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At the head of Brunswick-avenue, choice building lots, 163 x 100.

H. H. Williams & Co. Realty Brokers - 26 Victoria St.

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The Toronto World

TWELVE PAGES—TUESDAY MORNING MAY 12 1908—TWELVE PAGES.

FOR RENT Warehouse or manufacturing flat in choice central location, 1500 square feet; freight and passenger elevators, steam heating.

H. H. WILLIAMS & CO., Realty Brokers - 26 Victoria St.

28TH YEAR

MONDAY MAY 11

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BOARDING CAR.
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'Tis Foy and Gooderham For S. Toronto Honors. Bryans Named in East

Conservatives Have a Rousing Convention—Attorney-General Receives the Unanimous Call for Class A.

EAST TORONTO LIBERALS ALLY WITH LABOR PARTY

If there is any division in the ranks of the Conservative party in South Toronto it did not manifest itself at the nomination proceedings held in Victoria Hall last night. From first to last there was not even the semblance of a breeze, and the nomination of Hon. J. J. Foy in Class A, and that of George H. Gooderham in class B was as unanimous as the most devoted friend of the Conservative party in the riding could desire.

The reception accorded Hon. Mr. Foy was especially enthusiastic. G. R. Geary was master of ceremonies, assisted by W. D. Earnsey as secretary. The hall was filled to the doors, even standing room being at a premium, and among the crowd were scores who had done yeoman service in the cause. On the platform were Hon. J. J. Foy, Hon. Dr. Pyne, Claude Macdonell, M.P.; Edmund W. K. McLaughlin, M.L.A.; John Laxton, Dr. Orr, George H. Gooderham, W. J. Owens, and Ald. McGhie.

More than an hour was consumed in an analysis of those properly qualified to vote, and when this was finally accomplished, the name of Hon. J. J. Foy was proposed. The nomination was made by Henry Sheard and Thos. Hook.

"Will I wait the statutory time allowed, or close nominations?" queried Chairman Geary. "Close them now," said the crowd, and the chairman's gavel came down on the moment. Hon. Mr. Foy spoke briefly, contenting himself with expressing his appreciation of the trust reposed in him.

"I have always done my best," said the hon. minister, "and no public man can do more than to be accorded the confidence of his constituents." G. R. Geary was nominated by Chas. Sheard, Thomas Hook by Alex. Patterson, William Cook by E. A. Galt, W. J. Owens by C. E. Macdonell, F. J. Roche by E. Hollinger, W. D. Earnsey by W. Worrell, George H. Gooderham by W. McFarren and W. J. Warty and Stephen W. Burns by W. H. Smith.

All retired except Gooderham, Roche and Burns, also there was a demonstration to persuade Mr. Owens to run. "If you are my friends you will allow me to withdraw from the list of candidates," he pleaded. "No, no, no, and you will have an opportunity to place me in the position you now desire."

The result of the balloting when Mr. Gooderham was declared the candidate was the signal for a great demonstration, which the candidate acknowledged. In accepting the nomination Mr. Gooderham said: "If South Toronto is won for the Conservative cause, as it will be, it will be because I am your candidate, but thru the loyal support of the boys, who have honored me with their confidence to-night, a confidence which I shall try more than ever to merit."

"Had anyone suggested one week ago that I would not be a candidate, I would not have regarded the matter seriously." Mr. Burns moved and Frank Roche seconded the nomination, making it unanimous.

LIBERALS IN EAST. Dr. Bryans Nominated With Labor Man as Running Mate. Dr. W. F. Bryans is the Liberal nominee in East Toronto. He was the only candidate nominated at the convention held in Broadview Hall last night. The candidate will choose whether he will run as class A or B, arranging it so that he will be a running partner of the Labor candidate.

SUSPECTED THAT THERE WAS A GAME

Marine Dept. Chief Engineer Objected to Light Commissioner's Appointment.

OTTAWA, May 11.—(Special.)—Judge Cassels this morning resumed his investigation into the insinuations cast against the marine and fisheries department by the civil service commission.

The first witness was Col. W. P. Anderson, chief engineer of the department since 1889. His assistant, B. H. Fraser, had occupied that office since 1885. He had charge of the construction of lighthouses and maintenance of fog alarms, the removal of wrecks, etc. J. F. Fraser was commissioner of lights. He had no knowledge of any matter which was not undertaken honestly and in a businesslike way. He had no knowledge of any advantages given to contractors or any gain made by those dealing with the department.

Judge Cassels: "If any officer pays fifty per cent. more for supplies than one need, and that he has done it by the orders of a higher official, would you consider that lack of conscience?" Witness: "Certainly would not, but I have never known of such a case."

He knew nothing against the character of J. F. Fraser. They had had differences of opinion over certain apparatus for Flower Ledge light, which meant a difference of \$10,000 in cost. He had no knowledge of gain to Mr. Fraser in such, but he considered him unduly extravagant in his purchases, and had reported so to the deputy minister. He had never spoken to Fraser since his appointment. He considered the way in which Fraser obtained it dishonest.

Col. Anderson stated that his relations with Col. Gourdeau had always been friendly, and that he had no knowledge or information which would reflect upon his integrity. At the afternoon examination the examination was resumed. He had not heard of the loss of any official documents of the department, but his assistant had told him on Saturday that some papers had been sent to the effect that files had been tampered with and that the whole staff were working overtime destroying them. He had heard such a letter had been sent to Mr. Watson and the judge.

"I can assure you I never received it," said Mr. Watson. Col. Anderson said the rumor was told him by B. H. Fraser, his assistant. This phase of the case so important that he asked Col. Anderson to stand and allow Mr. Fraser to be sworn in. Col. Anderson stated that a letter had been sent someone to the effect that the papers were being removed from files. He could not say who told him, but so far as he knew no papers had been removed, certainly not in his branch. He had no knowledge of any such extraction might be possible, but he had no evidence nor even a suspicion of it.

Col. Gourdeau was also questioned on the subject. He said that anyone knowing the system of the department removed files. He could not say who it was, but he had no information or suspicion of such an act or attempt at it. Mr. Watson remarked that if such a thing were done it would be very serious, and would be placed in the hands of the crown attorney.

Letters Destroyed. "Have you destroyed any of your private papers in the last two months?" asked the judge. "Yes, private letters, but nothing bearing on the department." "Were they from contractors or anyone having business relations with the department?" asked Mr. Watson. "Absolutely not. My secretary is here and can corroborate what I say. The letters were wholly private, account receipts, etc."

Mrs. Angela Thomas, the deputy minister's secretary, stated that she had heard Mr. Perron, C. asking Mr. McClenaghan of the records branch if it would be possible to remove papers from the files without detection, and the latter had said it would not be. She knew that some private papers of the deputy had been destroyed. Witness opened the deputy's private letters as well as the official.

General Rumors. "Col. Anderson's examination was then proceeded with. He said the air was full of rumors. Asked what they were, Col. Anderson replied: "Well, I've heard that everyone in the department is hiding myself, 'I'm a liar and a thief.' " "Any reason to think it was applied properly?" "No, I've no proof."

THEY DON'T COME UP.

OLD MAN ONTARIO: No, Aleck, you've had them old seeds in stock too long—I've tried 'em—but I allus like droppin' in to hear you talk.

runaway carriage team thrills yonge st. crowd

Mrs. and Miss Mevin Jones and Coachman Are Injured—Horses Then Tear Half Mile Thru Crowded Thorofare.

race. Peacock's uniform was almost torn from him and his right side is severely bruised. Carried Bicycle Along. Just above Adelaide-street one of the wheels struck a bicycle which was perched on the top of this, some 15 feet from the ground, was thrown to the pavement. He was not hurt. The carriage struck a street cleaner's push cart a few feet further on and demolished this.

The horses rushed on, crossing Front-street, the righthand horse, which had broken the traces, dropping back beside the carriage. His left foreleg was jammed between the box of the conveyance and the right fore wheel. This brought the vehicle to a stop and a peanut vendor seized the opportunity to get in a word for himself. So firmly was the horse's leg jammed that the wheel had to be removed before the horse could be extricated.

The carriage was slightly damaged, and the horses, which are a valuable pair, were but slightly scratched, after the half mile dash. In addition the leg of one was severely strained. In addition to a severe shaking up, Mrs. Jones, who was more severely injured than her daughter, sustained an ugly cut upon her forehead. Miss Jones has a scalp wound at the back of her head two inches in length. Both will be confined to the residence for a period of ten days, but their condition is not critical.

Brennan, the coachman, who lives at 78 Lowther-avenue, was removed to St. Michael's Hospital in the police ambulance. He was suffering from a cut across the chin, which required ten stitches and another severe cut upon the top of his head. After his injuries were dressed he was able to go home.

As the horses raced down Yonge-street the carriage righted itself. The street was crowded, but it struck nothing until it reached Queen-street. Here P. C. Peacock saw it approaching. It was going at a terrific rate, but he grabbed the bridle of the righthand horse as it came up with him. The slackened the pace of the horses, but no one came to his assistance, and as he reached Richmond-street the policeman saw that he was about to be thrown beneath the hoofs of an advancing team. To save his life he let go and the now thoroughly terrified animals continued their mad

AGED ANGLICAN RECTOR DIES AT PARISHIONER'S

Calling at Warden's Home After Vestry Meeting, Rev. W. E. Cooper Expires.

Death came suddenly last night to Rev. W. E. Cooper, M.A., rector of St. Martin's Church, on Macaulay-avenue. Mr. Cooper was at Mr. Meedham's house attending a meeting of his church wardens, and after the annual report had been read, one of the people's wardens, Mr. Hollinger, left for home.

A few minutes later Rev. Mr. Cooper called at Mr. Hollinger's home, nearby, to get something and when Mr. Hollinger had left the room, Mr. Cooper complained of feeling faint, and immediately became very weak. Mrs. Hollinger caught him and when her husband returned the rector fell into his arms unconscious. A doctor arrived in less than five minutes, but he died a few minutes later. Death was due to heart failure.

Mr. Cooper was 72 years old. Mr. Cooper's first charge was as curate of Holy Trinity Church, after which he went to Port Colborne. He afterwards located for some time at Springfield, till he became a professor in Trinity College School, Port Hope. His next places of residence were Grafton and Campbellford, he leaving the latter place in 1901 to become rector of St. Martin's Church. He leaves a widow and four children, one son and three daughters. His son resides in Petrolia, being manager of the local branch of the Bank of Toronto.

The body of Mr. Cooper was removed to his late residence in Speers' private ambulance, West Toronto.

GRAY V. HYMAN. 'Tis Said the Ex-Minister Will Re-Enter Politics. LONDON, May 11.—(Special.)—The understanding here to-day is that Hon. Chas. S. Hyman will again contest London in the coming federal elections. His opponent will be William Gray.

NOT ALTOGETHER FAVORED. South Africa Not Enthusiastic Over Unification Proposals. (Canadian Associated Press Cable.) LONDON, May 11.—A Cape Town cable says the proposal of the curious conference for a national convention, meeting with a mixed reception, mainly because of the decision that the number of delegates thereto is to be proportional, and also because the resolutions do not provide for a final reference of the convention's decisions to the people. Moderate opinion here, according to a telegraph despatch, deprecates that the first official act leading to unification should be the principle of equal rights irrespective of race.

By agreement of (bombs) the hearing of the Thaw annulment case was again adjourned.

NOT ENTHUSED. C. A. P. Cable. LONDON, May 11.—In the commons Premier Asquith stated he did not think it was advisable to order the hoisting of Union Jacks on government buildings on Empire Day.

OWEN SOUND RIOT WINDS UP STRIKE

Men Then Agreed to Accept Company's Offer—Revolvers Used—Many Hurt.

OWEN SOUND, May 11.—(Special.) With gangs of men unloading the company's liners, at work in the holds of the grain and coal vessels to-night, there is nothing that would suggest the strenuous labor contest of the last few days, while a serious affray which occurred this morning only serves to supply a theme for conversation amongst the citizens of the town.

The trouble began when an attempt was made to begin the unloading of the grain steamer Dundee. A crowd of about a thousand made a rush and a shower of stones and lumps of coal drove back the half hundred special police, who they wielded clubs vigorously. Then a constable began shooting and others followed. Chas. Clarke, a newly arrived Englishman, was shot in the hip; Edward O'Brien, a Toronto druggist, who had come here as a ship steward, got a bullet in the ankle; C.P.R. Detective Wright had his skull fractured; John McIntosh, a striker, was badly beaten, and Robert Somerville, Toronto, John Powers, Toronto, and Wm. Fernemount, Milton; Major Merrivether and Frank Wright were more or less painfully hurt. During the fray, Mayor Kennedy appeared and read the Riot Act and explained the meaning of the Lameux Act as applying to such troubles. Hostilities then ceased on the company's promise to discontinue operations for two hours.

That such a stirring event could occur with the free use of guns without a fatality is the marvel of those who were in touch with the scene. That some of the constables were not killed with the flying chunks of coal is quite as miraculous. Those of the injured were able to be taken to Toronto this afternoon, and others will follow on the morning express. Over a hundred of the men sent up from Toronto to go to work were taken back on the 110 express.

Lack of Leaders Caused the Trouble. General Superintendent Osborne and Superintendent Nelson, Solicitor Angus MacMurchy, Provincial Police Officers Rogers have all left for the city. An after-view of the situation suggests that had the men been organized and approached the company with their demands there would have been no trouble. Supt. Osborne's attitude is said to have always been mediatory, and the fact that, devoid of the bonus feature, the men accepted the company's Saturday offer strengthens the opinion that lack of representatives had much to do with today's unfortunate affair.

For day work at the sheds the men will receive 15 cents an hour and 19 cents for overtime. For work on grain and coal they will receive 20 cents an hour. The company has agreed to take back all the old hands, and to give the strike-breakers who deserted their free transportation to Toronto.

The cement handlers at the Grand Trunk also were out on strike today, but went back to work. Their rate per hour was increased from 17 1/2 to an hour for trucking and 20c for stowing in vessel's holds to 20c and 25c. The occurrences of the day will live in the memory of Owen Sounders.

Strike Breakers Arrive. At four o'clock this morning a special train arrived here from Toronto with seventy strikebreakers and twenty special constables. They were accompanied by Supt. Osborne, Divisional Supt. Nelson and Chief Constable Murphy, the company's solicitor. Immediately on the arrival of the specials the scouts at once notified the men, most of whom spent the night sleeping in the town hall, which had been thrown open for their use.

It was not till 7 o'clock this morning that work commenced at the grain elevators unloading the steamer Dundee. The strikers marched toward the C.P.R. property which they heard of this. First, they went to Shed No. 3, where the S.S. Athabasca is lying ready to be unloaded. Everything was quiet there and the crowd, which numbered about 300, moved towards the elevators.

MONTEREAL MAY 11.—(Special.)

The Dominion liner Ottawa, which sailed from Montreal on Saturday with a full list of passengers and cargo, was in collision some time Sunday night with the Norwegian coal steamer Thoroid, and is now on her way back to Quebec, considerably damaged, with her bows stove in and her forehold full of water. Marconigram reports, however, state that the passengers and crew of the big vessel are all safe.

It was reported yesterday that the coal steamer had been sunk in the collision, but this has not been confirmed by wireless, and the report is not credited in marine circles, as, if the Ottawa had sunk the other boat, her captain would almost certainly have mentioned it in his brief despatch.

The collision is supposed to have occurred about 150 miles below Fame Point, well down towards the mouth of the Gulf of St. Lawrence, where the channel is upwards of fifty miles wide, practically open sea, and it is a mystery to shipping men here how the collision could have happened unless there was a dense fog, which, however, had not been reported by the government signal service, which covers the gulf under conditions very thorough.

IT SPELLS CONFIDENCE. If you would gain an idea with what confidence a great store like the R. Simpson Company foresees the future of this city and this Dominion, take a look at the new building this company is erecting as an addition to its present premises.

Deep, deep and down deeper the workmen have gone to lay the foundations for a superstructure of steel and concrete that will rival construction anywhere. No wind will rock, no shock will shift the massive ground-burrowed piers upon which will rest three thousand tons of steel encased in the garments of concrete. Money without stint, but solely with an eye to achieve a modern miracle, has been spent, is being spent and will be spent on this stuporous structure.

And what, for this once let us say, does it stand for? It stands for robust, vaulting, inspiring confidence in the gods of things as they are—in Canada's present and future prosperity unto manifold generations. Other evidences of confidence in this city and this country there may be, but nothing can beat the clear-cut expression represented by the R. Simpson Company.

Winnipeg, May 11.—(Special.)—It is reported that a serious disagreement has occurred between the Grand Trunk Pacific and the Canadian Northern Railway in regard to the division of the cost of the terminal union station planned for Winnipeg. The work involves an expenditure of \$1,500,000, and it was understood the G.T.P. would pay two-thirds. Now they want Mackenzie and Mann to contribute one-half and these gentlemen counterbroke by saying they may only be willing to pay one-quarter the cost, or will build a station of their own. Donald Mann has been here for nearly a week.

Another serious fact is said to be the report of such learned counsel as Hon. Hugh John Macdonald, and J. A. M. Atkins that the title to the property chosen for the site, on Broadway opposite the Red River is not clear. The site is part of the old Hudson Bay Co. reserve, and is at present held upon by a cheap class of houses.

Three thousand Chinese rebels are under arms in Run Yan Province. North and west side street car men in Chicago are on strike over the "open shop" principle.

RUNAWAY CARRIAGE TEAM THRILLS YONGE ST. CROWD

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BIG RAILWAYS SQUABBLE OVER COST OF TERMINAL Split Between G.T.P. and C.N.R. May Spoil Winnipeg's Chances for Union Depot.

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S.S. OTTAWA IN COLLISION

On the Way Back to Quebec With Severe Damages—No One Hurt.

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Continued on Page 12.