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H. H. WILLIAMS & CO.
24 Victoria Street, Toronto.

PROBS: Light to moderate winds; fine; a little higher temperature.

FORCED BY THE BOARD WILL 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 were 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 are 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 might be interpreted as 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, 1910, 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 is proceeding with the work and in complying with the said orders are acting under compulsion. There can, therefore, be no question of any consent or of the waiver of any claim or contention which has been or may be made on behalf of the company.

"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 river to a point east of Broadview-avenue.

"Shuter-street from Yonge-street to Victoria-street.

"Harbord-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).

"Wellington-street from Church-street to York-street.

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

Senate Reading Room
Sept. 11-1703
SENATE P.O.

FOURTEEN PAGES—WEDNESDAY MORNING SEPTEMBER 14 1910—FOURTEEN PAGES.

30TH YEAR.

What Will He Do For Toronto?

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 warehouse, 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, expanded 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 the possession of the company until the end of the year. The World would say the freight yards quarters will be on West King-street, as to the up-town track, which has been inaugurated 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 traffic between the two cities and to have the service certain as between these cities independent of the company's connections at either end. These connections, on the minute, will not wait for any 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, Oshawa, Bowmanville, Oshawa, Belleville, etc. This line will in all probability enter the city at some point east of Leaside Junction, and rather elaborate plans in connection

Continued on Page 11, Col. 3.

HAVE WE BEEN ASSOLVED OF OUR
ALLEGIANCE TO THE KING?

The excuse is offered for Mr. Justice Gauthier who as "Administrator of the Government of Canada" is "presented" to His Excellency Lord Dufferin, as representing Earl Grey, who fills the office of the King, in fact the King for the time being, he did a foolish and a highly unconstitutional thing in presenting "homage" to the legate of the Pope.

The Protestant succession in England—in Canada as well—is absolutely based on no homage to the Pope. It all turns on that.

If the King offers "homage" to the Pope he admits the Pope to be his superior in religion just as Mr. Justice Gauthier meant to do. This is tantamount to declaring on the part of the person presenting homage that he is of the Roman Catholic communion.

As Mr. Aquith pointed out in the late debate on the bill which abolished the parts in the royal declaration that were unnecessarily offensive to His Majesty's Roman Catholic subjects, if the Sovereign is a Roman Catholic—and by presenting his homage as below he would so declare it—then by the Bill of Rights and the supplementary act "the King's subjects are absolved from all allegiance to him."

Has Mr. Justice Gauthier given us all an opportunity of disavowing our allegiance?

Certainly Mr. Justice Gauthier made a bad break; certainly the Prime Minister and Secretary of State owe the country an explanation; and certainly the head and officers of the Department of State had better exercise a more careful supervision of the acts of the Administrator of the Government of Canada.

Our own opinion is that one or more resignations are in order. There is no excuse for carelessness, still less of design, in such things.

IT'S 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, muffs and capelines, in all the best furs. As prices for pelts are steadily going up, it would seem wise to make your purchase of seasonal garments while the prices are reasonably low.

OTTAWA, Sept. 13.—The census and statistics department estimate for wheat, oats and barley is 445,420,000 bushels, which is 129,180,000 below the final estimate for last year. Spring wheat is less by 45,608,000 bushels; oats by 70,210,000, and barley by 16,010,000 bushels.

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BUY SAFEGUARDS AS 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 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 a committee of inquiry into the matter, and that the committee should be composed of representatives of the harbor, independent of the city council. On motion of E. B. Collett of the National Yacht Club, the city council agreed to have the necessary dredging done. Controller Church, Deputy Harbor Master Allan and Mr. Collett were appointed a committee.

Other similar cases are cited, and with the report was submitted a letter from Dr. 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.

A Representative Meeting.
While nearly all the yachting and aquatic clubs were represented, the National Yacht Club was particularly prominent. Dr. Cameron, who was there to express the views voiced in the resolution passed after the fatal accident on Aug. 12 to the party on the Director's boat, declared that the harbor commission—Coroners 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 harbor, Dr. Cameron declared in forcible terms that something must be done to stop the awful loss of life. The powers of the harbor commissioner were too feeble, they having nothing to say as to the licensing of steamers and lights. The recent investigation into the Directorate disaster 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.

Small Craft Cause Trouble.
Controller Church declared that there was no trouble regarding vessels and steamers, as they understood the law, but that the difficulty arose over the large number of small craft and the conflict of harbor jurisdiction. The harbor commissioners had not been able to enforce the law regarding lights, and the police patrol on the bay had not been doing its duty.

The Ferry Company had carried over a million passengers without bringing harm to one, and deserved credit. The ferry channels should be buoyed off in the day time and lit up at night, and the small boats should be kept out of the harbor, and the Dominion Government should lay down laws for small boats. One of the greatest

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MAINE GOES SO GOES THE UNION

New York World Predicts That
the Democratic Victory in
New England on Monday is
a Sure Indication of a
Sweep in November.

NEW YORK, Sept. 13.—Under the caption, "A political revolution," The New York World says editorially:

Maine's Democratic victory is a political revolution.

A Democratic governor is elected for the first time in thirty years—a son of the late Democratic governor.

For the first time since the beginning of the civil war Maine's Republican representation in congress is utterly broken and shattered. Three Democrats are elected to the house, with the possibility of an entire Democratic delegation. The legislature is close, and a Democrat may succeed Eugene Hale in the United States Senate.

This is the most tremendous political upheaval that has taken place in any distinctly New England State since Abraham Lincoln was nominated for president. It foreshadows overwhelming Republican disaster throughout the country on November 8.

If the Republicans cannot hold Maine, what can they do in Ohio? What can they do in Indiana? What can they do in New York? What can they do in New Jersey and Connecticut? What can they do in any state where there is a strong, aggressive Democratic party?

Republican managers who have been careful to explain that the campaign in Maine was made on state issues, in a sense this is true. But one of the principal issues was Republican extravagance, an issue which is nationwide. The Republican party is turned out of power in Maine largely because it wasted the public revenue, because it has misused the money of the people.

Government Extravagance.
What can the Republicans of New York say on such an issue, with the state government now costing \$40,000,000 a year? What can the Republican party in the country at large say on that issue, with this year's appropriations by congress aggregating \$1,093,441,000? What can the Republican party say on that issue, with this year's appropriations by congress aggregating \$1,093,441,000? What can the Republican party say on that issue, with this year's appropriations by congress aggregating \$1,093,441,000?

It is well that the Maine election took place at this juncture, for it shows that the public is at last aroused to the vital importance of that question. It shows that in meeting it the state can no longer be led astray by the old worn-out appeals to blind, deaf and dumb partisanship.

But the Maine election shows far more than this. It is a new order of things. Republican extravagance, Republican corruption, Republican mismanagement, Republican misjudgment, Republican misdeeds and all the evils that have come out of long-established Republican domination are being swept away by the new order of things. The new order of things is the new order of things.

For this year at least, as Maine goes, so goes the nation, and even with yesterday's revolution as an index the country will be astounded on the morning of Nov. 8 when it learns Young's declaration in Ottawa yesterday and the extent of the Republican defeat.

Roosevelt for Chairman.
OSTER BAY, Sept. 13.—Theodore Roosevelt meant what he said when he announced on his return from his western trip that he was going home to "fight the boss."

Mr. Roosevelt's name will certainly be presented to the Republican State Convention, said Lloyd C. Griscom, president of the New York County Republican Committee, to-night, after a conference of several hours at Sagamore Hill, during which the political situation in this state was discussed in its aspects by Colonel Roosevelt and the leaders of the progressive movement within the party. "Moreover," he added, "I can count on a majority of the delegates."

Mr. Griscom said that the state had been thoroughly canvassed, and they were sure of a majority of delegates to the Saratoga convention in support of ex-President Roosevelt for temporary chairman.

"Colonel Roosevelt desires it to be stated," said Mr. Griscom, "that President Taft and he are working in perfect accord in regard to the state situation."

ANOTHER DEMOCRATIC 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 the Democratic ticket, 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 been carried, although by a much smaller majority than estimated yesterday.

It is claimed the several counties that voted "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 this will be done in all likelihood within a few hours after his wishes are consulted on arrival.

C. N. R. Route Approved.
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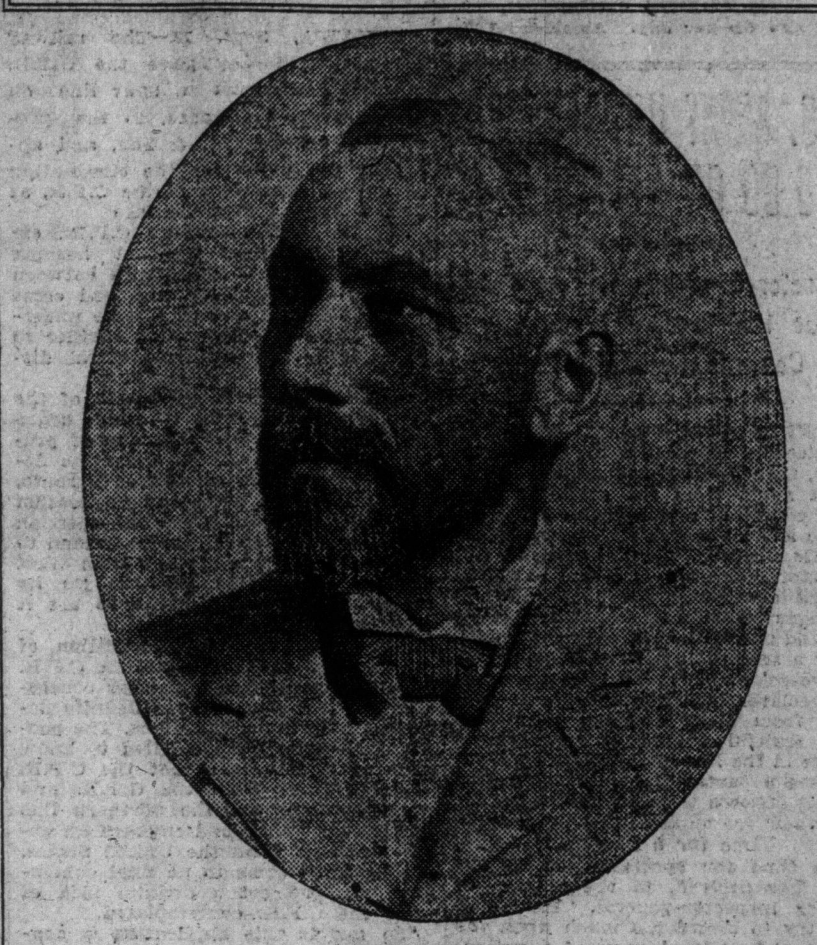
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What Will He Do For Toronto?



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 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.

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