commissioners, and on the

There is only one good thing to be noted, from the point of view of the public advantage, in connection with this whole matter. It is that the Liberal party in parliament made the voting of the money the occasion for declaring itself once more in favor of the principle that railway rates should be equal thruout Canada, except where the railway companies establish before the railway commission that differences in

panies establish before the railway commission that differences in density of traffic and costs of maintenance and operation justify differences in rates.

It is something to have one of the political parties bound irrevocably to that principle. The Conservative members from the west, it is to be noted, voted with their party against the principle.

The position of those who believe that action by parliament is needed, is that the railway commission is morely an executive body charged with the administration of the Railway Act, and that the relief sought cannot be obtained, or at least is not likely to be obtained, from the commission. They say that parliament must declare the policy of equality of rates from sea to sea; that it is doubtful if the Railway Act of 1903 as amended, confers any power upon the railway commission to do this, and at any rate it would be a bold step for the railway commission to take without the direction of parliament. Indeed the very idea of equality of railway rates was undreamed of when the railway commission was created. The principle of equalization of rates was first brought to the attention The Regina Leader (Lib.) refers bitterly to the large financial grants made to the railway companies and to the refusal of the government to declare for equality of treatment in the matter of freight rates between eastern and western Canada. Under the caption, "Soak the West," The Leader says:

created. The principle of equalization of rates was first brought to the attention of parliament and the country by resolution proposed in the house of commons on Jan. 25, 1912, by Mr. W. F. Maclean (S. York). At first it was received, with slight encouragement, but as time went on, it was endorsed by newspapers like The Manitoba Free Press: organizations like the Winnipeg Board of Trade and has now become a plank in the platform of one of our great political parties, and indeed its principal plank, so far as the

tion, "Soak the West," The Leader says:

For the second time within a week the Conservative party at Ottawa have gone on record as not being opposed to the railways charging higher freight rates in western Canada than they do in eastern Canada.

On May 27 by a solid party vote they defeated Mr. W. F. Maclean's motion declaring that there must be no discrimination against western Canada. Or June 3 the Speaker of the commons ruled out of order a Liberal amendment to the C.N.R. cash subsidies bill providing that in the agreement with the railway company a provision be inserted that there must be no discrimination in rates between the east and the west.

Every business man. every farmer, every resident of western Canada, no matter what his calling, should never forget that the Borden Government has twice gone on record as not being opposed to the west being soaked higher freight rates than the railways dare charge the east.

The Leader also complains of the recent increase of rates on the Intercolonial, and claims that the government has justified a most pernicious practice of the railway companies by charging higher rates between noncompetitive points.

Our railroads are national roads; they have been subsidized by all the people and therefore all the people should be treated equally. To my mind, even if the cost of operation were higher in the west than in the east. I would still be of the opinion that there ought to be equality of charges. The people have contributed as much in the west as they have in the east; all the proposals for relief that may go thru this house will have to be made good by the people of the west together with the rest of the people of Canada. Citizenship in Canada ought to involve equality of treatment in a national proposition, and especially where the national funds are called on or have been called on to

The Conservative newspapers of the west are frankly embarrassed by the fact that the western Conservative members recorded themselves as opposed to the orinciple of equalization of freight rates. The Lethbridge News is driven into the absurd position of maintaining that parliament has no more right to regulate the rates to be charged by the railway companies than it has to regulate the rates to be charged for advertisements by the newspapers of the country. Indeed. The News says the railway commission would pay no attention to parliament. This exaltation of the creature above the creator the contention that parliament has abdicated its power to regulate railway rates or is incompetent to deal with broad questions of public policy because it has committed administrative details to the railway commission, is the heresy underlying nearly all the arguments against having parliament declare for the equalization of rates. But The News states the proposition so badly that its words are worth quoting. Replying to The Calgary Albertar. (Ind.), which had spoken in commendation of Mr. W. F. Maclean's resolution in the house of commons and his argument in support of the same. The News says: review of the situation, reminds the Liberals that they must put into force the policy for, which they are now standing should they be returned to power and save. commons and his argument in sup-port of the same. The News says:

port of the same. The News says:

Now supposing someone came to The Albertan and the rest of Calgary's daily papers with the complaint that their advertising rates were too high for local business. That they discriminated against local advertisers and in favor of advertisers from the outside. And supposing while waiting for the Calgary papers to make up their minds to lower their rates to local advertisers some official body were to declare that there must be a change at once. Would The Albertan, which is a public service corporation in many ways as real as the railway, think it was being treated fairly?

The condition of freight rates in east and west is not the development of a day. It has come thru years of change and adjustment by railway experts, and whether it is

railway experts, and whether it is that there is undue discrimina-tion or not is something that can-

### The Philosopher By Sherwood Hart of Folly IMMORTALS. We lay no claim to halls of fame,

but Canada has her immortals-that ancient band who rule the land and ancient band who rule the land and frisk around the senate's portals. Across the seas four centuries ago Jacques Cartier came a-steering, and on our shores these senators then stood three deep in every clearing; those patriarchs then played skylarks with heap big Injun legislation—each helpless act they chopped and hacked and did to death and balked the nation. Champish, outpours on senations champish, outpours on senations a half a ton of hot invective; he cays, "These blokes are time-worm joines—their menut vision in defective." The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury. The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury on her madden trip. The Empress of Russia leaves Vancoury on the Muskoka Lakes at bill to make scalps ad valorem, but no slices, they make 'en tree each this our ancient matitution; he writes the heart of the trip. The Empress of Russia leaves Vancoury of defendant, Research to Koster, for defendant, Research at Parry Sound, H. W., A. Guebec Bank V. Crais—H. W. Mickle, for defendant, obtained order vancours on her madden trip. The Empress of Russia leaves Vancoury of the Muscours of the fort interest of t frisk around the senate's portals,

the minister of railways declared himself opposed to fair treatment to the west and induced a number of western members to support him in that declaration.

Troblem is of ancient standing; the howdydo is nothing new, 'twas heard when Christopher was landing; for it appears thru all these years the senators have double-crossed us; they've changed our course by wiles or force and forty thousand times have lost us; upon the reefs these hoary chiefs our ship of state were always breaking: these ancient wits put on the fritz our country's every undertaking. Yet, if we note, we're still afloat and forging to the front like thunder; tho as of old we cften hold they should be hung and sawn asunder.

EMPRESS ON MAIDEN TRIP.

VANCOUVER, June 15.—The Empress of Asia sails from Liverpool today for Vancouver on her maiden trip. The Empress of Russia leaves Vancouver, June 18, beginning a ction without costs. Stayner v. Stayner — McDonald (Rowell & Co.) for judgment creditor, moved absolute attaching order. E. G. Long, for garnishees and judgment debtor. Order made for payment of \$450 less costs of garinshees fixed at \$20, be added to judgment.

Bushell v. Finn—H. C. Macklem, for defendant, obtained on consent order dismissing action without costs and judgment debtor. Order made for payment of \$450 less costs of garinshees fixed at \$20, be added to judgment.

Bushell v. Finn—H. C. Macklem, for defendant, obtained order for substitutional service of statement of total foot, for plaintiff, obtained order for dismovery of defendant, the owner.

Jordan v. Jordan—Plain-off in person moved for order for examination for discovery of defendant, Reserved.

Mickle, for defendant, Reserved.

Mickle, for defendants, obtained on outcoment oreditor, moved for order for payment of \$450 less costs of garinshees fixed at \$20, be added to judgment.

Bushell v. Finn—H. C. Macklem, for desendant, obtained order for outcoment of the payment of \$450 less costs of garinshees fixed at \$20, be added to judgment.

Bushell v. Finn—H. C. Macklem, for o the minister of railways declared himself opposed to fair treatment to the west and induced a number of western members to support him in that declaration.

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Dangerous chemicals are not used in tipping EDDY'S Ses-qui Safe Light Matches. See that you get EDDY'S and no other "just as

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MINT PERFECTO CIGARS

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KENNETH J. DUNSTAN, Manager.

## At Osgoode Hall

onsent order, dismissing action with-

has appreciated in value since the valuation was made at the death of the testator. I am asked whether the widow and daughter, the legatees and devisees, are entitled to share in this rise in value. Subject to anything the widow, a person sui turis may have ANNOUNCEMENT.

June 14, 1913

1—Dunning v. Dunning.

2—Ellis v. Ellis.

3—Baldwin v. Chaplin.

4—Re Smith Estate.

5—Kearney v. Lochrie.

6—Re Irwin-Hawkin and Ramsay.

Master's Chambers.

Before J. S. Cartwright, K.C., Master.
Reinhardt Salvador v. Gamble No. 3
—H. S. Murton, for plaintiff, obtained order shortening time for appearance to 10 days.

McKenzie v. Robertson—W. M. Douglas, K.C., for defendant, moved for order postponing trial until after vacation of the strate of the sasets for five years it a rental and this rental was to be measured by interest upon a valuation should not be treated as final so far as the stock in trade and perhaps the other chartel average and the stock in trade and perhaps the other chartel average and the stock in trade and perhaps the other chartel average are some that this valuation should not be treated as final so far as the stock in trade and perhaps the other chartel average are some surject to anything the widow, a person sui juris, may have done to debar herself, they certainly are. The testator did not mean by clause two that his trustees were to sell out to the surviving partner when they determined the value, and there was no obligation on the surviving partner to accept the valuation, or carry on the business, or pay interest. The testator merely meant that the right, if he desired it, to have the use of the testator's share of the assets for five years it a rental and this rental was no obligation on the surviving partner when they determined the value, and there was no obligation on the surviving partner when they determined the value, and there was no obligation on the surviving partner when they determined the value, and there was no obligation on the surviving partner when they determined the value, and there was no obligation on the surviving partner when they determined the value, and there was no obligation on the surviving partner when they determined the value, and there was no obligation on the surviving partner to accept the valuation, or carry on the order shortening time for appear
to 10 days.

McKenzie v. Robertson—W. M. Douglas, K.C., for defendant, moved for order postponing trial until after vacation. E. W. Wright, for plaintiff. Order made. Costs in cause.

Mashinter v. Searchlight Gas Co.—
J. H. Cavell, for plaintiff, obtained on
consent order dismissing action without
to reform the state of the real estate, the infant daughter is clearly entitled to
ore-fourth share of what it is worth or
what it can be sold for now (at the end
of the five years) and subject to any
contract or estoppel which Robert Patcontract or estoppel which Robert Paterson may be allowed to set up against his cestui que trust, the widow is entitled to an equal share. Costs of all parties out of estate.

## Sunday Boat Service on Muskoka Lakes, June 22.

For the convenience of patrons of the Grand Trunk Railway, the Muskoka Lakes Navigation Co. will operate a Sunday boat service, leaving Muskoka Wharf on arrival of fast express leaving Toronto 2.20 a.m. Sunpress leaving Toronto 2.20 a.m. Sun-day, June 22, arriving Muskoka Wharf

day, June 22, arriving Muskoka Wharf 6.15 a.m. The train will carry Pullman sleeping cars (pen at 9 p.m. Saturday evening) and first-class coaches through to Muskoka Wharf.

Return connection is made with train leaving Muskoka Wharf 8 p.m. Sunday night, June 22, arriving Toronto 11.50 p.m. Week-end tickets at single fare, plus ten cents, for round trip, are issued to a great many Muskoka resorts, good going Saturday or Sunday and valid returning up to and including Monday following date of issue. This is an excellent opportunity to spend Sunday on the Muskoka Lakes and return home same evening.

JOHN

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Ladie

Suits Making a of Ladies' mer Cloth OUT STOR

Sale Color Coats Coats are

Tweeds, Serges, MAIL ORD

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Summary

Macde L. G. Jarvin Beatty Inglis, C. Rem Mills, Brown McLe Wads