

OFFICES FOR RENT
NEW C. P. R. BUILDING
Ready about January 1st, 1913
Space arranged to suit tenants.

VOL. XXXII—No. 11,709

\$6000 STORE
DUNDAS ST. NEAR KEELE
Lot 25 x 110 to a Lane.

PROBS: Fresh northwesterly
fair and cooler; a few local showers.

NEW TWELVE STOREY HOTEL
TO BE BUILT BY J. J. O'NEILL
WILL COST THREE MILLIONS

St. Charles Hotel and Cafe Proprietor Announces
Intention to Construct Great Hotelery With
Many New Features on Bishop Strachan
School Grounds—Will Have Six
Hundred Rooms and Be Started
Next May.

An announcement that sets aside all doubt as to the corner of Carlton
and Yonge-streets becoming a great new business centre of the city was
made to The World last night by James J. O'Neill manager and half-owner
of the St. Charles Hotel and Cafe, in an interview, when he said that, with
New York people, would erect a twelve-storey hotel on the Bishop Strachan
School property, at the corner of College and Toronto-streets.

Mr. O'Neill was the mysterious purchaser of the grounds at \$400,000.
Possession of the parts not occupied by the school can be had to-day,
but the institution authorities ask to be allowed to retain the building for
two years if necessary.

All restrictions removed.
All restrictions over the property by reason of the one-foot strip
controlled by the University of Toronto have been removed. In any case,
the property deeds did not preclude the erection of a hotel.

There will be no entrance from Yonge-street, it probably having been
found impossible to secure frontage property of sufficient width. The main
doorway will be on College-street, a couple of hundred feet west of Yonge-
street.

Total Cost to Be \$3,000,000.
With land and structure, the total cost will run close to three million
dollars. The building will contain 600 rooms, besides magnificent dining-
rooms and other features, some of them absolutely new, and all everything
a truly metropolitan hotel should contain.

Moving Stairway.
A few days ago The World man, in conversation with Mr. O'Neill, drew
from him what he thought an up-to-date hotel should be like. Mr. O'Neill
also said that if he ever built a new hotel he would have a moving stair-
way from the kitchen to the dining-room floors for his waiters, shower baths
for the kitchen, workers and other devices and comforts that would ensure
a sure supply of experienced and good-natured help, as he considered this
the most important feature making toward an hotel's success.

Model Dining-Room.
Also he would have his main dining-room just a few feet above the
street level, enabling the diners to see all that passed without and prevent
those that passed from gazing upon those within. All these things will Mr.
O'Neill include in his new hotel, he admitted last night.

The frame for the new hotelery has not yet been decided. It may be
"St. Charles."
Who the New York people aiding Mr. O'Neill are is not disclosed.
Current gossip has credited him with having over a million dollars cash of
his own to put into a new hotel.

SYSTEM OF UNDER RETAIL CLERKS
SECRETARY FOR CANADA
THREATEN TO RESIGN

Premier Borden and Colleagues
Will Propose Creation of
Understudies for Cabinet
Ministers on Return--Neither
Salary Nor Membership Goes
With Appointment.

OTTAWA, Aug. 22.—(Special.)—When
Premier Borden and his colleagues return
to Ottawa they will place before the
cabinet a scheme for the creation
of under secretaries to Canadian cabinet
ministers, similar to that which obtains
in England. "St. Joseph" Post of the
external affairs department, who is now in
England, has been making a thorough study
of the workings of the system there and
his report will be placed in the hands
of the cabinet on his return.

This matter has been under considera-
tion by the government for some time
past. At present a minister of the crown
has to attend to an enormous amount of
detail. In England an under secretary,
who is also a member of parliament, gets
no salary. He is not a member of the
cabinet, although he goes out of office with
his government. It is, as it were, an
understudy for the minister and attends
to the lesser details of the department.
Details that otherwise the minister would
have to attend to. Being a member of
parliament he carries more weight than
a private secretary, and when a cabinet
vacancy occurs the under-secretary, by
virtue of training and experience, has the
best claim thereto, although there is nothing
obligatory about his appointment.

Made Saint Here.
An official-general is the nearest which
Canada has to an under-secretary. In
the Thompson ministry of 1894 a start
was made in this direction; a controller
of inland revenue and a controller of
customs not in the cabinet were appointed
but during the Bowell administration,
which followed, these men were called to
the cabinet and their posts left in
abeyance.

With the tremendous and rapid growth
of the country, however, the work of
cabinet ministers has increased so rapidly
that it is now well nigh impossible for
a minister to attend to the lesser work
of his portfolio.

At least in the case of four or five
of the more important and busier depart-
ments, the creation of under-secretaries
would in many ways be a relief to the
work of parliament and it would train good
men to step into cabinet positions in
case of vacancy.

MARRIED THREE WEEKS—KILLED
NIAGARA FALLS, Ont., Aug. 22.—(Spe-
cial.)—Fred Weaver, 25, was instantly
killed today down by New York Central freight train, which
was attempting to board. He had been
married only three weeks.

TAFT SIGNS NAVAL BILL
WASHINGTON, Aug. 22.—President
Taft to-day signed the naval appro-
priation bill carrying \$123,200,000 for
providing for one dreadnought to cost
not more than \$15,000,000.

SHIP'S OFFICERS
THREATEN STRIKE

Well Organized, and Places
'Cannot Well Be Filled--'May
Starve the Nation,' New-
est London Trouble.

LONDON, Aug. 22.—(Can. Press.)—
The culminating strike of the seafarers
which has crippled the British carry-
ing business during the past two years
is threatened by the officers of the
mercantile marine.

The movement began to-day when
the newly-formed union of shipmasters
and mates tried to prevent the Cana-
dian Pacific liner Mount Royal from
sailing. The chief officer had been dis-
missed and the union demanded his
reinstatement. A substitute was ob-
tained by the company, however, and
the vessel left port.

WOEFUL MESS MADE
OF OPPORTUNITIES BY
THE KINGSTON COUNCIL

Hydro Electric Engineers Reported That Any Expenditure
for Additions to Steam Plant Was Not Good Business,
Yet Council Decided to Spend \$35,000—What
Will the Citizens Say?

Kingston City Council has made a
woeful mess of its opportunities in the
field of hydro-electric power, according
to the report of the electrical engineers
deputed by the hydro commission to
examine the local conditions. The re-
port was given to the press at the of-
fice of the commission yesterday by
Hon. Adam Beck, who told The World
in reply to enquiries, that the action
of the Kingston City Council was en-
tirely unexpected.

"They were aware that we had had
engineers down there, and that the re-
port had been delayed owing to the
illness of Mr. Stover, but it was never
imagined that they would take action
without having the report before them,"
said Mr. Beck.

There was competition between the
Seymour Power Co. and the advocates
of publicly owned power, and a bylaw
was submitted to the people which
stated that the people wanted the
hydro service by 10 to 1. It can only
be surmised that the Seymour Power
supporters on the city council took ac-
tion to oust the hydro in spite of the
vote rather than allow the business to
go to the people's commission. Similar
tactics were adopted in Hamilton and
elsewhere.

To Cloud the Issue.
The opponents of the hydro power on
the council called in Mr. Ketch, an
expert in the service of the Montreal
Light and Power Co., and asked him
for a report, not on the general situa-
tion, but a set of questions framed up
to cloud the issue.

The point on which the situation
Continued on Page 7, Column 1.

Official Feeling
Is Against Melon

Protests Pour in From West Opposing C. P. R.
Stock Proposal—Principle of Matter Will
Be Discussed by Treasury Board
To-day.

OTTAWA, Aug. 22.—(Special.)—While the lips of members
of the government here are sealed as to the probable attitude which
the cabinet will take towards the application of the C.P.R. for an
increase in its authorized capital, it is learned that strong protests
against the proposal are being received daily at the acting premier's
office from influential western parties.

Nothing can or will be done in any case until Mr. Borden's
return, although it is understood that the principle of the matter will
be discussed at to-morrow's meeting of the treasury board, when the
Royal-Traders Bank merger will be up for consideration. The
general feeling in official circles here is that the C.P.R.'s application
will not be granted without a careful investigation on the part of
the government into the merits and demerits of the demand.

MORE VISITORS
FOR EXHIBITION
TWO CHILDREN
BITTEN BY DOG

Cool Summer Weather Has Re-
sulted in Cancellation of
Holidays and Trip to the
"Ex" Instead.

The unreasonable weather of the
past two months will result in larger
attendance of outside visitors to the
Canadian National Exhibition, accord-
ing to Mr. Murphy of the Toronto
passenger agent of the Canadian Pacific
Railway. In support of this pre-
diction he said to The World yester-
day that he had been informed by the
C. P. R. passenger men throughout On-
tario and Quebec that the applications
for reservations for the exhibition per-
iod were far ahead of all previous
years. The unanimous opinion was ex-
pressed by them that this year should
see the million attendance mark re-
ached by the coming exhibition.

All railways have suffered as a re-
sult of the cool summer, the result of
the weather being that many people
who had years been a resident there
of taking summer vacation trips did
without them. This has especially been
the case with the American tourist
business. The opinion is now ventured
that the railways will make up to an
extent at least for this loss in business
by a heavier exhibition traffic, many
of those who have done without the
summer vacation trip taking in the
Canadian National Exhibition this year
instead.

MRS. MANNING DEAD
Well-known Resident of London
Passed Away Unexpectedly.

The death occurred unexpectedly yester-
day of Mrs. W. N. Manning, the wife of
W. N. Manning, of the firm of Sher-
lock and Manning, Piano and Organ Com-
pany, London, Ont. Mrs. Manning died
at St. Joseph Hospital, London, where she
had for the past few weeks been ill. She
was a prominent church worker in the
Metropolitan Church, London, and has
for the past nine years been a resident there.
Her husband and five children survive, four
girls, aged 13, 12 and twins aged 6 years,
and an infant son. The remains are to
be shipped to Clinton for interment.

FERRY COMPANY FINED
Operated Small Steamers Out of
Sarnia, Contrary to Bylaw.

SARNIA, Ont., Aug. 22.—(Can. Press.)—
The second round of the battle between
the town of Sarnia and the Port Huron
and Sarnia Ferry Co. over the company
operating the Bowler and Beard, the
small ferries, contrary to the bylaw re-
cently passed by the council, was staged
at the police court today before Mag-
istrate Foreman.

The ferry was fined \$5 and costs
and allowed ten days to appeal the case
to higher courts. It has been suggested
that the company operate their larger
boats and charge a straight five cents
each way. It is not known whether the
company will put on the boats under these
conditions.

NEGOTIATIONS
DECLARED OFF

Attempt to Patch Up Differ-
ences With C.N.R. Truck-
ers at Port Arthur
Failed.

PORT ARTHUR, Ont., Aug. 22.—(Can.
Press.)—Another attempt to patch
up the difficulties between the striking
truckers of the Canadian Northern Rail-
road and the company was made this
afternoon and failed. A committee of eight
men met Assistant Manager, Cameron,
Gen. Supt. Warren and Special Agent
McDonald, who offered an advance of two
cents an hour and time and a half for
the overtime and holiday. Seven of the
eight members of the committee agreed
to recommend the adoption of the offer
and returned to a mass meeting of the
men, which was in session awaiting them.
The men refused the offer, and it is now
said that all negotiations are off.

TRICKY WIND
FOR SHOOTING

Strathcona and Lieutenant-
Governor's Matches Shot for
Were Low.

MONTREAL, Aug. 22.—(Can. Press.)—
Some good snooting was seen at the
Point aux Trembles Quebec to-day in
the Province of Quebec Rifle Association
meet, despite a somewhat tricky wind.
The chief events were the completion of
the first stage of the lieutenant-governor's
rifle match, seven shots at 1000.
In the first event two possibilities were
possible. Lieut. Blair, 7th, being the high
scorer. Lieut. Blair's possible made
him the leader in the competition, as
combined with his 22 at 200 and 24 at 500
yesterday, it gave him a total of 107.
Gory McPherson stands second with
the best hundred, but four others have
also scored the same total, these being
Lieut. Col. Hanson, 2d Dr. Sapper, Lt.
Peary, 4 D.C.C.E.; Sergt. H. J. McCusker,
3 R.R., and Sergt. H. B. Parker, 88
R.F.C.

The team of the eighth R.R. won the
team prize, with M.A.A.A. second and
Levi B.A. third. The winning team and
their scores are: Capt. Hay 98, Lieut.
Anderson 85, Lieut. Gowen 85, Sgt. Mc-
Cusker 80, Corp. Malone 86. The Lewis
R.A. won the two team prize.
There were three high scores in the
Strathcona and only two reached this
figure. The winner is Sapper Turnbull,
4 F.C.C.E. and Lieut. Col. Anderson, 3d
D., is second. Sergt. T. A. Larnan, 1 C.
A., and H. S. Peabody, 4th R.A., are
third and fourth. Lieut. Col. Anderson, 3d
D., and Mr. Woods of the Lewis
R.A., fifth, with 81.

ROADS IN WAYNE
COUNTY ARE
MODELS

The Concrete Highways That
Lead in and Out of
Detroit Are Considered to
Be the Last Word in
Durability and Low Cost
of Maintenance.

"They come to scoff," but "they re-
main," if not to pray as did Gold-
smith's visitors, at least to become
converts to concrete road making as
practised by the board of county road
commissioners of Wayne County,
Michigan. The praise for the commis-
sioners has been so marked that a dis-
cussion of the causes which have united
to produce it cannot come amiss.

Detroit is a large and growing city
and the traffic towards it and away
from it is tremendous, especially along
the main highways. Because it is the
centre of the automobile industry the
number of cars in use in the city is
very large, and the wear on the roads
is unusually severe. An attempt to
construct the usual waterbound maca-
adam or the bituminous macadam
road led to such high repair charges
that some other form of road was a
necessity. The success of concrete cross
walks and concrete bridge floors as
well as other forms of concrete con-
struction led to the belief that in that
material lay the solution to the prob-
lem if proper methods of construction
could be devised. The results speak
for themselves.

No better idea of the improvement
could be secured, than by taking the
trip over the Grand River Road. In
the vicinity of the city line there is a
stretch of particularly bad road which
is rough, uneven, dusty or muddy ac-
cording to weather conditions, and
over which it would be practically
impossible to haul a two-ton load with
the average two-horse team. In pass-
ing from it to the concrete road, which
was built last year, one does not need
the light of day or a competent guide
to tell the moment of passing.

First Tried in 1908.
The first stretch of concrete was
laid on Woodward-avenue road during
the summer of 1908. This road is a
continuation of the main paved street
in Detroit and as it leads to the State
Fair Grounds, Palmer Park, a popular
playground, two large cemeteries
and to Oakland County, a rich farm-
ing section, it makes a popular auto-
mobile drive. The traffic over it is
such that the road is subjected to a
Continued on Page 2, Column 1.

C.N. ARRANGING
CHICAGO ENTRY

Running Rights Over Chicago &
Northwestern's Air Line
From Winnipeg Probable
—Already at Duluth.

WINNIPEG, Aug. 22.—(Can. Press.)—
General Manager Macleod of the
Canadian Northern has left for Chic-
ago to arrange running rights over one
or the other of the seven roads con-
necting Duluth with Chicago, with a
view to an entry of his company into
Chicago for thru trains from Winnipeg
and the Canadian West. The C. N. R.
is practically already at Duluth, the
new bridge connecting Port Frances,
Ont., and International Falls, Minn.,
being completed and the missing link
between Virginia and Duluth now be-
ing ready for traffic.

It is understood that the Canadian
Northern may get running rights over
the Chicago and Northwestern, which
has an air-line.

FALL HATS FOR MEN.
You might just as well buy the very
latest hat by a big maker as invest in
something at the same price that is
uncertain every way. The Dineen Com-
pany is showing a lot of exclusive new
blocks by such big makers as Henry
Heath of London, England, as well
as by Hildgate and Christy of the
same place. Dineen is also showing
very fine blocks by Stetson of Phila-
delphia. These have just arrived.

SIR GEORGE ASKWITH SAILS.
LONDON, Aug. 22.—(C.A.P. Cable.)—Sir
George Askwith sails for Quebec to-day
by the request of the government to en-
quire into the Canadian Disputes Act. He
is accompanied by Lady Askwith and the
Hon. Thomas Boscawen.