H. H. WILLIAMS & GO., 26-Victo

Counties-

Toronto

Westerly winds; and not much change FOURTEEN PAGES_SATURDAY MORNING, AUGUST 3, 1907—FOURTEEN PAGES.

ONE CENT.

STRATHCONA HOME AGAIN CONFIDENT OF "ALL-RED"

Canada's High Commissioner Says
That Supreme Importance of the Project is a Cause of Necessary

with the Dominion, and I cannot see but what this present prosperity which we are now enjoying all over the country will continue for several years to come. This is, in fact, but a repetition of what took place in the United States after they had recovered from the effects of their civil war," said Lord Strathcona and Mount Royal, who reached the city this morning, accompanied by his daughter, the Hon. Mrs.

Lord Strathcona compared the position of the Liberal party of England under William Ewart Gladstone, with its radically changed policy under Sir Henry Campbell-Bannerman, and stated that, altho they had not advanced so far as to adopt the preference policy, they were distinctly friendly to the cents a mile. colonies, and especially to the Dominion Attorney-Go

This, he thought, was clearly manifest, when they readily adhered to the idea of meeting the representative men of the colonies every four years for the purpose of discussing questions of importance to both the motherland and the colonies, and also when they connamed the "all-red line."

Speaking at length on this matter, Lord Strathcona declared that there was nothing to indicate any change of attitude on the part of the British min-istry since the day they gave their sent to this great project at the recent conference. The British government, thru the colonial secretary and other ministers, accepted this project, which they no doubt realized would be of the greatest possible benefit to the empire as a whole, and he believed that this adhesion would be carried into practical effect in due season.

Too Serlous For Haste. He said, however, that the project was a very serious one, and one of supreme importance, consequently nothing could be done in haste and without a mature consideration of every phase of the question. While it was quite true that he had the greatest confidence in the project, it was a mistake to say that he had ever pronounced peror Nicholas at the head of its himself in favor of any particular Bricolumns this evening. It announces tish port. He, however, had always favored Halifax as the Canadian terminal port, and when his lordsnip was asked if this mark meant all the year round his lordship replied, "Yes, all the year round," and then he went on to calculate the time that a fast railway train should take to make the run from Halliax to Montreal, and arrived at the conclusion that when the track and roadbeds of our railways are put first-class condition, as they, of course, must be, to admit of such a service, the run will be easily made in

from 15 to 16 hours.
"Yes," he added, "the trip across the Atlantic will be made in four days, and from Halifax to the commercial capital of the Dominion in two-thirds of another day, making the route pre-emifastest from the old to the

new world.' The Money Market. peaking of money matters, he said that the market was going thru a particularly stringent period, yet ed her financial supremacy over the

whole world.
"Yes," Lord Strathcona repeated, United States has had a very rapid and generally successful development." but he felt proud in the belief that we are going to see another similar devlopment in Canada, and the high commossioner asked the interviewer if he did not think the Dominion well under way.

What news do you have from South "South Africa is rapidly recoveing from the effects of the late war and Botha assures us that the Boers will soon be amongst the most loyal subjects of the King. I also look for the early realization of that great scheme of confederation of the whole of British South Africa. There is, in fact, a gentleman now in London from ony who is, at the instance of Premier Jameson, I suppose, looking into the matter of union and particularly making enquiries as to the success of our own Canadian confederation. I expect he will be over here soon, where he will see the wonderful success that has attended the confederation of the British orth American

Canada's Prosperity.

Referring to the prosperity now spreading over the Dominion, Lord Strathcona said the expenditure now taking place along the several transntal railways would do a great deal for the people both east and west, but these railways were only instruments to an end, for the future pros-perity of the Dominion is rather in the thousands and hundreds of thousands of sturdy, industrious settlers who are making their homes in our great west and who rae making that rich soil of the west produce the breadstuffs of the empire. This, he said, was the great paramount factor to the

country's greatness.
"Will they become good Britishers?" was the next question put to the dis-tinguished member of the British

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tario

"I have little doubt on that queswas Lord Strathcona's prompt
"They have found good homes their interest to be good loyal Canadians. Yes, I believe the men who are now coming into Western Canada from Great Britain and the United States will turn out to be enthusiastic admirers of our constitution, and naturally loyal defenders of our laws."

The Coal-Steel Trouble.

When asking about some old friends the high commissioner referred to the law suit now going on at Sydney. law suit now going on at Sydney.
"Yes," he added, "I am interested in
both companies, altho I have not become informed as to the questions in dispute. But how unfortunate it is that this litigation is allowed to proceed, and I am sure it will not go much further. It seems to me that business men should find a way to set-fle the difficulty, for it is always impossible to force an agreement upon one party that will not be mutually beneficial to both."

IN GRAND TRUNK APPEAL

People's Case For Two-Cent Fares.

The Ontario Government will be represented by counsel before the supreme court in the event of the Grand Trunk Railway carrying an appeal to that body against the decision of the railway commission of Canada that the Grand Trunk is obliged by the

Attorney-General Foy yesterday announced this decision. He told The World that he would recommend to the government that counsel be appointed to represent the people of On-tario in opposing the appeal. He said he was not in a position to say anything further at this time.

sented to the principle of what has been CZAR MEETS KAISER TO-DAY

Safety of Nicholas. BERLIN, Aug. 2.-Emperor William

of Germany and Emperor Nicholas of Russia are to meet to-morrow in the Baltic Sea off Swinemunde.

The German Baltic fleet will be pre every precaution to ensure the safety

of the Russian emperor. A large number of marine policemen will be sent to-morrow from Stettin to Swinemunde to do guard duty on shore.

The Norddeutscher Allegemein columns this evening. It announces that the Russian sovereign is coming for several days of friendly intercourse with Emperor William. meeting is pre-eminently personal in character, the paper says, it is dictated by no specific political purpose, and

one to view it with distrust or suspicion. In conclusion the paper says:
"The German people see in this meeting an expression of the hearty relations existing between the houses of the two rulers and between the two countries, that are bound together by many mutual interests."

CAUSE OF SOCIAL UNREST.

Bishop Potter Has Word of Criticism For the Church.

CHAUTAUQUA, N.Y., Aug. 2. Bishop Henry G. Potter of the Pro- which cost so many lives, according stringent period, yet he testant Episcopal Church of New York that Britain easily maintainrest" here to-day. The causes for the social unrest of the country, Bishop Potter said, are popular education, the industrial revo-

lution and extravagance in expendi-He declared that there can be no more righteous arraignment of the church to-day than upon its indifference to the physical, mental and social needs

of the working people.

The church should be related by profound sympathy to social problems, said Bishop Potter, and it is the duty of the church to create a more benign and fraternal atmosphere thru the inspiration of individual members of a Christian ideal of sympathy, honor and

CUT OUT LABOR PARADE.

Unions Think the Expense Could Be Used in Better Way.

CHICAGO, Aug. 2.-It was definitely decided to-day by a committee com-posed of members of the Associated other fuel famine before next spring." Building Trades and Teamsters' Joint ouncil, to abandon the annual parade on Labor Day.

labor unions many thousands of dollars which can be used to better advantage.

************** Sunday World

The special features of the next Sunday World will prove of unusual interest to Canadians. They cover a wide range of topics, events and affairs. Here are some

Illustrated section, showing how the ivy green is beautifying Toronto homes. Your residence may be one of those appearing. Pictures of funeral services at Toronto Junction; visiting British journal ists; six championship basketball clubs of city schools; seven column cut of the proposed viaduct: St. Joseph's Academy graduates; Their Majesties at opening of Cardocks; an illuminated boat; handsome steam yacht Capitola from United States; Royal Athletes team; Chris-

Science buildings in Boston, and other illustra-News section of twentyfour pages with latest sporting and general news, live departments, able articles, edi-torials and weekly comment. This issue will give you more value than any pre-

vious number. Get it.

THE CAUSE OF

"Naturally I have to keep in daily touch Attorney-General Foy Will Help Verdict of Coroner's Jury Enquiring Into Fatal Building Collapse at London.

> LONDON, Ont., Aug. 2.-(Special.)-That the said Wm. Thomas Tambling came to his death in the City of London in Brewster's store on the 16th terms of its original charter to run day of July, 1907, by the east wall of at least one train each way between what was known as the Crystal Hall Toronto and Montreal and carry pas- building falling eastward on the said sengers thereon at the rate of two Brewster store, and destroying it, thus causing the death of said Wm.

> "And we further find from the evidence that the collapse of the said Crystal Hall building was caused by a portion of the middle wall of the ground floor of the said building giving way as a result of certain alterations that had recently been made in the said wall on the floor above." The above was the verdict rendered by the jury enquiring into the cause Elaborate Precautions to Ensure of recent disaster. Several workmen who had been em

> ployed about the building told stories of the accident without throwing much further light on its cause. Wm. Murray, the architect who had charge of the changes, was recalled and gave evidence as to the strength Emperor William will be on board the imperial yacht Hohenzollern, and the Russian emperor on his yacht, the Mr. Murray figured that it would have taken a weight of 300 tons to break down the columns. They were ten feet sent to give color to the occasion. four inches long, five inches in ditme-The German authorities are taking ter and of three uarter inch cast iron four inches long, five inches in ditme-They supported the double metal.

Shortage in Supply of Perhaps 5,000,000 Tons of Coal is Prophesied.

CLEVELAND, Aug. 2 .- The northwest will suffer a more severe coal famine during the coming winter than the record-breaking one last year to local coal shippers.
It is declared that the inability of the railroads to supply the boats with

enough coal and the great demand for ore, occasioned by the closing of the strike of ore handlers, will bring about a far-reaching shortage of fue at the upper lakes. With good fortune the region out beyond the upper will have from 3,000,000 to 5,000,000 tons of coal less than it will require, ac cording to estimates.

Ohio shippers are rushing fuel to the upper lakes ports in every vessel they can charter. Since the opening navigation shipments to the head of the lakes are considerably greater at this time than a year ago. A prom inent mine owner said to-day: "There are now 100 big ore carriers

up the lakes awaiting cargoes. They cannot get away till the ore reaches the docks, which means a delay of perhaps 10 days. Those huge when they reach Ohio ports with ore are not going to take back coal. "No vessel owner who is not under contract to carry coal will wait for a coal load, so the northwest probably even with 12,000,000 tons of coal on the

DIVER SUFFOCATED.

The chief reason is that it costs the Air Hose Parted and His Plight Was Not Known by Party Above Water.

WINDSOR, Aug. 2.—(Special.)—Marshall Townsend, a diver, was suffocated by the parting of his air hose while in twenty feet of water near Algonac to-day.

There was no warning of the acci-

dent, which was only discovered after Townsend had failed to respond to signals and had been hauled to the His features were horribly distorted, and showed that he must have suffered agonies before losing con-

sciousness. DIES AT. 104.

DETROIT, Aug. 2.—At Alpena, Mich., to-day, Mrs. Mary Kruigilla, aged 104, the oldest woman in that section, died. She was born in Ger-Two daughters and 25 great grandchildren survive. Her father lived to be 125.

Just Before Vacation Take an accident and sickness policy away with you on your vacation. The premium is small, and the indemnity will pay the expenses during the period of disability. Every chance of acciden is provided for, and the prevalent illnesses. No red tape process about mak ing out these policies. Phone Main 1642. London Guarantee & Accident c., Confederation Life Building, cor-er Yonge and Richmond-streets.

W.P. Godson & Company, Chartered Accountante, City Hall Square, Man-ning Chambers. Phone Main 4881. 6 Oscar Hudson & Co., Chartered Accountants, 5 King West. M. 4786.

THE FRONTIER COUNTIES, THEIR MEMBERS AND PENNY-A-MILE FARES.

The men who represent at Ottawa and Toronto the people of the frontier counties of Ontario (where the Grand Trunk is bound to give a penny-a-mile passenger service) are as follows:

Legislature

McNaught

Parliament-

Foster

Kemp Crawford Pyne Campbell McCowan Maclean Godfrey Christie Calder Ontario Devitt Durham. Preston McCall Willoughby Northumberland (Vacant) Clark Pearce Northrup Rathbun Morrison Currie Alcorn Prince Edward Wilson Carscallen Harty Pense Gallagher Avery Frontenac Taylor Dargavel Leeds Graham Derbyshire Brockville Reid Ferguson Grenville Broder Whitney Pringle McMillan Glengarry

It will be seen that two quite notable gentlemen are in this list of local members, the premier of Ontario, Hon. James P. Whitney, K.C., and George P. Graham, Esq., leader of the opposition. The premier's home is Morrisburg and his antagonist hails from Brockville, two towns on the Grand Trunk that have for over fifty years been denied the right of a penny-a-mile passenger service on that railway.

Two-cent-a-mile passenger travel would be a boon to people who have to pay three and who until lately had to pay three and one-third cents a mile, notwithstanding what Schell and Derbyshire said in parliament about "cattle cars" and the like. It is not only a boon in itself to the people along the Grand Trunk, but it is the certain forerunner of twocents-a-mile for first-class travel for all Canada.

Therefore there is good reason for the question that many people are asking: "What are all these members of parliament, all these members of the legislature, who represent these Grand Trunk counties, and especially the prime minister of Ontario and the leader of the opposition, doing to secure the rights of their constituents to the two-cent rate?" But instead of turning handsprings to serve them they nearly all seem to be quite dead

The members at Ottawa all acted as if they were chloroformed and under agreement one side with the other not to say a word against the railways and to join forces in cursing Billy Maclean at every opportunity. Not one of them outside of Peter Christie (a farmer) and Uriah Wilson (a shoe merchant) moved a hand to get the rate between Toronto and Montreal of three and one-third cents cut down to three cents. And most of them swore when The World published their names in black letters.

Andrew Broder, who has the reputation of parliamentary wit, went a long way out of his road to try and ridicule the member for South York. George Taylor of Gananoque, Conservative whip, grows especially sore when any effort is made in parliament to make members "sit up" on these railway questions. He is always ready to join with the Grit whip "to soak" Maclean, "to snow him under." And yet single-handed the member for South York got the maximum rate down to three cents as a result of one of his moves. And he may yet get a universal two-cent rate.

We certainly expect something different from the Ontario legislature men, and especially from Premier Whitney after Sir Wilfrid Laurier's "Go to Mr. Foy" taunt. We can imagine hearing Mr. Whitney giving forth one of those stirring snorts of his when his honor or dignity is invaded by political enemies. Mr. Whitney has, as premier, made more than good as the friend of the people, and he will make good again. As for Mr. Graham, he, too, seems to be most anxious to keep Mr. Whitney up to the bit, and if he is he will also begin to snort at the arrogance of the Grand Trunk in defying the law of the land. Sir Wilfrid Laurier's taunt is aimed at Mr. Graham as well as Mr. Whitney.

It is, therefore, very much in order for every voter in these counties who is a friend of cheaper railway travel to ask his member in both houses what he proposes to do toward compelling the Grand Trunk to obey the law, whether that member be a Liberal or a Conservative. And next year will see the elections on for both houses.

If the Grand Trunk can defy the law in this one matter it can defy it all along the line, and defy both parliament and the legislature. Any parliament or legislature with the powers that ours possess (and especially the power of direct taxation possessed by the Ontario house) could not only make Mr. Hays obey the law and apologize for his malignancy, but keep him turning handsprings from sunrise to sunset, and longer.

This question is now bigger than two-cents-a-mile; the question now is how long is a railway, no matter how powerful, to be allowed to defy the law of the land, and how long the men who sit in parliament and the men who make the governments, and the law officers paid for by the people are to sit dumb and spineless!

P.S.—While the above was being put into type the glad news came into The World office that Acting I remier Foy-the "Mr. Foy" designated by Sir Wilfrid Laurier-has decided to appoint counsel to take the side of the people should the Grand Trunk carry the appeal to the supreme

When The World wrote the article in yesterday's paper on this some question, and telling Mr. Foy that he ought to get busy, it had an idea that the seed would not fall on barren ground. The World congratulates the acting premier and will put in a good word for him for an increase in pay when "the boss" gets back.

Mr. Foy has another card in his hand that could be made more than effective in bringing Mr. Hays to time. We have already mentioned it in this article, and it was very well put in last night's Telegram, as follows:

Ontario either exempts her railways from taxation altogether, or subjects them to taxation so light that it is not a burden at all. Ontario has no power to exact a rate of two cents per mile from

the railways of this province. Michigan taxes her railways heavily and requires its roads to carry passengers for two cents a mile.

Gratitude for Ontario's forbearance should induce the railways of this province to treat their indulgent constituents better than the railways of Michigan treat their hard taskmasters-the

people of that state. Where are the signs of such gratitude? Michigan gets more money than Ontario in taxes from the railways. Michigan pays less money in fares to the railways.

Hotelman Gets 249 Outside Stockholders Who May Rule Town.

NEEPAWA, Man., Aug. 2.-(Special.) -The little local option town of Neepawa is seething with excitement over an attempt at the revision of the voters' list to add 249 names to the

D. Hamilton, who has been proprietor of the hotel presented the names stating that the hotel had been sold to a stock company of 249 persons resident in Winnipeg, who, he claimed, had purchased his hotel and block of land adjoining in shares of himself in favor of immediate energibles. \$100 each and were entitled to vote upon it. The names were entered, but before Judge Ryan on Monday. As there are only 500 voters in Neepawa, the additional names carry everything.

The temperance people claim that the names consist principally of ho-telkeepers and bartenders of Winnipeg. Citizens claim that the temperance question is but a small matter in the issue, and that if these outsiders can vote they can rule the town from Winnipeg, defeat any bylaw, incur any expense, or elect any council of school board they desire.

North Bay Visited By Disastrous Fire---Loss **Estimated Over** \$40,000.

NORTH BAY, Aug. 2 .- (Special.)second store of the Gilmour Block, and, which he says that France will

was seriously burned. The firemen worked heroically in blinding smoke and blistering heat, and

One man was arrested for stealing is holding Cald Sir Harry MacLean while the fire was in progress, and an- prisoner, continue to burn native vil-other intoxicated individual was placed lages. They have sent the heads of in the lockup for safe keeping, having several insurgents into Tetuan, been rescued by the firemen for attempting to climb along a narrow ledge

fine Richardson Block was valued at announces that in addition to the cruissission, with \$4000 insurance, divided between the Liverpool, London & Globe, Union and North British & Mercantile companies.

Richardson's hardware stock was Richardson's hardware stock was Furthermore, orders have been given by the stock was relief at \$25,000 insurance \$11,200 division and stock was relief at \$25,000 insurance \$11,200 division and stock was ruled at \$25,000 insurance \$11,200 division and stock was ruled at \$25,000 insurance \$11,200 division and stock was ruled at \$25,000 insurance \$11,200 division and stock was ruled at announces that in addition to the cruispect announces that it is a second to the cruispect announces that it is a second to the cruispect announces that it is a second to the cruispect announces vided between Guardian, Canadian, Sun, be held in readiness to sail at a mac-Commercial Union, Norwich Union, ment's notice. Home, Montreal, Canada, North British & Mercantile and Atlas companies. The

stock is a total loss. The Gilmour Block, owned by J. E. lmour, was valued at \$6000; insurance Standard companies; total loss. \$700 on household effects. Very little

J. W. Smith, druggist, carried a stock valued at \$3000; insurance \$1000; part of the stock was saved. T. H. Mulligan, clothing merchant, had stock valued at \$5000, and insurance of \$3000. Some of the stock was saved.

The Marvels of Antiseptic Surgery. Operations, impossible by old methods, are now every day safely performed, owing to the great care taken in modern hospitals to have everything antiseptically clean.

France and Spain Will Act Together in Serious Attempt to Discipline the Sultan.

PARIS, Aug. 2.-An extraordinary meeting of the cabinet to discuss the Moroccan situation was held this after-

getic action by France to secure rethe matter will be keenly contested paration for the murders of Europeans at Casablanca and to insure the safety of the Europeans still there. In so much as France and Spain are charged, by the Algeciras agreement, to act together in the matter of policing Casablanca, M. Pichon advocated, as a first step, proposing to Spain the immediate landing of French and Spanish troops at the scene of the massacre. At the conclusion of the meeting it was announced that France and Spain

had reached an agreement to concentrate the squadrons on the coast of The French newspapers, excepting the Socialist journals, are unanimous in demanding that Lie government take decisive steps to enforce respe for France in Morocco.

Some newspapers express the ion that Germany will not now stand in the way and think the time is ripe to abandon M. Delcasse's policy of 'specific penetration," which they contend has served only to arouse the hatred of the Moors for the French, and march straight to Fez.

La Republique Française says that unless the head of Maelamin Pasha, the Governor of Casablanca, is obtain-ed, a genuine holy war is likely to be precipitated, and that this would en-

NORTH BAY, Aug. 2.—(Special.)—
While a fierce gale of wind was raging the French Premier, who is taking the this morning, fire broke out at 10.30 in cure at Carlsbad, has given out an insecond store of the Gilmour Block, and, spreading with startling rapidity, was dealing with the situation arising from not checked until 1 o'slock, when the Casablanca murders. First, she Glimour and Richardson blocks were will, if possible, find a peaceable solution of the difficulty, and, secondly, she will only take action in agreement with the powers who took part in the Algeciras conference.

Situation Grave. succeeded in preventing the flames from spreading to the Purvis Block, adjoining. They were helped by a firewall, which checked the attack of the flames. J. W. Richardson's large brick block, mit him to send troops to Casablanca, occupied by him entirely as a hardware store, was the first building to go.

Of the Gilmour Block, adjoining, only a few bricks remain of the front,
The rapid spread of the flames prethe stuation grave.

Verted much salvage and the stocks.

The covernment commanders having vented much salvage, and the stocks. The government commanders, having in the burned stores are almost a total received no orders to suspend operations.

Spanish Precautions. on the second storey.

The Richardson Block was valued at announces that in addition to the cruialued at \$25,000; insurance \$14,300, di- that the cruiser Don Maria de Molina

Rushing French Troops. TOULON, Aug. 2.—The French cruisers Conde and Du Chayla left here Standard companies: total loss

Nive, Mytho and Shamrock have been T H. Campbell carried insurance of given rush orders to prepare to receive sails to-morrow.

Italy There, Too. ROME, Aug. 2.-The government has decided that the cruiser Etna, which is at present on its way to Tangier with the Italian minister to Morocco on at the disposition of the minister.

A GENEROUS PROPOSAL

The night sale in the basement this evening at Dineen's should attract a Germs abound most where crowds large patronage, for broken lines of congregate, and if you value your fashionable hats will be sold at prices health be careful that you drink a war round about the dollar mark. All day ter bottled far from all possibility of there will be a half-price sale of straw contamination. Remember that rad hats of remarkable value for the money, nor is bottled at its spring among the Panamas at a reduction of 33 per cent. distant Laurentian Mountains, and is, are one of the features of the stylish therefore, absolutely pure, refreshing store, corner Yonge and Temperance-

Michigan gives its railways a stone and gets bread in return. Ontario gives the railways bread and gets her reward in the for mof service as poor and rates as high as the public will stand.

The Telegram might have added that the Canadian railways are so deferential to Michigan (which taxes both our big lines), that they carry all the passenger traffic that originates in Michigan thru Canada at two cents a mile in the same seats and cars with Canadians who are taxed three cents a mile!

If the Ontario legislature took it into its head to put a special tax on those railways that defy the law, where would Mr. Hays land!

Our advice to him is to do now what his counsel said they would do if the appeal went against them-carry out the law and when they do it do it as they do it in England, put the penny-a-mile service on every train, not on one train each way a day.

Mr. Hays could pay dividends on his common stock if he adopted a flat two-cent-a-mile rate over his whole system and could make his road the most popular one in Canada.