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ay, July 16, 1910



trimming, all sizes, a per suit, 25c.

Three Days of anless Store

Men's Toggery, newspaper adver- of the Yonge street ry day. We offer all at half-price or

le and Heavier Ele- nders, in a variety of. Regular 50c. Mon-

weekwear, in open and panels, French seam, styles. Always sold sc each. Monday 25c

r Belts, in assorted browns and tans, all 50c, and a few dozen onday, each 25c.

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but they reached the uniform price er you keep it for British plate or

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They are strongly fixtures, non-rusting 4 yards long, 1 to 7 es square by 6 feet ay 69c.

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15.—(Special).—J. W. Hastings County, is from his wife, who Mich.

SPECIAL BARGAIN

50 ft. of land and an eleven-roomed house, with two bathrooms, on Isabella street, near Jarvis, excellent location, and an apartment house; price, only \$2000.

H. H. WILLIAMS & CO., 26 Victoria Street - Toronto.

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WOMEN WANT VOTES AND WILL KEEP UP FIGHT

Indignation Meeting Because of Last Week's Reverse in Parliament — Further Demands on Asquith for Renewed Heting.

NEW YORK, July 17.—The Tribune's London cable says: There is a general expectation that hostilities will be resumed over the veto resolutions in November, and that the general elections will occur in January. The Liberal hostesses, headed by Mrs. Asquith, are anxious to have the government remain in power during coronation year, but the irrepressible constitutional conflict cannot be suspended for the convenience of pleasures of drawing room entertainers.

LONDON, July 17.—The topsturvdom produced in parliament by the cross voting on the woman's suffrage bill and by the adoption of a blocking motion after the second reading of this fantastic conciliation measure, which had irritated many friends of the cause, has encouraged the opponents of suffrage to undertake a strenuous outdoor campaign.

The first big demonstration was held Saturday in Trafalgar-square, where preparations had been made for addresses from five platforms. Lack of organization was evident from the outset and the crowd while large did not equal the immense uprising of suffragettes in the previous week.

The speakers were mainly men, among them half a dozen members of parliament, Charles T. Mills, William R. Fringle, T. W. Hills and others, and a resolution protesting against the passage of a conciliation or any other woman's suffrage bill was adopted. Lord Cromer's leaflet on the dangers of the political emancipation of women was distributed and messages were read from prominent opponents of the extension of suffrage.

Prominent women who were prejudiced against the movement stayed away, and there was little enthusiasm. The anti-suffrage leaders have succeeded in creating a large organization in the west end of London, but they are not well prepared for taking the field against the rival suffrage crowd, with working women's branches, a big war chest and hundreds of banners, yet they have been convinced that something more strenuous than Mrs. Humphry Ward's long letters in The Times is needed if the aggressive suffragettes are to be checked and women are to be kept out of politics.

May Come to a Head. Undoubtedly a demand will be made upon Mr. Asquith to grant time at the autumn session for further debate; but he will undoubtedly refuse, and the suffragists will have to bide their time until a new parliament is elected before they even get a limited franchise. It is apparent that the Liberal government is determined to withhold its parliamentary franchise from women. The members of the present house are relieved to receive assurances that there will be no resumption of the militant measures, although there is some uncertainty as to whether individual members of the militant branch may not resume the war path on their own hook, regardless of the policy of the remainder of their party. Scotland Yard men continue to maintain surveillance over the members of the cabinet in order to protect them from offense, if not violence.

The vote on the bill disclosed a remarkable cleavage of opinion, party distinctions being completely obliterated. The vote also disclosed acute party differences on the question. The vote of the Liberal Unionists, the chief Liberal whip, against the bill was neutralized by the vote of his brother, Captain Murray, in favor of it. Lord Berkeley opposed the measure, as his brother, voted for it. Lewis Harcourt voted against, his brother for it. Lord Hugh Cecil and Mr. Balfour for it, while their cousins opposed it. Capt. Markham was the most eloquent supporter of the bill. His sister, Violet, took the stump against it. Votes for women has become the dominant topic of conversation at dinner tables everywhere.

The Lords' Veto Conference. Amid the week's political clamor over the suffrage bill there has been heard of the progress of the conference of the party leaders over the Lords' veto. The house of commons seems to be reconciled to a long continuance of the truth on the question. The proceedings of the conference continue inviolable. Nothing has leaked out. Even the leaders of the government and of the opposition are kept in the dark. Some members of the house assert that there is no intention of bringing the question to a crisis this autumn, but the government intends to use all devices to defer the final struggle until after the coronation of King George. They also assert that the idea of a general election in January has been abandoned and that there may be a proposal for a joint session of the two houses early in the spring, which will result in tidying the issue over the coronation.

T. P. O'Connor thinks the conference is approaching a crisis and that the conference are on the eve of reaching a decision on the momentous question. He hints that he would not be surprised if the conference reports in favor of the government, and that one of the terms of a settlement of the dispute between the Tory and

Continued on Page 7, Col. 4

The Need of the West

Sir Wilfrid Laurier says what the Canadian west wants is transportation, yes, transportation and transportation.

That is not quite it. What the west wants this year is crops and it has them only in places. Where the weather conditions are bad there are fair crops only on the land that has had half decent cultivation. In other words what the west wants is more well-worked ground, weed-free ground. The farmers have, too many of them, been chasing quick and big crops, spread over a few years with the idea of getting out of the country. Slim of the wheat in five years! Never mind the weeds, and any kind of farming will do. Result that when a hot season arrives the grain comes thin, the ground bakes, and the crop burns and shrivels up.

With well-tilled ground, the grain comes quicker and thicker. It shades the ground in the extreme heat, holds the moisture and a fair crop at least is reaped.

This loose farming has had the result of moving the hard wheat (the best) further back and has resulted in the celebrated Manitoba hard being degraded by inferior kinds mixed with it, and in an agitation for lowering the wheat standards.

And what is true of the west is true of lots of the east, Ontario included. Good crops and surer only comes with good farming.

The Canadian west wants transportation; it also can stand a lot of improved farming. And we believe that this idea will begin to spread rapidly over the prairie. Then the wheat crop will be more certain and the other crops more profitable.

WHY THE COST INCREASES OF BRITISH GOVERNMENT

Mad Race For Armament Is Chief Cause—\$5,000,000 a Day Is Present Expense.

LONDON, July 17.—Wide interest is taken in the Earl of Dunmore's assertion in the house of lords that the government of England is now costing the taxpayers one million pounds daily—that is, that is \$5,000,000. He asked the lords when the increasing cost of government was going to stop, sarcastically observing that if the present Liberal government continued in power it would soon cost one million pounds a day to run the country.

Chancellor Lloyd George, at the lord mayor's dinner in honor of the directors of the Bank of England last night, explained the cause of the increasing cost of government. In 1890, he said, it was ninety-one million pounds, and in 1910 it was one hundred and seventy-one million pounds. He added: "The increase in expenditure, not only in England, but in every land under the sun, is due to what Lord Charles Berkeley said last night, the common sense of the day, called the 'insane competition in armaments' between the various countries of the world. They are now spending annually four hundred and fifty million pounds upon this machinery of destruction. All nations seem to be affected with an epidemic of prodigality. The result is that which seems to be sweeping over the world and threatening destruction. England takes the lead in that expenditure."

LOSS ON THREE-CENT FARES

CLEVELAND, Ohio, July 17.—A deficit of \$78,823 is declared by the Cleveland Street Railway Co. to-day, after four months' operation under the three-cent fare rule. The report of the company for the month of June shows a deficit of \$48,827. The directors passed a resolution to borrow \$250,000 to meet pressing obligations.

The street railway system was lifted out of a two-year receivership on March 1, and handed back to the original company to be operated on a three-cent fare basis. A profit was shown on the first month, but since then there has been a steadily growing deficit.

LORD KITCHENER'S FUTURE

No Signs That He Will Be Sent to Post in Egypt.

LONDON, July 17.—Sir Eldon Gorst has been resting in Whitehall before conferring with Sir Edward Grey, at the foreign office. There is no evidence of lack of co-operation between them regarding the Egyptian policy.

Lord Kitchener is still kept in the air, without definite assurance of future employment worthy of his talents for organizing and his services to the empire.

CATHOLICS PROTEST

Tell Sir Wilfrid of Disabilities Under Manitoba School Act.

WINNIPEG, July 17.—A deputation from the Catholic Club of Winnipeg waited on the Hon. Laurier, to protest against the operation of the Manitoba School Act. They have to contribute to the general school fund, and have to maintain their own schools besides.

Subsequently Sir Wilfrid addressed over five hundred at the club, and said that, except in Quebec, and generally throughout the Dominion, the Catholics conceded full liberty of action to other creeds, and of course entitled to ask the same for themselves from others. Even if he had not yet realized his ideals in this respect, he had done his best to do so.

The Toronto World

TWELVE PAGES.—MONDAY MORNING JULY 18 1910.—TWELVE PAGES

30TH YEAR

CANOE IS UPSET A MONORAIL CAR ONE OF THREE TIPS OVER ON FIRST TRIP

Morris Simon, Aged 22, Perishes in Long Pond — Companion Says Passing Launch Caused Upset and That No Attempt at Rescue

Toronto victims yesterday claimed their last waters since June 1, when Morris Simon, 22 years old, of 189 McCaul-street, was drowned from a canoe in Long Pond. Centre Island, at 4.45 p.m. Simon, with two younger lads, was paddling in the pond. They were approaching the cut that connects the pond with the bay, when the canoe upset.

Jack Williams, cousin of Simon, who is 15 years of age, and also lives at 189 McCaul-street, was one of the boys in the canoe, says that they were trying to get out of the way of a launch which passed so close to them that they were upset by its swell. He says that the launch went directly on its way, and made no effort to rescue them. He and the other lads, whose names were given to the police as John Simpson, 560 West Richmond-street, but who, Williams says, was Jack Shakesley, 14 years old, who lives in West Queen-street, clung to the ends of the canoe so soon as they came to the surface, and were rescued by a young man with a canoe, despite the fact that he had a lady with him at the time. Simon rose once, but sank immediately, and did not appear upon the surface again.

Malt Aykroyd recovered the body by dragging it to 8.30. When found, the hands were holding tightly to the weeds at the bottom of the cut, and the body was swinging feet up. It was taken to the city side, and thence to the morgue, where Coroner Hardy will hold an inquest to-day.

E. A. English, who was nearby in his launch, does not agree with the boy's story of the passing launch. He says that he saw a launch pass the boys, but that it was going slowly, and making little or no swell, and that it was a considerable distance past the boys in the canoe when they upset. They just seemed all to lean to one side and go over. He says that there were a number of canoes in the pond, and that when they upset, and that he cannot understand why no effort was made to save the young man. He himself, had to back away to the shore, and was not far from cutting up the boys with his screw or further disturbing their craft. Young Williams says that when he came to the surface there was a number of canoes gathered about, and that he implored them to dive for his cousin, but that they all said they could not swim well enough for that.

Simon was a Jew, and money had been sent to him from his parents in the old country to take him home. He was to have started this week. Yesterday was the third Sunday in succession with a drowning fatality in the city waters.

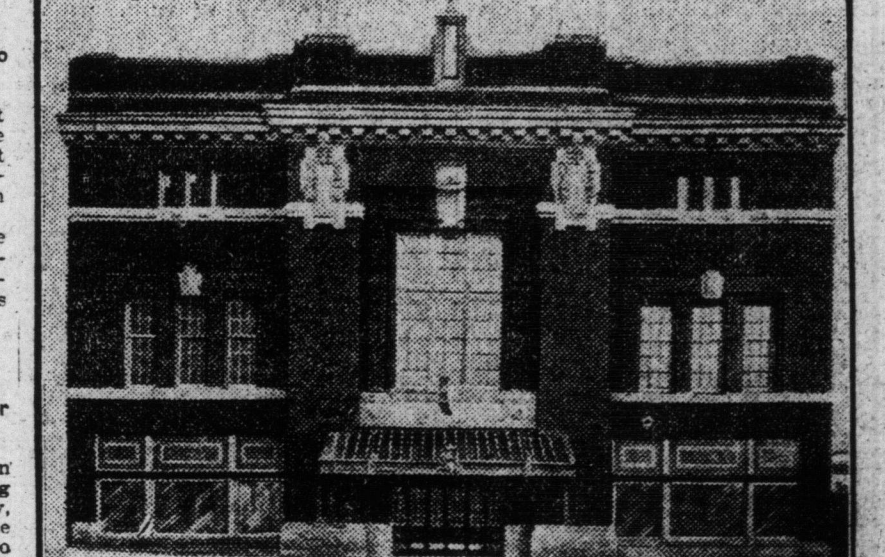
EDITOR FOR CABINET POSITION?

Ottawa Report Gives It to John W. Daffoe of The Winnipeg Free Press.

OTTAWA, July 17.—(Special).—It is currently reported in Ottawa that when the changes in Sir Wilfrid's cabinet materialize before next session of parliament, John W. Daffoe, the well-known editor of The Winnipeg Free Press, will be one of the new ministers. It has been known for some time that in order to assist the Liberal situation in the west, another western man would be brought into the cabinet.

Mr. Daffoe has probably done more than any other man, except Hon. Clifford Sifton, to build up and sustain the Liberal party in the west. Before going to Winnipeg, he was the parliamentary representative at Ottawa of The Montreal Star, and was the first editor of The Ottawa Journal. He became editor of The Manitoba Free Press at the invitation of Mr. Sifton.

A Home for the Newsboys



What do you think of a home for the city in which the National Newsboys' Association originated. Toronto newsboys also intend to have a home of their own. It will not be as imposing as the one pictured, but an option has been secured on a very suitable residence property on Simcoe-street. It will cost—improved as necessary to suit the purpose—\$20,000, of which some \$3200 is already in the bank. A reliable board of trustees will be glad to receive further subscriptions, care of the Toronto Trusts and Guarantee Company, Ltd., 45 West King-street, city.

MONORAIL CAR WRECKED ON ITS FIRST DAY OUT

ON ITS FIRST DAY OUT

MONORAIL CAR WRECKED ON ITS FIRST DAY OUT



Hundred Passengers Crowded Into Coach Built for 40, and Sunken Ties of Hurriedly Built Roadbed Resulted in Bad Accident.

NEW YORK, July 17.—The Pelham Bay Park and City Island Monorail Company, which has been hastily constructing its track and superstructure between Barrow and City Island for the last two months, sent its yellow, cigar-shaped car from its City Island barns to the Harlem Railroad station at Barrow, yesterday afternoon to meet the 4.30 p.m. train from New York. It was the first time in the road's brief history that the cigar-shaped car had been put to the practical test of carrying a full load of passengers.

After taking on more than 100 passengers, who packed the car so full that they could hardly move, and who had all come from Manhattan and the Bronx to have a swim at City Island, the long, cigar-shaped yellow car left the Barrow station, and, with gathering speed, began, under the direction of its inventor, Howard Hansel Tunis, to run back toward City Island on its single rail. The single rail on which the car runs curves slightly in several places, and an additional strain on the superstructure by which the car is held upright at these points.

The heavily laden car took the first and second curves on the line successfully. But, while it was taking the third curve, the flimsily-constructed structure which the company admits it put up as hastily and as economically as possible, in order to comply with the terms of the board of estimate's franchise, gave away. The wooden tie supporting the monorail, which the ground sank an inch or two into the uncompleted bed of dust on which they were laid.

The spikes holding the iron uprights supporting the superstructure by means of which the car is held steady on the monorail, came out of the wood-ties, and amid a crash of splintered timbers, the car fell over on its side, resting against one of the wooden tie-shapes, which supported the superstructure. The upright, the bent, did not snap.

If it had snapped the car would have rolled over and over down a four-foot embankment, and many of the hundred passengers would have been either killed or badly injured. As it was, the passengers were thrown one on top of the other on the floor of the car, so that they lay literally in layers, while the car was opened to let them out. In the jam 15 suffered painful injuries.

The car runs on a cross-tied roadbed similar to that of a railroad train. But only a single rail runs along the center of the ties, while every 50 feet on each side of the track iron supports are erected. These supports hold a double set of deep-grooved wheels, which would be spaced until late in the afternoon, and would be replaced by the electric current that propels the car.

When the car rounds a curve it tends naturally to tilt. If the curves of the track are improperly calculated, or if the parallel set of overhead wheels slip off the trolley rails, the car must topple over. This is what happened.

The normal capacity of the monorail car is 40, according to President Burrows. After over 100 holiday folk had crowded into it, inventor Tunis, at the front motor, began to fear that the car was taking on too big a load.

BAYLES WINS ASSOCIATION CUP

BISLEY CAMP, July 17.—(C.A.F. Cable).—In the Association Cup match, 200 and 600 yards, Staff-Sgt. Bayles (Toronto) finished first, winning 235; Sgt. Russell, 4th, 55; Pte. Latimer, 12th, 20th; Morris, 5th; Crowe, 26th; Mortimer, 26th; Steele, 30th; each won 32; Steele, 40th; Steele, 52nd; Rowe, 56th; Freeborn, 60th; Mitchell, 72nd, each won 42.

There are large areas in the west, particularly in Northern Manitoba, Central and Northern Saskatchewan and Northern Alberta, that have had abundant rain all season, and where the crops are fine as these districts have ever produced, and from these sections, even without much additional rain, a good crop will be realized. But taking the west generally, where there is an acreage of 8,000,000 sown to wheat this year, without immediate rain generally over the whole country lasting at least thirty-six hours, there is little hope of reaping more than seventy or seventy-five million bushels, and every day of hot dry weather reduces this probably one or two bushels per acre. The situation in regard to feed is even more critical than that of the wheat crop. It is no exaggeration to say that from 40 to 50 per cent of the oats crop will be a total failure. Hay is very scarce, the crop only being abundant in hay meadows, which are usually too wet to cut. Large quantities of oats were held over from last season, owing to the low price, and farmers who have these are, in many cases, holding for 30 cents a bushel at the stations.

A Grave Situation. In many sections of Southern Manitoba, Saskatchewan and Alberta, where the drought has been the most severe, they will not have either seed wheat or seed oats. Already the price of flour has advanced 10 cents per sack, and the price of bran and shorts from \$2.50 to \$3 a ton.

The situation is very grave, but conditions must become very much worse before it can be considered in the light of a disaster, as the west has reached a point where even a total crop failure for a single year would not mean ruin, although it would certainly mean great hardship. The shortage of feed is already being felt in the livestock markets, as receipts of "unfished" cattle are rapidly increasing, farmers recognizing that it is better to sell at once, rather than

OFFICES TO LET

Standard Bank Building, corner King and Jordan Streets. Apply H. H. WILLIAMS & CO., 26 Victoria Street - Toronto.

30TH YEAR

VOTE FOR STRIKE THAT MAY TIE UP G.T.R.

About 4000 Employees Affected Are Practically Unanimous for Insisting on an Equal Wage Scale With the C. P. R.

It is believed that before midnight there will be about 4000 employees of the Grand Trunk Railway called out on strike. A conference is to be held to-day at Montreal between the company officials and the representatives of the union, but it is stated emphatically by union officials that unless the company agree to equalize wages with those paid by the C. P. R. the break is inevitable. Indeed, many railwaymen were half expectant last night that at midnight the order would be flashed along the wires that would tie up the Grand Trunk between Portland, Maine, and Chicago, Ill.

A strike will call out the locomotive firemen, conductors, brakemen, switchmen, yardmen and telegraphers. It is said the engineers will not be included in the order. Locally about 300 men, equally divided among the different sections, would be affected. To take the places of the strikers the company can call on the former employees now on pensions, can depend on a large number of the old employees who will, within a comparatively short time, be eligible for pensions, young firemen not yet admitted to the union, and, of course, "strike-breakers." It is reported that there is a scarcity of firemen that is even now hard to overcome.

A strike, when called, will mean the simultaneous tie-up of all passenger and freight trains.

Vote is for Strike. MONTREAL, July 17.—(Special).—Three thousand Grand Trunk votes, and 380 of the Central Vermont, are declared that it is a strike if the demands of the men are not acceded to. Vice-President Murdoch of the B.R.T. declared to-day in fact that if the Grand Trunk does not give in, preparations will be at once made for a strike.

The official statement, coming from Mr. Murdoch, states that 3350 votes were cast favorably to a strike and fifty against, so it looks very much like being unanimous all along the lines of railway.

At noon to-morrow President Chas. A. Howe of the G.T.R. will meet the committee, and the result of the voting will be officially communicated to the president of the system.

It was also announced this evening that a vote which had been taken of the Grand Trunk telegraphers was also favorable to a strike unless their demand for increased wages was met by the company, over 90 per cent of the votes being favorable to a strike. M. V. Campbell, vice-president of the Order of Railway Telegraphers in Canada, who is here, stated that immediate action will be taken unless the demands of the men are granted.

Have Hired Strike-Breakers. PORT HURON, Mich., July 17.—(Special).—From information gleaned here, the Grand Trunk have been making preparations to deal with the prospective strike.

Chicago has been recruiting ground for strikebreakers, and forty arrived here to-day, while two coaches were sent thru to Detroit. It is said that all the big centres between here and Chicago have been alerted. Alien labor officers at Sarnia have turned back about 100 alleged strike-breakers.

CONDUCTORS HOPEFUL

Conference of Pennsylvania Employees May Avert Strike.

PHILADELPHIA, July 17.—Hope that the conference of to-morrow between the members of their committee and General Manager Myers of the Pennsylvania Railroad Company would result in a clearer understanding of their demands by the railroad officials and that the necessity for a strike would be averted, was expressed to-day by President A. B. Garretson of the Order of Railway Conductors, and W. G. Lee, the head of the Brotherhood of Railroad Trainmen. While Mr. Lee refused to add anything to the statements he has already made public regarding the controversy, he declared his belief that the ten hour standard the men ask for could be put into effect by the company without making any sacrifice. He explained that there would have to be numerous exceptions, as is now the case, where the demands made upon greater length than the standard.

YONGE STREET ALTERATIONS.

The remarkable business development in Toronto within the last five years has forced the merchants to enlarge their premises almost every season. The Dineen Co. have been working overtime during that period to keep abreast of the demands made upon them by the public. The company is undertaking some very extensive alterations on the ground and in the building, which will result in one of the best lighted hat stores in Toronto. The lower south wall of the big building is to be entirely of glass, with two new entrances on Temperance-street, one having a very attractive marquee for carriages. It is expected that the work will be completed within the month.

TO BUILD UP CHINESE ARMY

German Officers Sought to Train Hordes Raised by Compulsory Service.

BERLIN, July 17.—Dr. Kietler, the German ambassador in the Neueste Nachrichten says to-day that China has requested Germany to send a number of officers to reorganize the Chinese army. The proposition has been made on the basis of compulsory service in the army in China.

A RETROSPECT.

July 18, 1858: Kirkc, captured 17 French ships near Gaepse Point.
July 18, 1830: College of New Brunswick, Fredericton, was chartered.
July 18, 1818: The first shower of grasshoppers fell in Red River; they hid the sun and devoured every green thing.
July 18, 1883: The Grand Trunk Railway was opened to Portland.
July 18, 1883: The privy council of Great Britain and Ireland decided escheats in real property in favor of Ontario.