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TWELVE PAGES—THURSDAY MORNING JULY 28 1910—TWELVE PAGES

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30TH YEAR

PRESIDENT HAYS ALONE NOW RESPONSIBLE FOR STRIKE CONTINUING ROAD IMPROVEMENT CAMPAIGN IS UNDERTAKEN IN EARNEST

Main Highways Leading to City
to Be Made Perfect,
Province Paying
One-Third.

**BAD ROADS ARE COSTLY
TO THE CITY'S TRADE**

ROADS TO BE IMPROVED—
Lake Shore, Dundas, Weston, North
Yonge-street, Don Mills, Kingston,
Danforth and Kennedy.
APPORTIONMENT OF COST—
Ontario Government, city and York
County each one-third.

At a meeting which overflowed with
enthusiasm in the cause of good roads,
representatives of the city council,
board of trade, guild of civic arts and
York County Council, passed a resolution
heartily approving the plan of
improving the main highways leading
to the city, on the basis as above given.
The resolution had for its mover,
Reeve W. H. Fugley of Richmond Hill,
a foremost advocate of bettering the
roadways of the province, and as its
second, Controller Church, whose
movement in council last year for the
creation of a metropolitan area of road
about Toronto, had not a little to
do with launching the campaign
which now promises brilliant success.
The next step is to be a meeting of
York County Council to receive the
recommendation of its delegates, and
a conference on Tuesday, Aug. 3, of the
city and county authorities. It is hoped
to have Hon. Dr. Reame, provincial
minister of public works, in at-
tendance as well as his deputy, W. A.
McLean, and that negotiations will be
brought to a point which will enable
application to be made to the legisla-
ture next session for power to issue de-
bentures for the work. The cost has
yet to be estimated, but Lionel H.
Clarke, chairman of the board of trade's
good roads committee, believes that
\$500,000 will be sufficient for present
purposes.

The Ontario Government's share is
fixed under the good roads act, where-
by the government undertakes to
contribute one-third of the cost of any
plan of roadway improvement decided
upon by municipalities.

A Good and Bad Stretch.

It was a notable gathering at Cook-
sville yesterday. Leaving the city hall
in a dozen automobiles at 11:30 a.m.,
the party proceeded by the Dundas-
road to Cooksville, where luncheon was
served at Bowers' Hotel, the business
meeting following. Among those pres-
ent were: Controller Church, H. H.
Clarke, A. McCausland, Dunn, Ham-
bly, Maguire, McCarthy, O'Neill and
Phelan; John C. Egan, Jonathan Nish,
Markham, Daniel Longhouse, Yau-
han, R. J. Bull, Weston, W. N. Annis,
Scarboro, and W. H. Kennedy, Toronto
Township, Deseronto.

The party encountered a bad stretch
of road from the western limits of the
city on Dundas-street to Lambton, but
on crossing the river and on the four-
mile road, where it has been completely
reconstructed as a good road by J. C.
Eaton, they made rapid headway. This
road is 3 1/2 miles long, and is being
built on the 400 acre farm of the T. Eaton
Company, and is built according to the
latest standard, and was a pleasure
for everyone to travel over. The man-
ner in which it has stimulated the
country round was shown in the num-
ber of farmer's rigs moving along it.
As a public enterprise it was widely
highly appreciated. Return was made
by way of the Central-road to Lake
Shore-road, from Port Credit
to Long Branch, a roadway which is
a public enterprise of industry well
deservedly highly appreciated. Return
was made by way of the Central-road to
Lake Shore-road.

Should Be the Best.
Controller Church, who presided at
the meeting following the luncheon,
called first upon W. A. McLean, de-
puty provincial minister of public
works, who referred to the matter
weeks ago as having taken place over
much worse roads than encountered
on the way to Cooksville. He spoke
in high terms of the Eaton-road, which
he thought must have proved a re-
velation to the party, after finding other
roads in York County in so bad a state.
Within a radius of 40 miles around
Toronto, the roads should be the best
in the world, he declared, pointing
out that the road traveled was laid
out by Gov. Simcoe 100 years ago. He
was glad the captains of industry were
taking the initiative in the movement.
Even the smaller roads should be im-
proved so as to surpass the Eaton-
road.

**In the enterprise you will have the
heartiest sympathy of the Ontario
Government, which I hope will be called
upon at an early date to give its
contribution of one-third," said Mr.
McLean.**

Might Tax Motorists.
Controller Church suggested that the
southern townships should get to-
gether and decide what share they
were willing to give. The number of
automobiles in Toronto was rapidly
increasing, and while the roads were
not to be improved for their benefit, it
should be remembered that they were
heavy taxpayers. Possibly they might
be asked to contribute a special tax.
The city wanted to apply to the legis-
lature next session for the right to
raise the necessary funds.
Lionel H. Clarke, chairman of the
good roads committee of the board of
trade, said the board felt that the

Continued on Page 7, Column 5.

GOOD ROADS GOT GOING

The good roads movement originating with the County of York,
the City of Toronto and the board of trade, got a fair start yesterday
on definite lines. At a meeting of representatives of these different
bodies held at Cooksville, under the chairmanship of Controller Church,
the conclusion was reached, after a good discussion, that the city
should pay a third, the county a third, and the government a third to-
ward the reconstruction of the main thoroughfares leading out of To-
ronto for an average say of 20 miles, covering seven roads, and com-
prising in the neighborhood of 120 miles more or less. But it was not
exactly the length of the roads to be improved that was the point, but
the co-operation of all the parties so as to get the good roads move-
ment under way.

The World believes that this is a step in the right direction, and
we trust that all these three bodies will hold together until they get
the work completed. What, however, all the speakers seemed to fa-
vor was the idea that the time had arrived when the government
should take charge of the good roads movement, have their engineers
lay out the work, submit it to the municipalities for approval and co-
operation, and for the government, or a good roads commission to
take charge of the work, and look after the subsequent up-keep. We
believe Ontario ought to follow the example of the State of New York
and all other leading states in the Union, who are working now on
lines somewhat like this.

We believe the improvement of Ontario as a farming province,
as the home of manufacturing towns, and as a business centre, de-
pends almost entirely on good roads being started from the centres of
population and radiating out into the country in every direction.
There is no reason why Toronto should not be one centre, Hamilton
and Niagara Falls another, Brantford, London and Windsor a third, the
west, and to the east Port Hope, Trenton, Kingston and other places
that could easily be named in the same way, and that a movement
starting from each of these centres, assisted in a way by the govern-
ment and by the municipalities themselves, would soon restore most
of the highways of the province and give a new impetus to business
and agriculture and improve the conditions of the people in a way
hitherto unknown to this country. Such a movement would be quite
confident, would double the value of all the land affected, improve the
business, and carry untold benefit to the whole community. The
World trusts now that the gentlemen who have this matter in charge
will not cease until they get it under way, and we are quite confident
that they will have special co-operation from the provincial authori-
ties.

But the great thing now is to get the work started. It will
prove itself as it gets going. In the meantime take a ride over the
new Eaton section of Dundas-street.

RUMOR OF FRICTION IN GREY'S ENTOURAGE

Relations Between Earl of Lanes-
borough and Governor-
General Strained.

OTTAWA, July 27.—(Special).—The
eve of Earl Grey's departure for Hud-
son Bay—his last day—was marked
by an interesting incident which seems
to have more in it than just appears
on the surface.

One of the local papers made the
announcement that the Earl of Lanes-
borough had resigned his position as
secretary to Earl Grey and would
return to England in October.

Another paper suggested that the
relations between the governor-general
and Lanesborough had not been at all
smooth. This of course received the
expected official denial from govern-
ment house.

The situation led an official of gov-
ernment house to remark to a news-
paper correspondent concerning Lanes-
borough: "It's a wonder he did not
pack up his trunk and leave long ago."
No explanation was forthcoming, but
it may be found in the fact that early
reports stated Lord Lanesborough was
going north with Earl Grey, yet he
has not gone.

Another twenty-four hours wonder
has been caused by the fact given pub-
licly by the local papers to-day that
his excellency has ignored Canadian
newspapers on this trip of his, but has
specially invited English newspaper re-
presentatives to accompany him. The
situation therefore is that the govern-
ment will have to foot the bill for En-
glish newspapermen, but Canadian news-
papermen, being ignored, will have to
pay their own way in one of the most
expensive journeys that could possibly
be taken by private parties.

Asked about an item in an evening
paper saying that the reason the in-
ternational presidents of the two
unions were brought to Canada was
because the local leaders were not
strong enough to carry on the fight;
that the progress of the strike had
been anything but satisfactory, and
that the conductors had grown weary
and would settle independently of the
trainmen if the latter didn't hurry up,
Mr. Berry replied:

"All I have to say to it is that the
writer should change his brand of to-
bacco, because those dreams are no
profitable to a man when he awakens.
He did not get any of those ideas from
anybody, unless the company."

SMITHERS IS COMING.
LONDON, July 27.—(C.A.P.).—A. W.
Smithers, chairman of the Grand
Trunk Railway Board, goes to Canada
on Saturday, sailing on the Maure-
tania.

Gone to His Rest

JOHN EWAN,
Associate editor of The Globe, who
died this morning.

BILL TO CHANGE KING'S OATH AMENDED

Asquith, Indifferent to Non-
conformists, Limits Refer-
ence to Church of England
—Motion to Reject Bill De-
feated by 410 to 84.

(Canadian Associated Press Cable.)
LONDON, July 27.—The second read-
ing of the bill altering the King's ac-
cession declaration was anticipated
with considerable interest, in view of
the agitation against the alteration
which had arisen in Scotland and
other parts of the country, and the
demand of the nonconformist members
of the House of Commons that the
reference to the "Church of En-
gland as by law established," should
appear in the new declaration.

Premier Asquith, in moving the sec-
ond reading, said that no government
having regard only to party interests,
would interfere with such a question
as that involved. Their only object
was to relieve the new sovereign from
the obligation of making public decla-
ration, which gave legitimate offence
to millions of loyal subjects in all
parts of the dominions. Any such
proposal must inevitably give rise to
a considerable amount of misunder-
standing and active hostility. But he
drew a broad distinction between hos-
tility which springs from belief that
the present form of declaration was
not modified in any way without
impairing the safeguards of the Pro-
testant succession and the criticisms
put forward by those who agreed in
condemning the present form, but who
were not satisfied with the formula
proposed to be substituted.

Those who maintained the former
position were for most part ignorant
of the state of the law on the subject.
At present the declaration was not
only not a safeguard, but was not
even a safeguard for the Protestant
succession. The Protestant succession
to the throne was simply secured by
the provisions of the bill of rights.
What more adequate specific safe-
guard of the Protestant succession
could there be than that Mr. Asquith
asked.

He was going to make a suggestion,
in order to see how it was received.
It was that the declaration should read
as follows: "I do solemnly, sincerely
and truly declare, and profess, that
I am a faithful Protestant; that I will,
according to the true intent in this
enactment, be and remain a Protestant;
and I do hereby declare, that I will
maintain the said enactments to the
best of my power." He believed that
Protestants would not object to that
simpler form. (Ministerial cheers.)

Amendment for Rejection Defeated.
Agar Robartes, in moving the rejec-
tion of the bill, protested against the
government's attempt to rush it thru
in three days and declared that its
drafting was an insult to the intelli-
gence of those who valued the existing
formula, which expresses reputation
of the Roman Catholic faith in a nut-
shell. Mr. Thomson seconded the
amendment for the rejection of the
bill, which was defeated by 410 to 84.
Second reading was then agreed to
without division.

The Declaration Bill Lord Hugh
Cecil moved the amendment which
would be of great advantage to the
whole world. Ivor Herbert also wel-
comed the alteration. Walter Long
complacently stated that the govern-
ment was attempting to rush the
measure thru the house. The proposed
declaration made the position of him
self and those who thought with him,
impossible. Had more time been given,
some satisfactory phrasing might
have been attained.

Mr. Balfour's Views.
Mr. Balfour said he had been over-
whelmed by letters on the question, but
he felt bound to express the opinion
that some change was desirable. He,
however, agreed that pressing the bill
thru the house was an unusual and
regrettable use of power. If anybody
Continued on Page 7, Column 1.

BROTHERHOOD CHIEFS SEE G.T.R. HEAD AND SUBMIT A SETTLEMENT OFFER IF REJECTED, STRIKE SPREADS TO-NIGHT

Time For Ontario to Make Demand

The people of the Province of Ontario are behind the men in this
G.T.R. strike.
Public opinion demands at this hour that Charles M. Hays listen
to reason and the call of the innocent sufferers and move from his
Mountain of Obstinacy to the Valley of Conciliation and Peace.

Toronto and Ontario are paying too high a price, thru this strike,
for the determination of Charles M. Hays. And it is a foolhardy cor-
poration, that in its effort to beat down its employees, puts a whole
commonwealth to inconvenience and loss. Toronto and this province
will not stand for it longer. If it is persisted in, even the most remote
shareholders of the Grand Trunk Railway will feel its effects.

The board of control of this city meets to-day.
In view of the inconvenience and positive distress caused by the
G.T.R. strike in Toronto and Ontario, it is the duty of the controllers
to take cognizance of the facts and express themselves in strongly
worded resolutions calling upon Charles M. Hays to reconsider the
situation and make the first advance looking toward conciliation and
peace.

In a hundred different points thruout Ontario traffic is tied up,
wage carriers are out of employ, business is at a standstill, and a set-
back is being given to industry that it will take a long time and much
money to bring back to normal.

Toronto is feeling the effects of the strike in countless ways. The
innocent citizen is suffering.

What should the board of control do to-day?
It should recite the facts of the case and call upon Charles M.
Hays to reconsider and conciliate. In this way the whole city would
give expression to its belief that this strike should cease.

The board of control should give every other municipality in On-
tario to call emergency meetings and similarly memorialize Charles M.
Hays. One hundred dollars spent in telegrams in this way would be
amply repaid in promoting rapid peace.

The only person that stands between Toronto and Ontario and
peace is Charles M. Hays, and it is his move. He will find that the
men are willing, as they have always been, to get a square deal.

Charles M. Hays may be sure that the G.T.R. board in London,
England, will welcome any move that will bring about peace. The
G.T.R. board in London, England, hopes to do transportation business
in Canada for many years to come. The effects of a long strike are not
easily eradicated.

It is time for Mr. Hays to get his skates on for Peaceful Valley.

RETAIL MERCHANTS ASK HAYS TO END THE STRIKE

Willing To Pay for Increased
Wages if the Road is Un-
able To Afford It.

The Retail Merchants' Association of
Canada, thru E. M. Trowen, Domini-
on secretary, has written President
Hays of the Grand Trunk, saying:
"As you are aware, your employees
are our customers, and when their in-
come is cut off it affects our sales,
and those of them to whom we give
credit are not able to pay their ac-
counts, and we, therefore, require
credit and who have dealt with us
for years, we feel under a moral obli-
gation to assist, especially when they
have families. We are sure that you
will understand that we are not
customers you have, as most of
your freight and express is directly
forwarded to retail merchants all over
Canada, and we, therefore, require
a very large sum of money every year.
The majority of the commercial trav-
elers, who also travel on your road,
travel over to visit us, and if our
business is injured, your business is
also injured, as well as the travelers
and everyone in connection with us."
"Now, our object in writing to you
is to endeavor to see how this ques-
tion cannot be done to arrive at a fair and
honorable settlement of this unfor-
tunate affair. Judging the situation
from our standpoint, we are sure
that the employees have asked for an
increase in salary, and you have made
a plain statement to the men, ex-
plaining to them that your company
cannot afford to give them what they
ask at the present time, as your pro-
fits do not warrant you in giving it.
On the other hand, they either do not
believe your statement or they do not
care whether you are making profit
or not. This seems to be the situa-
tion as far as we can see, and it is
very unfortunate. If you require more
support you as that, for your benefit, as well
as for ours and the employees,
this matter should be cleared up in
a businesslike way, if you are not
making sufficient profit to run your
road right, why should you be com-
pelled to work and operate your road
at a loss, any more than any other
business should be conducted at a
loss? Or why should the men work
for less than it costs them to live? In
your opinion, if your employees de-
mands are reasonable and your claim
is true that you are not receiving prof-
it enough, I am certain that the en-
tire retail commercial community will
support you if you require more profit
and if you put it on the cost. This
seems to us to be the business way
of settling this matter.

Unfortunately, at the present time
we do not think that either you or
your employees are approaching this
matter in the right spirit or from the
right standpoint. If you and your em-
ployees were the only persons who
were suffering in this unfortunate re-
sult, perhaps it would be better to
let you finish it between you, but so-
ciety is so constituted and so inter-
related that the conflict has reached
over to us, and we are being badly in-
jured.

"We, therefore, as your best custom-
ers, and as a body of business men,
ask you if you will receive some sug-
gestions from us that may result in
settling this unfortunate disturbance
in a fair and honorable manner, and
which will be creditable both to your-
selves, your employees and to your best
customers."

STORM-SWEEP

Country Near Goderich Suffers Se-
verely From The Mail.

GOUDERICH, July 27.—(Special).—
One of the most terrific storms in the
history of this section swept over the
country in the vicinity of Goderich to-
night. The area covered extended
from Salford to Shepparton, and, tho
the storm only lasted ten minutes,
several farmers report their crops as
totally destroyed.

A RETROSPECT.
July 28, 1899.—Wellington defeated Sout
at Tattersall's.
July 28, 1897.—Locomotives began to be
used on the railway from Laxaplate to
St. John's.
July 28, 1887.—A royalty was imposed on
the gold taken from the Klondike mines.
**HIS EXCELLENCY ON GEORGIAN
BAY TO-DAY.**
OTTAWA, July 27.—Earl Grey left
to-night by the Grand Trunk for
Parry Sound, where he joins Mr. John
C. Eaton on a short cruise in the
Florence on Georgian Bay. His ex-
cellency will return here and Mr. Eaton
will sail to Lake Michigan.

First Consideration is That All
Striking Employes Be Given
Back Old Position and
Standing—Hays to
Answer To-day.

**A REFUSAL WILL MEAN
STRIKERS' WITHDRAWAL
OF ALL CONCESSIONS**

MONTREAL, July 27.—(Special).—
The strike situation has been but
fairly and squarely up to President
Hays of the Grand Trunk. If he de-
clines during the night to abide by
his obstinate reiteration "there is
nothing to arbitrate," then the bro-
therhoods will get down to real fighting.
President Garretson of the Order of
Railway Conductors and President
Lee of the Brotherhood of Railway
Trainmen, who arrived this morning
from Toronto, and had a long con-
sultation with Vice-president Mc-
Causland of the trainmen, this afternoon
"bearded the lion in his den" by calling
on President Hays. The conference
ended last night.

The brotherhood officials submitted
the willingness of the strikers to
refer the issues in dispute to a board
of arbitrators mutually satisfactory,
but laid down as a condition that the
company must first accede to:

**THAT ALL THE MEN NOW ON
STRIKE MUST BE TAKEN BACK
AND RESTORED TO THEIR FORMER
POSITIONS AND PLACES,
BOTH AS REGARDS EMPLOY-
MENT AND PENSIONS, AND THAT
THEY SHOULD BE REEMPLOYED AS
DISMISSED.**

President Hays demurred, but finally
took the matter under advisement,
and will give his reply to-morrow.
"We met Mr. Hays," said Mr. Gar-
retson to-night, "and laid before him
that if a friendly settlement was possi-
ble, we would accept it, but if he was
not favorable thereto, but if there was
not such possibility, we would fight to
a finish. President Hays' reply was not
direct, except to say that he did not
see how anything could be done at
this stage. If he had anything fur-
ther to say, he would let us know
by writing us to Toronto on Thurs-
day."

"We made no suggestions to any
great extent as to means for a set-
tlement. We made it apparent that
our mission was to see how things
stood in regard to the hardships
placed on the public, who were depen-
dent on the Grand Trunk services,
and for to other relations."

The G.T.R. Statement.
To-night the Grand Trunk gave out
a statement to the effect that President
Lee and Garretson had agreed to send
the striking conductors, trainmen and
yardmen back to work on the terms
offered by President Hays when the
strike was declared. The statement
reads:

"A conference was held this afternoon
between Presidents Lee and Garretson
for the striking unions and President
Hays. Vice-president FitzGough
for the Grand Trunk.

"The representatives of the men
stated that the striking employees
would be all sent back to work if they
should be taken back just as they were
before the strike started, to their old
positions, with the rates of pay offered
by the Grand Trunk when they were
on the board of conciliation. It was
proposed that then the question
of when the new rates should go
into effect and other matters should
be arbitrated.

"The answer of the Grand Trunk to
this was that they could not do such
a thing. It was stated that there was
no feeling on the part of the man-
agement against their former employes,
but they could not guarantee them
their old positions or the other condi-
tions demanded. The men were told
that if the men wished to go
back to work, all who had not been
guilty of misdemeanors since the strike
started would be given employment as
fast as the places were opened for
them."

Placing the Responsibility.
Members Garretson and Lee left to-
night for Toronto, after sending the
following telegram to Hon. Mackenzie
King, minister of labor, at Ottawa:
"After careful discussion and con-
sideration on the Grand Trunk, the fact
that is brought into most promi-
nence is, if both sides persist in the
determination to fight it out to a
finish, that communities, indus-
tries and the public, who are whol-
ly dependent on the Grand Trunk
service, must continue to suffer
both loss and hardship thereby.

"Both sides should give consid-
eration to the interests of those
who suffer from the effects of a
strike, and we fully approve and
commend."

Continued on Page 7, Column 3.

HATS FOR THE BIG SALE.
Not because the day
marks the turning point
in the midsummer sea-
son, but for the reason
that the workmen have
earned the store upside
down, the Discount com-
pany is putting on some
splendid bargains in
men's summer hats.

Look at the north window on Con-
street and you will realize the solid
nature of the offering. Men's superior
straw sailors, were \$3.00 and \$4.00, for
\$1.95; soft felt grey, brown and fawn
hats, were \$2.50 and \$4.00, for \$1.95;
Panama hats, starting at \$1.95. Store
open every evening.