

1912  
PSON  
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's and Boys'  
BOOTS

Boots, made of select leather, Blucher style, double soles, a neat stand laces of hard turn the water.

Boys', 55c; Women's, 55c; Misses', 35c; 30c.

Covers for Fur-niture  
English chintzes and for loose covers, hand to hand. Do not wash of the busy season your loose covers prices are less now, covers will be ready when them. A very important special showing of cretonnes and A yard ... 50

Day in China  
pieces Art China  
chance to replenish a Closet or Den at a figure.

and Doulton Jardina-  
d-painted Vases,  
wls, 10-piece Nip-  
colate Sets, Brush  
fruit Trays, 7-piece  
fruit Sets, Doulton  
Sugar and Cream  
Pots, Bavarian  
Limoges China  
etc., etc. Regular to  
Wednesday... 1.00  
large street window,  
or mail orders.

ROASTED COFFEES,  
Fresh Rolled Oats,  
3c. Finest Sugar Cured  
or whole, per lb. 17c.  
Pure  
Ever Honey, 5-lb. pack  
er's Cream Soda Bis-  
box 24c. Canned Ham-  
brock brand, per tin 10c.  
No. 1 Bell brand, 3 bottles  
and Corn, Old Home-  
d, 3 lbs. 25c. Canned  
in 11c. Carolina Rice,  
Post Toasties, 3 packs  
One Car California Sun-  
gs, per doz. 25c. 500  
De Jong's Royal Dutch  
they last, 3 lbs. 50c,  
Pure Grape Juice, 1 gal.

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FOR SALE—DOCTOR'S RESIDENCE,  
CENTRAL—\$2500.  
The most complete home for phys-  
icians in the city; everything thoroughly  
up to date.  
H. H. WILLIAMS & CO.,  
25 King Street East.

PROBS: Strong easterly to northerly winds  
snow, turning to local sleet or rain.

## RAILWAY EXPERT WILL REPORT TO CITY

### General Inquiry Into Street Railway Conditions Will Be Instituted and Report Pre- sented to Controllers and Company Officials— Sug- gestions Will Be Discussed.

Because the city has not yet appointed an expert to investigate the street railway service, the Ontario Railway Board was unable to take any action at the hearing of the case against the company yesterday. H. L. Drayton, K.C., corporation counsel, in view of the fact that it would take considerable time to obtain expert testimony, imparted a number of suggestions for temporary improvements, at least, to the service. He also commented that the company had awakened to its responsibility since the case opened two months ago by giving a little more adequate service of several routes.

After a sitting covering not quite an hour, the board adjourned indefinitely to allow the board of control, on advice from Mr. Drayton, to appoint an expert who will make a general enquiry into conditions. His report will be submitted to the company officials some time before the next session of the board, in order that they can be in a position to say whether they can accede to the suggestions for alterations.

Settle for All Time.

"The last adjournment of the court was to enable the city to get an expert's view to deciding once and for all time what sort of a car system Toronto should have," said Mr. Drayton. "It was also to determine where the suggested extra 200 cars should be rigid and whether this number was sufficient in the opinion of the city or unreasonable in the opinion of the company. This report will be a finality, covering all the grounds and dealing with traffic generally and congestion at the different points.

"To get such information it would take up six or eight weeks of constant work and be somewhat expensive. I am sorry the expert is not yet chosen, but the matter is left in the hands of the mayor and controllers."

Company Will Consider.

"The moment Mr. Drayton is ready to make a specific set of suggestions we are willing to sit down and consider them," said H. S. Osler for the company. "If it appears that there is a reasonable possibility of them doing some good we will be perfectly willing to try them out." He said he was disappointed that so much time would be taken up in getting the expert's report. He asked for a copy of the report before it was finally submitted, so that the company could ponder over it and catch its drift. Mr. Drayton acquiesced.

"We will try to do the best with this situation that can be done," remarked Chairman Letch. "We feel that the company does not know it all. Experts from other cities and in Toronto can teach them." Mr. Drayton readily corroborated this comment.

Chairman Letch said that patience must be manifested, because, at other points experts took much longer than eight weeks to prepare reports of such a character. In Milwaukee an expert spent ten months at a similar job.

Mr. Osler said conditions were not intolerable here in comparison with some American cities. In Toledo, he said, the company had franchises for about every mile of track and they expired at different dates. There were 100 of these contracts expiring, one

Continued on Page 7, Column 2.

## Home Rule Has Right-of-Way House of Lords Comes Later

### Bonar Law's Amendment Censuring Asquith Governmen For Alleged Breaking of Pledges Defeated by Majority of 93—House of Commons to Be Reconstructed Later.

LONDON, Feb. 20.—(Can. Press.)—The amendment to the address in reply to the speech from the throne, moved obviously not before but after the settlement of the Irish question.

A scheme for reforming the second chamber would be submitted during the lifetime of the present parliament, but an ideal system of representative democratic government would necessitate not only the reconstruction of the house of lords, but an alteration of the whole basis of representation in the house of commons.

The proper time for that, he said, was obviously not before but after the settlement of the Irish question.

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# The Toronto World

SIXTEEN PAGES—WEDNESDAY MORNING FEBRUARY 21 1912—SIXTEEN PAGES. VOL. XXXII—No. 11,525

## "WOKE UP THE WRONG PASSENGER"



THE AROUSED ONE (reaching for a boot): Who brought that blank-dash clock in here?

## PACT SHOULDN'T BIND THE PARTY

### Signers of Famous Renfrew Agreement Only Respon- sible Individually

#### Rally at Eganville.

RENFREW, Feb. 20.—(Can. Press.)—While T. W. McGarry, M.L.A., wires from Toronto that he does not repudiate the famous political agreement here and intends to stick by his friends, the other signers say they regard the agreement as binding only individually. Almost without exception the "twenty-seven" say they do not wish in any way to attempt to bind the remainder of the Conservatives of the riding.

EGANVILLE, Feb. 20.—(Can. Press.)—With a large meeting at Eganville, addressed by Hon. Dr. Roche, secretary of state, and others through the riding, at which a number of members of parliament on the government side of the house were pressed into service as speakers, the Conservatives of South Renfrew to-night struck a few final blows in the campaign which will end in by-election in this constituency Thursday next. About 600 were present at the meeting in the town hall.

Reeve Reinko of Eganville was chairman, and besides Dr. Roche, W. H. Baker, M.P. for Bromo, and T. W. Leno, M.L.A. for North York, addressed the audience.

W. H. Baker, M.P., said it took a big man to win the confidence of South Renfrew, a much bigger one to barter his rights away, and still keep it. Why should South Renfrew elect an outsider instead of one of her own citizens of the same political complexion of the party now in power?

Hon. Dr. Roche censured the tremendous extravagance in regard to the national transcontinental, of which the Liberal candidate had been the expert. The road which the Liberals had said would cost \$51,200,000 from Winnipeg to Montreal, it was now found would cost Canada \$236,000,000.

## Merchants to Complain

A deputation of the wholesale and retail merchants of St. Lawrence Market will wait on the board of control this morning to complain of the filthy and almost impassable state of Jarvis and West Market-streets, leading to the market. The merchants object to paying the city rent for stands to which suitable approaches are not provided.

## C.C. JAMES TALKS OVER HIS PLANS

### Will Commence His Duties With Hon. Martin Burrell at Ottawa on the First of April.

OTTAWA, Feb. 20.—(Special.)—C. C. James, who has been appointed by the government to work out a system of agricultural co-operation between the provinces and the Dominion, was in Ottawa to-day, and had a conference with Hon. Martin Burrell, when they mapped out the work.

Mr. James will commence his duties with the Dominion Government on April 1.

Mr. Burrell is planning a reorganization of the experimental farms of the Dominion, with a view to making them more practical and useful. At present many of the farms are not up to a very high standard. It is understood that in the supplementary estimates will be placed a considerable sum for improvements to buildings on experimental farms.

## PROMINENT HORSEMAN HURT

### Joseph Quinn Fell on Ice and His Condition is Critical.

ST. CATHARINES, Feb. 20.—(Special.)—A series of races between local horses on the new canal this afternoon were attended by an accident to Joseph Quinn, widely known as a horseman throughout Canada. Quinn was performing the duties of a course judge when he drove in front of a horse being driven by George Houtby of Port Dalhousie. His sleigh was over turned and, in falling, he received a severe wound on the back of his head, which rendered him senseless for several hours, his life for a while being despaired of. He was finally removed to his home, where he is still in a critical condition, but will probably recover.

## ASQUITH BOUND TO AVERT STRIKE

### Calls Coal Owners and Miners to Conference—Cannot Allow Industrial Paralysis.

LONDON, Feb. 20.—(Can. Press.)—The government to-night intervened in the coal dispute which threatens to cause a stoppage of work in the mines throughout the United Kingdom, involving not less than 800,000 miners. After the subject had been discussed at a cabinet meeting, Premier Asquith addressed a letter to the representatives of the coal owners and miners, requesting them to meet him and some of his colleagues at the foreign office on Thursday next in order to endeavor to arrange a basis of settlement. He added that the industrial council had advised the convening of such a meeting.

The premier states that the government hoped that a means would be found, by direct negotiation between the parties concerned, to avert the disaster of a national stoppage, but the prospects that that would be achieved before the miners' notices of cessation of work expired on March 1, were so small that the government felt compelled to intervene.

## A National Calamity.

"There is no need for me to enlarge upon the very serious consequences, both to the industries of the country and to all classes of coal consumers, which would inevitably follow an extensive stoppage of the coal trade," adds the premier.

"If prolonged, it would involve a general stoppage of industry and His Majesty's government feel that they could not allow such a calamity to ensue without making every endeavor to aid in preventing it."

Outlook Still Clouded.

As a result of the intervention of the government, the situation is a trifle hopeful to-night, altho the prospect is none too promising. Premier Asquith's action followed upon complete failure of the negotiations conducted by the English conciliation board, which has been sitting in Westminster for several days. These negotiations reached the state, where the owners agreed to the principle of a minimum wage, but upon conditions which the miners declined to accept.

On announcement of this failure, the cabinet held a second prolonged council, with the result that the premier had invited the disputants to confer with the ministers. Hopes are now centered upon the proved ability of Sir George R. Asquith, the board of trade representative, in arranging labor difficulties. Both sides are in an angry mood, under the belief that the dispute must now be fought out once for all.

## LORD STRATHCONA ILL.

MONTREAL, Feb. 20.—A special cable from The Star's London correspondent says:

"Some uneasiness is caused by to-day's development into influenza of the cold which Lord Strathcona has had for some days."

"Sir Thomas Barlow is in attendance. The high commissioner's special consultation will, it is hoped, speed recovery for all."

## FOUR BROTHERS DROPPED DEAD

EXETER, Ont., Feb. 20.—Daniel Kernick was found dead in the barn of his son William, having dropped dead. This makes the fourth brother having died in the same way.

## SANDT FLIES OVER LAKE ERIE FALLS ON RETURN 10 MILES OUT THO INJURED HE REACHES SHORE

### Wallace Nesbitt, K. C. to Argue Marriage Question.

OTTAWA, Feb. 20.—(Special.)—What the stated case to the privy council on the marriage question shall be is still under consideration by the government.

It is understood that Wallace Nesbitt, K.C., has been asked to argue the case, but has deferred acceptance of the brief until the precise terms of the reference have been determined. Some doubt is expressed by those who hold that the Lancaster bill is intra vires of the Dominion Parliament that the reference may be framed in such a form that the judicial committee of the privy council will not have the full facts of the case before them when the case comes up for adjudication.

## SHOUTED FOR MANY REFORMS FROM SOAP BOXES IN STREETS

### Allan Studholme of East Hamilton Says Labor Men Spent Hard-Earned Money and Worked for Advanced Legis- lation Long Before Men in Public Life To-day Were Heard Of.

Allan Studholme moved heaven and earth at last night's session of the legislature. It is well Sir James Whitney was absent, for the premier would have heard some straight talk about his action in going to Hamilton during the recent election campaign. Of course, the member for East Hamilton dealt with Sir James Whitney, but he struck off at all kinds of angles later on, and was just as vigorous in opposing the appointment of undegraded sessional page boys as he was in arguing that the absentee members of the legislature be docked for the days when they played hooky.

There is a scaffolding bill which Mr. Studholme claims credit for and he plainly said so. He was very explicit in explaining that Col. Hendrie, the member for West Hamilton, and "Sir James' messenger boy" as Mr. Studholme described him, wanted the important clause in that bill thrown out. Col. Hendrie rose to explain that his reason for objecting to this particular clause was that a large number of men would be thrown out of work if it were passed.

"That's the way the hon. member puts it," replied Mr. Studholme.

At this point the Speaker offered his mediation between the warring Hamiltonians.

"It is parliamentary practice," said he, "to accept the statements of hon. members."

"All right, accept it whether it's true or not," was the Labor member's retort.

"My hon. friend talks about Ottawa's troubles in getting hydro-electric power. It takes Hamilton to know what an electric ring can do."

"Hear, hear," said Col. Hendrie.

"I want anyone to challenge this statement," continued Mr. Studholme, "that there was not a single law placed on the statute books since 1906 but that I have voted for and worked for. Why we cried 'hydro-electric' morning, noon and night, long before the hon. member for London was in political life at all. We spent labor's hard-earned money. We shouted for reforms from soap boxes on the streets when we hadn't enough to hire a hall."

"And yet the premier says Studholme is no use to this house or that the government. It doesn't make any difference to me whether you are Tory or Grit. But if you have any measure to introduce for the benefit of the people of Ontario I will be with you."

"I want to say that every plank in Sir James Whitney's platform that he says is progressive is Labor's platform—the very things we have fought for and worked for for years."

Mr. Studholme told of the compensation bill for workmen he had fought for. It had been introduced in the legislature, but was never discussed.

The member for East Hamilton supplied some funny details of how judges are supplied with \$125 dinners "to take that tired feeling away when they have been at work." He had nothing to say about Sir William Meredith and his well-directed efforts to gather all necessary statistics for a compensation to injured workmen act, but what puzzled Mr. Studholme is "Who feeds the judges?" "You've only got to pay them. It doesn't say you've got to feed and clothe them, too," he argued.

"Sir James says he's kindly disposed."

Continued on Page 7, Column 4.

## OIL STEAMERS ARE ORDERED

### Contracts Let for 21 Large Vessels For Use by Ameri- can and British Owners.

LONDON, Feb. 20.—(C.A.P.)—One of the most remarkable developments in shipping in connection with the use of oil as fuel is reported by The Liverpool Journal of Commerce. Contracts, it states, have been completed this week for building no fewer than 21 oil tank steamships of large dimensions, which will be adapted for the consumption of either coal or oil. Several of these are for American owners. The whole contracts have been placed in England, and 19 of them have been apportioned as follows: Armstrong, Whitworth & Co., two of 15,000 and one of 9,000 tons capacity; Swan, Hunter, Wigham & Richardson, two 15,000 and four 9,000 tons capacity; Palmer's Shipbuilding and Iron Company, two 15,000 and four 9,000 tons capacity; William Doxford & Sons, two 15,000 and two 9,000 tons capacity.

## MONTREAL IRISH ARE UP IN ARMS

### Denied Representation on Catholic School Board, They Carry Fight to Legislature.

QUEBEC, Feb. 20.—(Can. Press.)—The jealousy existing between the French and Irish aldermen in Montreal, which resulted last summer in the French-speaking majority refusing to give a place in the civic representation on the Catholic school board to any Irishman, is to be aired in the legislature.

M. J. Walsh, member for St. Ann's, Montreal, has given notice of a bill, which, if adopted, would restore to the Irish Catholics their representation on the board.

At present the city council of Montreal chooses three members of the said board, the government three members and the ecclesiastical authorities also three members. Mr. Walsh pointed out to-day that for the years it had been the practice for the city council of Montreal to select one Irish Catholic and two French-Canadians for the board, but that last summer the Frenchmen in Montreal council had broken faith and had omitted the Irish Catholic member.

The purpose of his bill was to restore that right by enacting that one of three members should be an Irish Catholic, by which the said representation should no longer be left to the option of the aldermen of Montreal.

## THE STYLE IN DERBYS.

The Derby hat this year is made in a wide range of blocks, beginning with this shown in the illustration and going back to the high crown and narrow rim. The Dunlop Company of New York, a very conservative maker of hats, is showing an extreme block as it is possible to imagine, with the usual line of more sedate styles. The Brennan Company, sole Canadian agent for Henry Heath of London, and Dunlop of New York, has on sale all the new designs by the best English and American makers.

GARAGE FOR RENT  
Corner Victoria and Bunter Streets,  
now in course of construction. Two  
floors and basement, 60 x 65, near ex-  
cellent possession early in April.  
H. H. WILLIAMS & Co.,  
38 King Street East.

### Report That Daring Young Aviator Had Reached Land Came After Relief Expedi- tion Had Started for Cana- dian Side—Landed at Port Rowan After 34 Min- utes' Flight, and Started Back.

HAILE, Pa., Feb. 20.—(C. A. P.)—Earl Sandt, a youthful aviator, the first bird-man to fly over the great lakes from the United States to Canada, came to grief ten miles out on the lake from North-east, Pa., to-night while attempting a return flight to the American shore. While high in the air, and 20 miles east of his course, the engine of his biplane stopped. For a time he glided toward the ice-covered lake, but suddenly the machine tumbled turtle and he was hurled unceremoniously in the wreckage. How long he remained in this condition, Sandt does not know. When he recovered he was literally saturated with blood from many cuts. Aided by a pocket compass Sandt walked ten miles to the American shore, landing at Northeast at 10 o'clock to-night. He was found staggering along the shore by boys who were skating, and he was carried to an hotel and ward telephoned to this city.

Sandt is not injured seriously. He was brought here from Northeast at midnight in a special car. Thousands of persons, a brass band and loud blasts from shop whistles greeted him.

ERIE, Pa., Feb. 20.—(Can. Press.)—Earl Sandt, aged 23, an aviator of this city, made a flight from Erie to Port Rowan, Canada, over Lake Erie, to-day. At 5:50 p.m. he started from the Canadian shore for this place, but up to a late hour to-night had not arrived. Searching parties have started to cross the lake.

It was reported later that Aviator Sandt had been found at Northeast, near here, on the American shore of Lake Erie, and that he is badly injured.

Sandt is claimed to be the first aviator to cross the inland seas. The trip was made in 44 minutes. It was led by the aviator's watch when he took to the air here and at 4:30 he telephoned friends from Port Rowan, Canada, that he had landed at 3:15.

### Started Return Trip.

In coming to the ground Sandt broke a rib of his Curtiss biplane, but the injury was not serious. Shortly before 6 o'clock a telephone message from the Canadian shore announced that Sandt had departed for the American shore at 5:50. When over an hour passed and the aviator failed to appear, the huge crowd which had assembled became uneasy. Relatives and friends of Sandt communicated with the Canadian side and verified the report that he had started the return flight.

### Search Party Leaves.

A searching party composed of William Davis, Thomas Cravette, John Hiney, Peter Merritt and Edward Blair set out from here to-night. The party is afoot and started to cross the frozen lake in hopes of finding Sandt.

Walter Sandt, a brother of the aviator, before later news came, said he believed his brother met with an accident and either crashed through the ice and was drowned or is injured beneath the wreckage of his machine somewhere between here and Port Rowan.

## FAST LINERS C.P.R. PROJECT

In Montreal Belief Is That Other Rail-  
ways Are Not Directly  
Interested.

MONTREAL, Feb. 20.—(Special.)—It is generally understood here that the proposed new fast line service from Halifax to Great Britain comes from the C.P.R. alone rather than from the three big railways, as mentioned in the morning despatches from Ottawa.

The C.P.R. thinks that their proposition will solve the naval problem of the government, and money intended for the Canadian navy to be diverted in way of a subsidy to the maintenance of such service. The C.P.R. will build three 24-knot boats and put them on from Halifax to Britain port all the year round, making the trip in four and a half days, and they will also be built so that the change into armed cruisers in time of war will be quite easy.

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