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Sept. 11-17 1910
SENATE P. O.

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24 Victoria Street, Toronto.

FORCED BY THE BOARD TO BUILD NEW LINES BUT WAIVE NO RIGHTS

General Manager Fleming Writes Mayor, Explaining Reasons for Delay and Final Acquiescence.

A Refusal to Recognize Power of Whitney Act.

The Toronto Railway Co. will build the new lines ordered by the Ontario Railway and Municipal Board in June, as a matter of compulsion, and not with any intention of recognising "the validity of any act purporting to take away their rights," as given by the agreement of 1891.

Manager R. J. Fleming last night made the announcement in a letter to Mayor Geary, which reads as follows: "I write to give the Corporation of the City of Toronto formal notice of the position of the Toronto Railway Company with regard to the new lines of railway which have been under consideration."

"Some delay has necessarily resulted from the necessity for careful consideration of the various questions involved, and when we arrived at our conclusions in reference to this, we were deep into our negotiations over the new agreement with our employees, and not knowing how long these would be prolonged, or what the outcome of the negotiations would be, we did not think it wise to consider the construction of track necessitating the tearing up of the streets through the city until these negotiations would be concluded."

"With the settlement of this question, the exhibition was upon us, and, of course, the streets could not be torn up during that time. Now that these questions are out of the way, we are prepared to immediately commence the laying of the tracks which are the subject of the board's order."

"The company advised that the agreement of Sept. 1, 1891, cannot be altered without their consent, and refuse to recognize the validity of any act purporting to take away their rights thereunder."

"It would be impossible to proceed with a portion of the work and nothing could be done so long as the acts of the company nullify the agreement, indicating an intention to waive their strict rights in the matter."

"Altered the Situation.
"The situation was materially altered by the fact that the Ontario Railway and Municipal Board, which has been placed in authority over both the city and the company, by order of June 17, 1891, peremptorily ordered the company to proceed with the work in connection with which the difficulty had arisen."

"I have, therefore, to advise you that the company will proceed immediately with the construction of the lines of railway described in the orders of the said board, dated Dec. 8, 1909, and Dec. 18, 1910, in compliance with the orders of the said board dated May 17, 1907, and June 17, 1910."

"The construction of these lines has not been sought by the company for their own purposes, but has been forced upon them by the orders of the said board, and the company proceeds with the work and in complying with the said orders are acting under compulsion. There can, therefore, be no question of any claim or contention which has been or may be made on behalf of the company."

"I will gladly co-operate.
"I have nothing further to say, except that, while the company stands on its strict rights in the matter, I shall be pleased to co-operate with the city officials in completing the work as soon as possible."

"The lines to be built are:
Teraulay-street from Queen-street to Agnes-street, thru Anderson-street and along St. Patrick-street to Bathurst-street.
Victoria-street from Adelaide-street to Wilton-avenue, east across the new bridge over the Don to a point east of Broadview-avenue.
Shuter-street from Yonge-street to Victoria-street.
Teraulay-street from Spadina-avenue to Ossington-avenue.
Construction on these streets as ordered by the Ontario railway board on May 18 are in addition to the lines ordered by the board on Dec. 8, 1909, against which the city appealed, and which the city council gave the railway power to build. They are:
Adelaide-street from Jarvis-street to Bathurst-street.
Bay-street from Front-street to Queen-street.
University-avenue from Queen-street to College-street.
Richmond-street from Victoria-street to Church-street (built).
Valington-street from Church-street to York-street.

"Altogether there will be about 25 miles of new track constructed."

IMPERIAL DEFENCE

G.O.R. Visit a Proof That Canadians Have Grasped the Principle.

(Canadian Associated Press Cable.)
LONDON, Sept. 13.—The Standard, in reference to the phrase "imperial army" in the King's message to Earl Grey, says: "King George has inherited the valuable gift of saying much in few words. It is impossible to doubt that the expression was deliberately chosen. It is because the public-spirited men of Canada have thoroughly grasped the principle of imperial defence that the Queen's Own Rifles are participating in the training of the British regulars."
The seven Queen's Own officers suffering from typhoid fever are making good recoveries.

FRANCIS SOMERS

An old and highly respected resident, who is now seriously ill. He was chairman of the Public School Board for many years.

BRIBERY CHARGED IN THE PURCHASE OF TOLL ROADS

Clergyman, It is Said, Was Offered Large Sum to Induce Owner to Sell Out.

WOODSTOCK, Sept. 13.—(Special.)—The special committee appointed by the county council to investigate the charges of bribery and corruption in connection with the purchase of the toll roads of the county, reported to a special meeting of the council to-day.

The report mentions specific instances that have suspicious aspects, and in one case tells of a prominent county official having approached a clergyman, and promised a large sum of money if he would induce the owner of the toll road between Woodstock and Ingersoll to sell out.

"Other similar cases are cited, and with the report was submitted a letter from D. O. Cameron, solicitor of Toronto, who stated plainly that the duty of the council was, in the face of the evidence, to demand the issuance of a royal commission and the prosecution of the alleged guilty parties. The investigating committee had a detective agency gathering the evidence, and parties were interviewed in Chicago, Denver, Toronto, Hamilton and other cities."

NEVER REFUSED TO PAY FOR FRAUDS IN WEIGHTS

Importers Always Settled Up, Says Witness in the Investigation.

NEW YORK, Sept. 13.—As the corollary to the statement made recently from the witness stand by George T. Lunney, alleged "go-between" of importers and government weighers in bribery operations, that he had never known a weigher who would not accept a bribe, James P. Hyland, formerly an assistant weigher, testified to-day that he had never met an importer who refused to pay for underweighting. Hyland was the chief witness of the day in the trial of George E. Bedell and other former customs officials on charges of making fraudulent weights.

"I never approached an importer," Hyland testified, but his wife or his sister or his brother or mother would come tagging around on me on the docks, begging me to take their money. The importer used to kick some times about the underweighting. If I took off 100 pounds he would say 'Why didn't you take off 150?'"

Hyland said he sometimes took off 50 per cent. from the weight and some times did not weigh cargoes at all, but merely guessed at the weights.

AUTOCRATIC POLICY

Canadian Federation of Labor Rejoices in Decline of U. S. Influence.

MONTREAL, Sept. 13.—(Special.)—The chief feature of the convention of the Canadian Federation of Labor, which opened here to-day, was the report of the executive at the afternoon session, regarding foreign labor unions.

The report advised that "we are pleased to state that the efforts of the American unions to retain their hold on Canada is being gradually and surely weakened, and we hope that they will realize the hopelessness of their cause, show a sense of justice and common sense, and withdraw from their autocratic policy, which, if persisted in, means ruin to them. We hope during the coming year to see gathered into our ranks thousands of comrades who have been put outside the pale of unionism by the narrow and autocratic policy of the American unionism of to-day."

BY SAFEGUARDS AS MAINE GOES FOR THE SMALL SO GOES THE CRAFT

City Will Ask That Dominion Government Official Be Sent Here to Assist in Solving Problem of Control of the Harbor.

"That in view of the long and rapidly increasing number of drowning fatalities in Toronto harbor and its vicinity, the city council be requested to make the necessary representations to the department of marine and fisheries at Ottawa, and suggest that the wreck commissioner be sent to Toronto at as early a date as possible, to take up and consider with the city council, the board of police commissioners and the commodore of the different yacht clubs and other clubs, the entire subject of the control of Toronto harbor, so that such amendments will be made to the act as to vest in one body the sole jurisdiction of the harbor, not only as to the speed of boats, both large and small, and the lights that shall be carried by the same, but the doing away with the weeds, the deepening of the lagoons and everything else that pertains to pleasure craft, including their hire."

Moved by Dr. W. A. Young, seconded by Controller Spence. The foregoing resolution, unanimously passed at a representative gathering, over which Mayor Geary presided, in the council chamber of the city hall last night, was the outcome of earnest discussion on what course should be adopted to safeguard the navigation of small craft in Toronto Bay. It was quite clear from the remarks of the speakers that the heavy toll of life during the past summer had impressed all with a feeling that the situation was of the utmost seriousness and in imperative need of remedy.

A point upon which agreement was general was that there should be character from D. O. Cameron, solicitor of Hanlan's Point for the use of small boats, independent of the ferry channels. On motion of E. B. Collett of the National Yacht Club, the city council was asked to have the necessary dredging done. Controller Church, Deputy Harbormaster Allan and Mr. Collett were appointed a committee to confer with the Harbour Trust as to how the work should be carried out.

"A Representative Meeting.
While nearly all the yachting and aquatic clubs were represented, the National Yacht Club was particularly strong in delegation, and there to express the views voiced in the resolution passed after the fatal accident on Aug. 12 to the party on the bay. Dr. Young declared that the harbor commission, Coroner W. A. Young and R. A. Powell, Manager Solman of the ferry company, H. G. Hammond of the Boy Scouts, and Mait Akroyd were also present."

After Mayor Geary had explained that the object of the meeting was to safeguard navigation in the bay, Dr. Young declared in forcible terms that something must be done to stop the awful loss of life. The powers of the harbor commissioner were too limited, they having nothing to say as to the licensing of steamers and lights. The recent investigation into the Directorate showed that jurisdiction over the harbor was divided among harbor commissioners, police authorities, and the Dominion and Ontario Governments. The jury had agreed that there should be but one authority, and that the commissioners be given power to regulate the speed and lighting of vessels.

"Foolhardiness Causes Death.
Controller Spence pointed out that a special civic committee was considering asking the Dominion Government to create a harbor commission. Coroner Powell declared that many drownings were due to the foolhardy acts of occupants of boats. If every body could swim, the danger would be greatly lessened, and he commended the work of the boy scouts and Young Women's Christian Guild in giving young people instructions in swimming. It should be made a crime to rent canoes under 31 inches beam, save to a known expert, the limit of 34 inches would be still safer."

Controller Spence approved a suggestion of Capt. Matthews, that the Dominion Government be asked to send to Toronto an instructor who could give lectures on how small craft and motor boats should be handled, and on the rules of navigation.

H. G. Hammond said the boy scouts would assist in organizing classes and that they would be glad to patrol the Don and Humber.

ANOTHER DEMOCRAT VICTORY

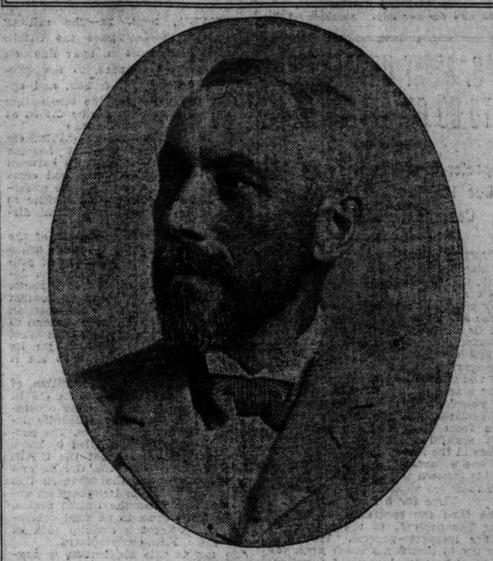
Elect Ticket in Arkansas by Majority From 15,000 to 20,000.

LITTLE ROCK, Ark., Sept. 13.—Returns from yesterday's state elections are still incomplete, but it is believed, however, has been elected by a majority ranging from 15,000 to 20,000. Constitutional amendment No. 10, providing for the initiative and referendum, has probably carried, although by a much smaller majority than estimated yesterday.

It is claimed the several counties that are "dry" last year, will show a majority for license when the full returns are recorded.

FATHER VAUGHAN'S ARRIVAL.
It is understood that Father Vaughan is likely to arrive in Toronto some time to-day or to-morrow, and will probably stay at St. Michael's Palace, Church-street. No definite announcement has been made with regard to his lecture, but it will be done in all likelihood within a few hours after his wishes are consulted on arrival.

What Will He Do For Toronto?



DAVID MCNICOLL,
First Vice-President of the C. P. R., Who is Beginning to Devote Considerable Attention to the Needs of Toronto and Ontario.

To Pay Only for Power That's Used

How Adam Beck Makes an Important Announcement for Municipalities Interested in Gov't's Project.

QUEBEC, Sept. 13.—(Special.)—Hon. Adam Beck, speaking at a public meeting to-night in connection with the People's Railway project, made an important announcement.

In regard to hydro-electric power, he stated that it was hoped that, after the government system was in good working condition, the municipalities taking power would be obliged to pay only for the amount of power used and not for the entire amount contracted for.

HUNGRY FOR FIVE DAYS IMMIGRANT COLLAPSES

Young Englishman Found in King St. Doorway—In Canada Five Weeks, Can't Find Work.

Charles Voody, an English immigrant, about 24 years of age, was found in the doorway of 181 East King-street at 11 o'clock last night by a policeman.

He appeared to be in a state of collapse, and told the constable that he had had nothing to eat for five days. He said that he came to this country five weeks ago, and had been in Montreal for a few days, when he came on to Toronto. For two weeks he had been unable to secure work, and his money was all gone.

INGRATITUDE OF U. S.

Deported ex-Canadian Who Had Fought the Republic's Battles.

OTTAWA, Sept. 13.—Banished when his days of usefulness were over by the country he had fought for, Andrew Levine landed in Ottawa yesterday and was taken in by the police for shelter.

The story told by Levine was a lesson to any who propose migrating over the border. He was born in St. Pierre, near St. Hyacinthe, Que., and 28 years ago, when at the age of 14 years, he went with his parents to Massachusetts. At the age of 22 he enlisted in Springfield in C. Company, 17th Infantry, and went with the regiment to New Mexico, where the Indians were giving trouble at that time. He served three years in New Mexico with that regiment, and afterwards returned to Springfield.

The United States authorities, fearing that eventually he might be a charge upon the country, sent him back to the place of his birth. He trudged to the capital, taking over a week to cover the distance.

GOING AHEAD TOO FAST.

WINNIPEG, Sept. 13.—(Special.)—Speaking at the Canadian Club luncheon to-day, A. W. Smithers, chairman of the G. T. P., said that the people of Canada were trying to go ahead too fast, and cautioned conservatism in business, and not too much new development. Incidentally he referred to the scarcity of labor on the G. T. P., owing to rapid extension by other companies.

G. P. R. ACTIVITY WILL BENEFIT THIS CITY

Vice-Pres. McNicoll Spends Another Busy Day Here and in Hamilton, and It is Evident That a Big Program is Being Prepared — New Line East.

David McNicoll, vice-president of the Canadian Pacific Railway, was in town all yesterday except for a little while in the afternoon, when he was in Hamilton, and will be here for the greater portion of to-day. He spent part of the time in the offices of General Superintendent Osborne, and was also out around the terminals of the company in Toronto, accompanied by Mr. Osborne.

Mr. McNicoll's visit is more than significant; everybody is most anxious to know what the Canadian Pacific intends to do in this city. As far as The World can gather, the company is not yet prepared to unfold its policy, but it is certain that large things are in view in connection with Toronto and the expansion of the company's property and facilities for handling traffic in this city.

The World does not think, as everybody knows that the company is enamored of the viaduct proposition along the front for the reason that it greatly interferes, so they say, with their freight handling facilities, and apparently the company is more than anxious to improve and greatly improve its tracks, its sidings, its warehouses, its freight sheds, its carriages and a score of other things that make up expeditious handling of freight. But apparently the company will do nothing about the viaduct until the city council decision is reached.

Freight Yards on King Street.
The company also has a big policy in regard to freight, in the way of increased handling facilities, and freight sheds, but that plan will not develop fully for some time yet, as a good deal of the property recently purchased will not come into full possession until the company has a couple of years. The World would say the freight headquarters will be on West King-street.

As to the upturn train, which has been mentioned between Toronto and Montreal all that Mr. McNicoll feels justified in saying is that this new departure is for the express purpose of improving the service between the two cities and to have the service certain as between these cities independent of the company's connections at either end. These trains will start on the minute, will not wait for the other connection. This rule will apply to the Ottawa end of it also.

It is also apparent that the vice-president's mission has something to do with the early consideration of a new line from Toronto thru the towns on the shore of Lake Ontario, Pickering, Whitchurch, Bowmanville, Cobourg, Belleville, etc. This line will in all probability enter the city at some point east of Leaside Junction, and rather elaborate plans in connection with this line are being prepared.

MADE A QUICK BLAZE

Barber Shop Gutted—No Time to Save Furnishings.

Fire, which started in the rear of the one storey frame building at 222 East King-street, occupied as a barber shop by C. W. Walters, drove the proprietor and a customer from the shop, and gutted the building. The damage is about \$100, insured.

A RETROSPECT.

Sept. 14, 1794: William Osgoode was sworn in chief justice of Lower Canada.
1805: Nelson left Portsmouth for Trafalgar.
1872: The tribune of arbitration, Switzerland, decided that Great Britain pay the United States \$15,000,000 for losses by Confederate cruisers.

CROP TWENTY PER CENT. LESS.

OTTAWA, Sept. 13.—The census and statistics department estimate for wheat, oats and barley is 446,420,000 bushels, which is 119,180,000 below the final estimate for last year. Spring wheat is less by 45,608,000 bushels; oats by 70,219,000, and barley by 16,010,000 bushels.

ITS FUR TIME NOW.

The nights now are of the fall variety, and almost demand that a lady should wear a fur neckpiece of some description. The Dineen Company began yesterday its active fur selling campaign by putting out some splendid special lines of these small garments, besides a very excellent assortment of jackets, scarfs, mufflers and capes, in all the best furs. As prices for pelts are steadily going up, it would seem wise to make your purchase of seasonable garments while the prices are reasonably low.

Advertisement for furniture and other goods, including items like drawers, mirrors, and chairs, with prices listed.