FOR SALE
Gasoline Launch, 28 foot cabin, in perfect order.
Apply
H. H. WILLIAMS,
Telephones Main 129 and Main 1473. 10 Victoria St.

Senate Reading Room
10 July 03

The Toronto World.

MODERN man has put Rubber between him and most of his discomforts. The "Maltese Cross" Rubber Heel, for instance, takes up the jar of the pavement and saves the nerves.
They are manufactured by
THE GUTTA PERCHA & RUBBER MFG. CO.
of Toronto, Limited.

TWENTY-FOURTH YEAR | EIGHT PAGES——FRIDAY MORNING JULY 31 1903——EIGHT PAGES | ONE CENT

CONSERVATIVES HONOR GAMEY WHO MAKES RED-HOT SPEECH

Says Stratton is "Guilty as Hell" and Judges' Report "A Lie."

Gore Bay, July 30.—(From World Staff Representative.)—This afternoon in the park in the open air in the teeth of a raw and raging wind, the Conservatives of Gore Bay tendered a reception to Gamey as a mark of how they view his action during the last session. The weather was against Gamey. So rough was the water this morning that the mail boat did not venture out. This is the haying season and farmers found it hard to get away from work; also there is a perceptible rift in the Conservative lute on the island. The president of the Conservative Association, B. H. Turner of Little Current, together with four or five of the prominent members of the executive, declined to take any part in the ovation to Gamey. The position of the president of the association was that the reception to Gamey, if it was to be held, which had not been proved, should have been started and carried out by the association. As it was, however, the association had not been consulted, but Gore Bay had seen fit to make all plans and then call in the officers of the association to endorse them.

The man on the street says Little Current is jealous of Gore Bay, yet there are those who swear that Turner is too big a Conservative and man to allow a little matter of local pride to interfere with his backing of the reception if he believes the party would gain by it. Your correspondent has talked with men who swear that unless the breach is soon repaired the Conservative party on the island will be split in twain. However true this may be, the fact remains that the president of the Conservative Association did not give his promise to countenance the various proceedings. Only two men came from Little Current.

Reception Was Success.

However, there were present about 1400 people, many of whom were women and children. Manitowaning and Kagawang, Providence Bay, Silverwater, Barrie Island, Meldrum Bay, Campbell and Gordon, and the Soo were all represented by fair-sized contingents as the afternoon open air reception and banquet at night. This town was a forest of flags and bunting to-day, a band created enthusiasm and the hospitality of the citizens was a thing to wonder at and remember. What was lacking in numbers was made up in enthusiasm, and the local committee, composed of W. H. Price, A. J. Kinny, W. W. Holden, R. J. Armstrong, Sam Greer, Thomas Smith, Harry Hall, I. Porter, W. R. S. Rigby and George Strain declared that the whole affair had been a satisfactory success. They treat rumors of dissension as jests and have glowing optimism.

Not a little of the interest in to-day's program was created by the presence of visiting legislators. They were Dr. Beattie Nesbitt, J. W. St. John, Dr. Pyne, R. Joynt and R. Johnston, M.P. The biggest men in the island to-day are Nesbitt and St. John. The islanders stop work to see them walk by together.

Mr. Whitney's Admiration.

The chairman was Edwin Batty, local Mennonite minister, who condemned the finding of the Royal Commission as unrighteous and lopsided. R. Joynt, M.L.A., of Greenville, 700 miles away, made a good impression when he declared admiration for Mr. Gamey in what he considered his successful effort to defeat the government. Manitoulin should be proud of him.

Dr. Pyne warmed up his audience. He was glad to show respect for Gamey, and read a letter from Mr. Whitney, which the latter had asked him to read, in which Mr. Whitney said: "In my opinion Mr. Gamey has done a great service to the people of Ontario. I am glad his constituents are showing their appreciation of him. I regret my inability to be present and say this for myself."

Dr. Pyne touched many subjects ow provincial interest, particularly blaming Mr. Ross for neglecting Manitoulin. In concluding, he said: "I join with you in paying your respects to your representative and hope you may long have as good a representative. He was a man who stood out alone against the government." (Cheers.)

Shot Gun Brigade to Save Gamey.

R. Johnston, M.P., was glad to add to Gamey's honor. He congratulate the people on having such a noble representative. He was able to cope with any of the politicians of Toronto. Amid cheers he declared: "That man has done more to purify the atmosphere of politics in Ontario than anyone else in the past twenty-five years." He justified Gamey in being charged as an informer by declaring that the gang in Toronto had to be met with their own weapons. Speaking of the members of the House of Commons, he declared: "Gamey has the sympathy of all the Conservative M.P.'s." (Cheers.) He defended Gamey in a spirited address that was frequently applauded.

T. A. Hand, president of the Conservative Association of Sault Ste. Marie, declared that the people there were in sympathy with Gamey, and had he been arrested when it was said he was about to be, a shotgun brigade would have gone down to Toronto. (Applause.)

Stands Strongly by Gamey.

Dr. Beattie Nesbitt talked straight from the shoulder. In his opinion the gathering did honor to a man whom all Conservatives in Canada honored. "I am standing by Gamey," said the doctor, "and I propose to stand by him to the end." (Applause.) He was willing to take the estimate of the men of Monitoulin regarding Gamey. They stood by him if he treated them fair and square. "He is good enough for me and good enough for the Province of Ontario in general." Speaking of Gamey's story, he said he was going to believe it till the government could produce something easier to believe. Gamey's story was the easiest to believe told in the House this session. The doctor took considerable time in elaborating his position and declared Manitoulin should be proud of his integrity and ability. He broke new ground when he declared Sir John Boyd had been a commissioner for the government and Mr. Justice Falconbridge only a chaperon. He concluded by declaring he would stand by the man who stood by Manitoulin and himself.

The chairman read a telegram from Dr. Reaume, in which the doctor said: "Gamey is all right."

The Man From Manitoulin.

Gamey was given a rousing reception by the people, who cheered his rising for several minutes. He read a telegram from Peterboro, signed by J. W. Miller, it read: "Thousands of your friends in West Peterboro have confidence in you and send you kindly greetings. Gamey was fierce in his denunciation of the government he was prepared to prove on the platform that the Liberal government in Toronto was absolutely false and corrupt.

Arthur "a Perjured Liar."

With deliberation, expressing a desire to have it published, Gamey referred to Dr. R. A. Arthur of Sudbury as a perjured liar. He asked the Attorney-General to take action and he would prove his charge. Arthur had sworn Gamey and McGregor were in Sudbury in his office in January, but the fact was McGregor was never in Sudbury in his life except in a train. That was the first point Gamey urged to support his charge. Again, Arthur swore he had spoken to Gamey in Toronto on January 14th, but two railway officials could prove that he (Gamey) was several hundred miles away from Toronto; that Arthur had been described by Sir John Boyd as a truthful witness and placed in the honor list, Gamey thought was contemptible meanness.

Stratton "Guilty as Hell."

Of Stratton, Gamey said: "He is guilty—guilty as hell. I defy him to take any action against me. That money came directly from J. L. Stratton.

"In general terms the finding of the Royal Commission was a lie."

He would undertake, if Sir John Boyd would make a declaration that the report was correct, to swear out a warrant charging him with perjury within fifteen minutes. Sir John Boyd signed a lie, declared Gamey.

Bank Manager Interrupted.

Gamey touched a human chord when he said that if he could not stand up and face his fellow-men he could not stay on earth, and a dramatic turn was given to his speech. When he analyzed Stratton's speech in the House, where Stratton said Gamey's cash account in the Gore Bay Bank wouldd show where the nine hundred dollars and the fifteen hundred dollars came from, Gamey was saying that these books were in the hands of the counsel for the defence for weeks, but were never utilized, but Manager Hurst of the Gore Bay Bank, who was in the park, interrupted Gamey, declaring that the books never left his possession, the the defence lawyers examined them under his own eye. This interruption was taken as a victory for Gamey.

Gamey referred to Mr. Whitney as a man who had been a friend during the last session and paid a tribute to the support he had received from Conservatives all over Canada. He predicted that the Conservative party would soon be in power and that then Manitoulin would be fixed up. (Cheers.)

When Gamey sat down he was given an ovation. He had spoken with all the appearance of sincerity and certainly had the hearts of his auditors.

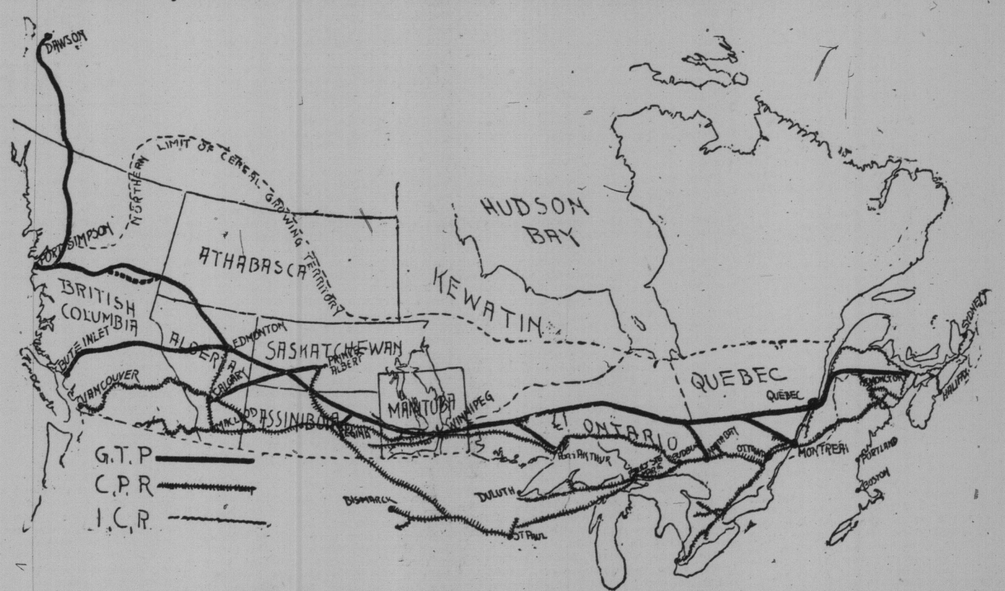
Wave for Good Government.

J. W. St. John, M.L.A., brought the meeting to a close with a vigorous speech. He was glad to assist in the reception to Gamey, and to visit the people of Manitoulin, who had done their part in the serious session just passed. Gamey had dared to beard the lion in his den. Mr. St. John saw signs of a popular wave for clean government in the fact that everyone wanted still to know where did the three thousand dollars come from. He exhorted his hearers to work for purer politics, and then enlarged on the policy Mr. Whitney would put into force when he came to power.

Cheers for the King and Gamey brought the reception to an end.

LAURIER DEFENDS GRAND TRUNK PACIFIC PLAN
NEEDS OF THE COUNTRY DEMAND CONSTRUCTION

Terms of Contract Explained to Commons in Speech of Two Hours and a Half, Which Drew Forth Approval o Liberal Members and General Criticism From the Conservative Leader—Premier Says Whole Liability Incurred by Government on Road From Moncton to Winnipeg Will be $13,000,000.



Ottawa, July 30.—(Special.)—In a speech of two and a half hours' duration, Sir Wilfrid Laurier to-day communicated to the house the government's policy towards the Grand Trunk Pacific Railway project. It was a memorable sitting of the house, and in many ways a memorable speech. The first minister, tho obviously in frail health, approached his great task with perfect confidence and composure, and concluded a long speech without any visible signs of weakness. It was one of the longest, if not the longest, speech ever delivered by Sir Wilfrid Laurier in the House of Commons. Overflowing galleries listened with eager interest to the deliverance. The government's following wildly applauded Sir Wilfrid as the important features of the contract were unfolded. Clearly there is no disaffection in the ranks. Even the ruffle that followed the resignation of Hon. A. G. Blair seems to have settled into complete tranquility. The public is already in possession of the chief features of the contract. No important changes have been made, but many of the clauses have been tightened up, and in points of detail there is, perhaps, some improvement.

R. L. Borden made a general reply to the first minister. He did not take any definite position, but he showed that the principle of public ownership is prejudiced by the division which will tie the state-owned road between Winnipeg and Moncton to company operation for fifty years. He also criticised the Premier's estimates of the probable cost and otherwise strongly condemned the scheme. Here briefly stated are the provisions of the contract:

The eastern division, from Moncton to Winnipeg is to be constructed by the government thru a commission of three with a secretary and chief engineer and staff of engineers and surveyors.

The work is to be let by tender and contract after public advertisement of plans and specifications, the lowest tender of any competent contractor to be accepted, all contracts for $10,000 or upwards to be sanctioned by the Governor-in-Council; no member or Senator to be interested in any contract.

Claims and accounts for work are to be paid, on recommendation of the Minister of Railways from hte proceeds of authorized loan, the interests on which is not to exceed 3 1-2 per cent. Debentures covering the cost are to be issued by the commissioners, the interest upon such debentures to be a first lien upon any earnings of the road.

The commissioners are to make a yearly report to parliament, and their accounts of receipts and expenditures are to be audited by the Auditor-General.

The agreement between the government and the Grand Trunk Pacific Company consists of 50 clauses.

The company is to construct the western division, from Winnipeg to the Pacific coast, and lease from the government and operate the eastern division, the construction of which the government shall commence as soon as the surveys and plans have been made and the line located, and shall complete with all reasonable despatch.

The company is to commence location and construction of the western division immediately and complete it by Dec. 1, 1908, putting up $5,000,000 as security, the money to be returned when the division is opened in order to facilitate its complete equipment.

For seven years the company is to have the us of the eastern division free of charge, paying all operating expenses and expense of maintenance. For the balance of the 50-year term of the loan it is to pay the government 3 per cent. annually as rental. If for the three years between the 7th and 10th years the earnings are not sufficient to pay the interest, the arrears of interest are to be capitalized and added to the total sum on which interest is to be paid for the remaining forty years. The company is to have the right to renew the loan at the end of fifty years for a further fifty-year term, provided the government does not wish to operate the road.

The company is to spend twenty million dollars in rolling stock, of which five million dollars worth shall be for the eastern division. The eastern division is to be open to any railway company upon terms for running powers to be fixed by the government. Other companies are to have running powers over the western division on terms to be fixed by the Grand Trunk Pacific Company and the government, and the company is also to have running rights, at reasonable rates, over the Intercolonial. The fixing of these rates, in case of disagreement, will be left to arbitration.

The capital stock of the company is to be forty-five million dollars, twenty millions preferre dand twenty-five millions common stock, the common stock to be taken by the old Grand Trunk Railway Company.

The government guarantees the bonds on the prairie section up to $13,000 per mile, and on the mountain section up to $40,000 per mile, the bonds to run for fifty years at 3 per cent. interest.

Interest on the bonds of the prairie section equal to the cost of construction to be paid in full by company. The government will for seven years pay interest on the cost of its construction of the mountain section up to $30,000 per mile.

For the next three years if the government continues to pay the interest on the bonds, the sum so paid shall be capitalized and repaid to the government with interest at 3 per cent. per annum. For the remaining forty years, the company defaults in paying interest on the whole of the bond issue, the government will pay it, taking up the coupons and ranking as a bondholder to the amount thus paid das a guarantee of the company. The company is permitted to issue interim bonds, to be included in the authorized issue during construction of the western section.

The company is bound to buy its material and supplies and equipment in Canada when they can be obtained as readily and cheaply here as abroad.

The company agrees that when not specically otherwise ordered by the shipper, it shall carry freight thru Canadian territory to Canadian ocean ports, the rate to be no higher than via United States ports.

The company is to provide ample shipping to take care of the thru traffic inward and outward, and shall send all traffic it can lawfully influence and control to and from Canadian ports.

The government is to furnish the company free right of way thru government lands for its western division, and is to have one representative on the company's Board of Directors.

BILL IN TWO PARTS.

Sir Wilfrid began by saying that the bill was divided into two parts. The first provides for the creation of a commission to be composed of three members, and to be empowered to build a certain portion of the railway, which is mentioned in the bill. The second part of the bill provides for the ratification of a contract which has been entered into between the government and certain gentlemen now seeking incorporation under the name of the Grand Trunk Pacific Company.

Why has this new enterprise and this expenditure been asked from many quarters? Why should parliament be called upon for this policy? He asked parliament to assent to this policy, because the government believed, and, in fact, felt certain beyond a doubt, that in so doing it voiced the expression of a latent and deep sentiment which exists to-day in the minds and hearts of every Canadian. It is that a transcontinental railway to extend from the shores of the Atlantic to the shores of the Pacific, and to be every inch of it on Canadian soil, is a national as well as a commercial necessity. This statement provoked a loud murmur of applause from the Liberal benches. It was the first faint expression of approval of the government's policy, but before the Premier sat down it had grown to voluminous proportions.

"That such a road must be built is a thing we approve of," said Sir Wilfrid. "It is a national and commercial necessity, the corollary of our status as a nation, a requisite of commercial development, and is a proposition from which I have heard no dissent.

"Exception has been taken in the immediate necessity of such a road, and it has been taken to the policy we have to suggest for the building of the road, but as to the road itself I have heard no opposition, nor do I believe such a word will be spoken. The first objec-

Continued on Page 2.

A TRIUMPH FOR PUBLIC OWNERSHIP.

Sir Wilfrid's proposal for a new transcontinental railway was made in the House of Commons yesterday. He bore the fatigue of a two-and-a-half hour speech remarkably well, and acquitted himself, at least in the eyes of his friends, of his greatest effort. His followers cheered and recheered the salient points of his deliverance. But after the cheers and the glorification there must come a sober consideration of the proposal, and this can only be reached after careful reading of the contract entered into with the Grand Trunk and after all the critics have been heard. Certainly Sir Wilfrid's proposal reads well and takes well with his followers. But what are the actual commitments of the country in the contract made? Sir Wilfrid did not go into them all. He contented himself with saying that $13,000,000 would be the sum total of this country's liability for a great national, all-Canadian, transcontinental railway, the all-rail portion of the new intercontinental way that is to connect Europe and Asia via America.

In this respect, we think Sir Wilfrid did not tell everything; we believe the commitments that he puts upon the country are much more serious and numerous than he says. Our criticism is that to all intents and purposes we are committed to building a new transcontinental railway; and that tho we are building it we are giving it to the Grand Trunk Railway for nothing. The World's plan is that if we build the road we should own it and run it. Sir Wilfrid's proposal is a great one, and the criticism of it must be on big lines and based on a great principle, and that principle, to our mind, is complete and absolute government ownership. Small criticism of Sir Wilfrid's weaknesses, and he has many; of his inconsistencies, and they are startling; of his one-time friendliness to the United States, and his present view, that if the heavens fall, we must be independent of them lest they crush us; of the glamor he throws over his proposals and the hold he has on his followers compelling them to cheer whether they know the actual facts or not—all this criticism is possible and likely to be made.

But the real criticism must be based on a great alternative proposition, and that is, in our view, public ownership. Whether it will be criticised from that point remains to be seen. Certainly there are those in the House who will approach it from that point of view, and it is on the issue thus raised that the people are waiting for light. We never heard a poorer case made out for throwing away the ripening ear of public ownership and filling ourselves with the husk of it than that advanced by Sir Wilfrid yesterday. It was pitiable in the extreme. He stood one day on the rocky shore of Parry Sound, and after Mr. Booth had shown him his new road to that point, the thought came to him that not only had Mr. Booth to build the road but that he would have to find traffic for it, and, perhaps, have to build hotels for the travelers over it, and even to send envoys to other lands to seek commerce for the project. This horrible prospect had for ever banished public ownership from his vision. Perhaps he was dyspeptic on that day. Perhaps his liver was out of order. At all events it was the weakest argument we ever heard against a principle that contains the only true solution of the transportation problem. Those who are to win before the people on the issue raised in the Commons yesterday are those who stand by public ownership.

MANY BLUE GRASS EDITORS ON THEIR ANNUAL OUTING

Visit Toronto on Way From Quebec to Muskoka—Will Be Entertained To-Morrow.

The Kentucky Press Association are in town to-day. They arrive at 6.30 a.m. from the east and leave again at 10.30 for Muskoka, where they spend a day the guests of the Grand Trunk Railway Company at the beautiful Royal Muskoka Hotel, and thru the magnificent scenery of the Muskoka lakes.

The Kentucky editors are out on their annual holiday trip and this year are "doing" Canada.

They left Louisville July 23 and by way of Chicago, Niagara Falls, Toronto, Kingston and Montreal saw the old city of Quebec and went down to Portland, Me., and Island Pond, Vt.

Upon their return from Muskoka to-morrow they will be in the city long enough only to accept of some bounty from the City Council, but you bet they'll be busy every minute of the time. An observation car ride and luncheon at Mrs. Meyers' restaurant at Sunnyside have been arranged for and a right jolly good time will be spent, as our newspaper men and their ladies know how to enjoy an outing.

Among those in the party are:

R. E. Morningstor and wife, J. B. Gaines, and Mrs. Gaines, Miss Gaines, M. Casey, W. D. Jones, H. B. Lawrence, D. H. Kincheloe, H. A. Sommers, I. M. Moore, Moses Collins, J. W. Williams, Mrs. Williams, Misses Allen, Potter, Boswell, Hanbeson, O. L. Roark, W. C. Johnston, W. H. Jones, Mrs. Jones, Misses Taylor and Richardson, F. A. Arnold and wife, J. M. DeVeese, F. L. Felix, Mrs. and Master Felix, Louis Landram, Mrs. Loudram, J. R. and Hugh Williamson, R. L. Waltre, Thomas G. and Mrs. Walkins, Miss Perrie, T. D. and Mrs. Osoorne, Misses Osborne, Ben F. Lippold, Mrs. Lippold, Harry P. and Miss Converse, Will. R. Hall, Ben F. Briggs, Mrs. Hunst, Misses Shoemaker, Hart, C. F. Hart, J. E. Albright, T. C. O'Bryan, W. T. Mills, Harry McCarthy, W. O. Adams, J. D. Kelly, S. A. Hill, Twift-Champ and wife, Frank Remington, Miss Hill, Clarence and Mrs. Woods, T. Z. Brizendine, J. M. Peckins, Tibbis and Mrs. Carpenter, Ben Cozine and wife, D. M. Browmer, D. B. Wallace, wife and son, J. M. Wallace.

After leaving here on Saturday the party return home by way of Chicago, arriving at Louisville Monday, Aug. 3, tired, no doubt, but delighted with what they have seen of Canada.

Nothing but the finest goods at Thomas

A Useful Hint for Mothers.

A food that is many times more nourishing and healthful than the choicest beef is Life Chips, a whole wheat product, flaked, malted and cooked ready for instant use. Besides being most appetizing, Life Chips is a most economical food, for a large package can be brought for ten cents. Served with cream or fruit there is nothing better for growing boys and girls.

Take in the Oddfellows' Excursion to Niagara Falls to-morrow and have a good time.

Do You Smoke Havana Cigars?

If so, you're the party we want to see. We want to show you that buying from us means saving money. Importing every cigar direct from Cuba enables us to sell very close. Call around and let us show you some fine goods. At A. Clubb & Sons, "direct importers," 49 King West.

EDWARDS & COMPANY, Chartered Accountants, 26 Wellington St. East. Geo. Edwards, F.C.A., A. H. Edwards W. P. Morgan. Phone Main 1163.

Clear Havana Cigars.

Buy direct from the manufacturer and save 25 per cent. Bazzetta and Majores cigars are extra fine quality and cost less than imported cigars. Alive Bollard.

Try the decanter at Thomas', three for a quarter.

DEATHS.

CLARK—On the 29th inst., at his late residence, 350 West Queen-street, John Clark (barber), in his 46th year, member of Toronto Lodge, Knights of Pythias.

Funeral Friday, 31st, at 2.30 p.m. Friends and acquaintances please accept this intimation.

KAVANAGH—At the General Hospital, Toronto, on Tuesday, the 30th July, 1903, James Kavanagh, Superintendent York County Industrial Home, Newmarket, in his 74th year.

Funeral at Industrial Home on Saturday, Aug. 1, at 1.30 o'clock. Interment in Queensville Cemetery.

PADLEY—At Philadelphia, on Friday, the 24th inst., Frederick W. Padley, aged 51 years.

Interment private, at Toronto, Canada, Tuesday, the 28th inst. Australia papers please copy.

CAMPED ON THE RAILWAY TO PREVENT OPERATIONS

Contractors of Frank and Grassy Mountain Railway Have Not Yet Been Paid.

Frank, Alb., July 30.—A small detachment of Mounted Policemen are camped between the rails of the Frank and Grassy Mountain Railway, just about the town, to prevent the owners of the railway from running a train over it. Yesterday the contractors and a few men, armed plentifully with pocket artillery, an ugly looking Winchester and a shotgun, tore up two tiles of the road and established a camp in the gap. They were reinforced this morning by a half-dozen redcoats under Captain Davidson, and it is rumored more are on the way in from Calgary. The contractors entered suit to recover $21,000 last fall, and tho the courts have not as yet reached a decision, the contractors have secured an injunction, hence the blockade.

DIED IN PORTLAND.

Montreal, July 30.—(Special.)—Frank. Iin H. Badger, superintendent of the Montreal Fire Alarm Department, died last night at the residence of his son-in-law, Mr. J. W. Turner, jr., 836 Washington avenue, Portland, Me. Mr. Badger, who was 68 years of age, was one of the oldest employes of the city corporation, having entered the service in 1863.

WILLIAM RUTHERFORD DEAD.

Montreal, July 30.—William Rutherford died this morning at his home on Rosemount avenue, after an illness extending over several months.

Thus is removed one of the best-known figures in the industrial ranks of the city.

FELL UNDER ROLLER.

Buffalo, July 30.—Wolzcak Kolycak, a Polish boy, seven years old, playing in front of his home early to-night, caught a ride on a wagon that was dragging a roller used for smoothing asphalt pavements. The lad fell under the roller and was crushed flat. Every bone in his body was broken.

Midsummer Sundays,

For a midsummer Sabbath in a Canadian city, a man is not properly apparelled without a silk hat. The Dineen Company have for sale all the new and all the good silks made anywhere, besides their midsummer sale of straw hats puts a warm day hat within easy reach of anyone. Store open Saturday night.

FINE AND COOL.

Meteorological Office, Toronto, July 30.—(8 p.m.)—Since last night rain has fallen from the lake region to the maritime provinces, attended by some heavy local thunderstorms. Showers have also occurred over Alberta.

Minimum and maximum temperatures—Victoria, 54—66; Qu'Appelle, 42—68; Winnipeg, 48—62; Port Arthur, 48—62; Parry Sound, 60—68; Toronto, 62—83; Ottawa, 66—80; Montreal, 64—78; Quebec, 56—80; Halifax, 52—60.

Probabilities.

Lower Lakes and Georgian Bay—Northwesterly to northerly winds; fresh during the day; fine and cool.

Ottawa and Upper St. Lawrence—Fresh to strong westerly to northwesterly winds; fair and cooler.

Lower St. Lawrence—Fresh to strong westerly to northwesterly winds; a few scattered showers, but generally fair and cooler again.

Gulf—Fresh to strong winds, shifting to westerly and northwesterly; a few scattered showers, but partly fair, and turning cooler again to-night.

Maritime—Fresh southwesterly, shifting to westerly and northwesterly winds; partly fair and warm, with some local showers or thunderstorms.

Superior—Moderate to fresh northwesterly to northerly winds; fine and cool.

Manitoba—Northeasterly to easterly winds; fair; not much change in temperature; showers in some localities during the night or on Saturday.

Violette Cigars, fine quality, 3 for 25c manufactured by Alive Bollard.

STEAMSHIP MOVEMENTS.

July 30.	At.	From.
Teutonic	New York	Liverpool
Graf. Waldersee	New York	Hamburg
Hohenzollern	Naples	New York
Ethiopia	Glasgow	New York
Majestic	Liverpool	New York
Noordland	Liverpool	Philadelphia
Aurania	Liverpool	New York

MANY OPPOSED TO FEDERATION HEATED DISCUSSION AT TRINITY

Terms Made Known, But Provost Makes Vain Plea For Acceptance.

The meeting of graduates and friends of Trinity University yesterday developed a very strenuous opposition to federation. Dr. Langtry was the chief apostle of the opponents of the scheme and was early on the ground with a supply of badges marked "No federation." The meeting was largely in sympathy with him, in opposition to endorsing Provost Macklem's resolutions, but the chief reason for the objection was the ignorance of those present as to the terms of the agreement between the two universities.

The provost's speech was conceded to be an exceedingly clever and ingenious composition, but it was a tactical error to withhold the information as to the basis of confederation. There was a large attendance of ladies at the gathering, and they took a very prominent part in the proceedings, leading in applause on many occasions.

A lawyer who represents a number of the graduates of Trinity University is authority for the statement that strenuous proceedings will be taken to prevent the corporation of Trinity from proceeding with the federation scheme on the ground that the whole action is ultra vires. The members of the university who object to the federation contend that the corporation was appointed to guard and conserve the revenues, property and emolument and not to alienate them; to carry out the functions of the university and not to surrender them; to govern the university and not to obliterate it, and they consider that it is not only a breach of faith towards the original founders who contributed largely to the university as a church university, to alienate any of its revenues in favor of the very body against which it exists as a protest, but that it is a breach of the sacred trust reposed in the corporation as trustees and guardians of the property and functions of the university.

Terms of Federation.

The terms of federation as prepared by the commission—Provost Macklem, J. A. Worrell and Edward Martin—according to their official report made to the corporation, embody "the acceptance of every principle for which Trinity University has been contending, and provides for everything which Trinity could in reason expect to gain in effecting the proposed federation. The requirements of Trinity and the representations which your committee has put forward from time to time, met with the most courteous consideration at the hands, first, of the government, and latterly, of the University of Toronto."

The more important items of agreement are the following: The freedom of Trinity College to provide for all its students religious instruction and

Continued on Page 5.

ROYALTY ARE AT GALWAY AFTER LONG MOTOR RIDE

King Will Long Remember the Hearty Welcome From His Irish Subjects.

Galway, Ireland, July 30.—King Edward and Queen Alexandra continued by motor to-day their inspection of some of the wildest and most picturesque regions of Ireland. The start was made at 9 a.m. from the little Town of Leenane, on the shore of Killarney Bay, where they were presented with an address. The King said he had already inspected some of the cottage industries and that he was pleased with the spirit of industrial activity and warm hearty welcome of the people, which he and the Queen alike would long remember.

The motor journey ended at Recess, where the party had luncheon.

Their Majesties then took a train for Galway and arrived here late in the afternoon. They met with an enthusiastic reception.

Use Carnahan's Toilet Powders, creams and perfumes. Church and Carlton. 246

DEATH IN HOTEL FIRE.

Old Orchard, Me., July 30.—Mrs. Helen L. Martin and Mrs. E. A. Stevens, sisters, of East Grafton, N. H., were suffocated and their bodies burned to a crisp early today in a fire which destroyed the Sea View House. Several other inmates had narrow escapes. The property loss is small.

Cigars—Marguerites, Irvings, Japs—4 for 25c. Alive Bollard.

Route carriers wanted for north end of city, for morning newspaper routes. Apply Circulation Department, World.

DIRECTORS DO NOT AGREE SEPARATION IS TALKED OF

Current Gossip on Dominion Coal and Steel and Consolidated Lake Superior.

Stock markets were erratic again yesterday, and rumors of a sinister nature found frequent repetition in and around the brokers offices. Locally the topics touched were Dominion Coal and Dominion Steel. The peculiar actions of the directors of the latter company, which is practically the directorate of the former company also, no doubt led up to some of yesterday's gossip. The statement that dissension existed among the directors found a good deal of credence, and it was urged that the sound common sense of Mr. James Ross was not finding a following from his co-directors, and his propositions in the past had been ignored to the detriment of the two companies. Champions of the other side allege that the recent heavy losses of Mr. Ross have warped his judgment, and led to a disagreement. Whatever the inside conditions may be investors are absolutely fighting shy of both stocks, and are not willing to enter while there are any signs of turmoil.

Separation is Opposed.

Dominion Coal broke yesterday after opening steady at 94c, and closed for the day at 92. Parties who claim to be in the "know" assert that a local house tried recently to borrow $100,000 on a block of the stock, but the loan found a flat refusal from financial institutions. A portion of the program said to be mapped out for this company is a reduction of dividend, and separation from the Dominion Steel concern. There is rumored to be strong opposition to the separation, but this is to be quieted by the carrying out of the plan to raise $1,500,000 for the Steel Company.

Lake Superior Stocks Demoralized.

While the gossip was trending along the lines indicated above, Toronto traders received word that the Lake Superior stocks were absolutely demoralized at Philadelphia, and the common stock, where buyers could be found, was selling at 60 cents a share.

1,000-MILE TICKET USED IN YEAR GIVES ILLINOIS A TWO-CENT RATE

World Commissioner Writes of Lively Battles Between People and Corporations.

Springfield, Ill., July 30.—(From a staff correspondent.)—"We have not quite secured a two-cent maximum passenger rate in Illinois, but are coming to it rapidly and already have a two-cent rate for all those travelling annually as much as one thousand miles under the rebate system," declared Governor Yates to The World representative, in discussing the two-cent maximum rate proposition.

This, the capital of the State of Illinois, has witnessed in times past some of the liveliest battles between the forces favoring reduced passenger rates and the lobby hired by the railroads to maintain the rates. Rates have been regularly coming down, and now are two cents for all those who purchase one thousand miles of transportation annually. To acquire this, however, a rebate is necessary, the passengers paying three cents and receiving back the difference between the two and three cents when they have traveled one thousand miles. A terrific struggle occurred at the recent session of the legislature, when all the cunning of the powerful lobby was necessary to prevent a flat maximum rate of two cents being adopted.

"But it is not necessary for a Canadian to come out to Illinois to secure information about railroad lobbies with the many types of that specie now to be found hovering around Ottawa with the present railroad legislation pending," observed a state official with a grim smile.

Curbed One Monopoly.

The people of Illinois have succeeded in curbing one monopoly, however, after another until there is every reason to believe they are about to destroy the grip of the railroad corporations. For instance, the Illinois Central operates a thru line in Illinois 706 miles in length and PAYS TO THE STATE ANNUALLY SEVEN PER CENT. OF THE GROSS RECEIPTS OF THAT SYSTEM. Last year this percentage paid into the state treasury amounted to $911,365.85, exceeding in omount that of the year previous by $106,000. The company must continue paying seven per cent. of its gross receipts for all purposes over this piece of line forever. It is one of the conditions on which the charter was granted and that was fifty years ago. With railroad construction in its infancy the state secured this concession.

At the Central Passenger Association, the clearing house of the railroads doing business between the Mississippi River and Buffalo, Secretary Fox of the association said to The World representative: "I don't think you will find that the railroads are publishing any literature on the subject of a two-cent maximum rate. Michigan, New York, Massachusetts and others of the New England States have in force a two-cent maximum rate law, I believe. As far as I know, conditions are prosperous in those states in point of passenger traffic. I really could not say whether reduced passenger fares stimulate traffic or not. I presume that is the tendency."

Applied on Toledo Branch.

Assistant General Passenger Agent King of the Michigan Central, discussing the matter with The World reporter, said that the two-cent rate had applied on their Toledo branch for some ten years, as he recalled it, and the traffic on that part of the system was the heaviest of the whole company's network of lines in Michigan. He did not have information as to the stimulating effect of reduced passenger fares, and could not say that the increased traffic on the Toledo branch was due to the two-cent maximum rate.

The attention of these different officials also was called to the fact that the population along the railroads of the Ontario peninsular is as large as that tributary to the Michigan lines, whose maximum passenger rate is two cents, but not one would concede that there were any similar conditions existing there which would warrant the twocent rate on lines operating in that part of Canada. Again, it was pointed out that the trains of those different companies which enter Canada from the west and emerge again into the states on the east, carrying passengers for two cents on both sides of the Dominion territory, are more heavily patronized in the Ontario peninsular than in either Michigan or New York State, but they resisted the argument by asserting that still, conditions were different.

It is a fact that the Wabash and Michigan Central trains carry more local coaches in Ontario than thru Michigan. Take the Wabash crack train, leaving Chicago at 3 p.m. daily. This train leaves the Illinois metropolis carrying two free reclining chair cars. When it crosses the river and emerges into Canada, these two chair cars remain, and the equipment is strengthened with an additional day coach to handle the increased passenger traffic.

G. C. Porter.

LAKE MANITOBA AGROUND.

Seven Tugs Fail to Release Her—Pilot Lost Bearings.

Montreal, July 30.—The C.P.R. steamer Lake Manitoba, outward bound, ran hard aground on a mud bottom in Longeuil Pond about a mile from her berth here this morning about 7 o'clock. Seven tugs worked at her this afternoon in an endeavor to get her off, but the mud caused great suction. The efforts will be continued to-morrow. The passengers are being accommodated aboard. The officials say that the pilot lost his bearings in an extremely heavy rainfall that came on suddenly. They do not think any damage has been sustained.

LIGHTNING STRUCK CHURCH.

Three Persons Killed and More Than a Score Injured.

Lynchburg, Va., July 30.—Three persons were killed and more than a score injured to-day by lightning at New Hope Church. A meeting of the James River Baptist Association was in progress and a large number of men took refuge under an awning near the building when the storm came up. Lightning struck a tree in front of the owning and the deaths and injuries resulted.

Central Lodge I.O.O.F. Excursion to Niagara Falls to-morrow, $1.25.

HE'S THE NEW PRINCIPAL.

East Toronto High School Board appointed F. W. French, B.A.

The Queen's Hotel, Toronto, American plan from $2.50 per day. With bath from $3.00 per day.

10c Gato Cigars for 5c. Alive Bollard.

Did you ever try the top barrel

Radnor makes the best Gin Rickie.

Metal Ceilings, Skylights and Roofing. A. B. Ormsby & Co., cor. Queen and George St. Telephone. d7

The Good Old Summer Time.

There is no drink for all round general purposes so equal Radnor Water, as it mixes perfectly with wines, spirits and milk.

Drink Radnor on your vacation and run no risk of typhoid germs.

Alive Bollard's new store, 128 Yonge St

Mr. Benjamin Westwood of the Allcock, Laight & Westwood Co., 78 Bay-street, has just received from Fort William a present of a speckled trout, mounted; weight, 5¾ lbs.; length, 24 inches. To be seen at the above address.