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COMPANY, LIMITED
July 25

Twenty-Fourth
Senate Reading Room
July 25

Two-Cent Passenger Rate is a Stimulus For Business in the State of Michigan

Grand Trunk, Michigan Central and the Washab adopt it across the line, but when they reach Canada switch over to a three-cent-a-mile tariff

—What a World Man Finds Out.

Lansing, Mich., July 25.—(World Staff Correspondent.)—The people of this State are watching with more than casual interest the efforts of the Canadian people to secure a maximum passenger tariff on the railroads of the Dominion. Michigan's laws on this subject are models for all other States in the Union. A comparison of the railroad rates here with those in existence in Ontario affords food for thought. It is especially fair since the three strongest systems in Michigan also pass over several hundred miles thru Ontario.

With the same trains, the same service and the identical equipment in the Michigan Central and the Washab railroads take the people who ride on their property in Michigan two cents per mile, while exacting three cents the minute their trains cross into Canada. It is a curious instance of the arbitrary methods of railroad managers by which the people of Canada must pay at least one-half more for the same accommodations supplied their brothers across the line.

The citizens of this State explain that the difference is in the maximum law adopted in the Dominion, which is improved from time to time, but the railroad men assert that while this may possibly be the original reason for reducing the rates on some lines in Michigan, they have in some instances been induced to put into effect a general reduction of rates because it stimulates travel. Occasionally it has resulted from competition, but for whatever cause, THE STATE OF

MICHIGAN, industrially and topographically very similar to Ontario, operates a rate of TWO CENTS A MILE ON ALL THROUGH LINES OF RAILWAYS WITHIN HER BOUNDARIES.

There is a striking scale here, based upon the earning capacity of the railroad line affected. The scale is so fixed, however, that any piece of line, except those designed to serve some private enterprise, must not charge its patrons a fare exceeding two cents for each mile run, and one-half cent more provides that any road which is earning in excess of three thousand dollars per mile gross, the company may carry passengers at a rate not to exceed two cents per mile. Here is the maximum rate as effective here. If a line is earning less than three thousand and not more than twenty-five hundred per mile gross, the company may charge two and one-half cents per mile as a regular passenger tariff. Less than twenty-five hundred dollars per mile annually earnings, the company to exact a rate of three cents for all passengers carried.

The Grand Trunk main line thru Michigan to Chicago, is in round numbers, 300 miles long. There is not a mile of it that passengers pay to exceed two cents for traveling over. The moment this line enters Ontario it arbitrarily shifts to three cents and the rate is never reduced. Two cents throughout the Canadian territory, but when the company passes again into the States to the east, once more the two-cent tariff becomes effective.

The Michigan Central operates a main line in Ontario for more than 100 miles, that is, if a farmer desires to travel from the States to the Dominion, the rate is, on the basis of three cents. The Michigan Central passes into Michigan at Detroit and

operates a main line through Chicago with a mileage of 201 in Michigan. Here the regulation rate is two cents, and the same farmer making the same distance in this State as in Ontario gets the service for one-third less than that of the Dominion. When the Michigan Central's train gets thru Ontario and crosses into the States again at Niagara Falls, the maximum rate is two cents, and the same farmer making the same distance in this State as in Ontario gets the service for one-third less than that of the Dominion.

Washab Also in It.

The Washab is the third great system which affords a striking illustration of this discrimination. The Washab has 233 miles of thru line in Ontario, and each mile of which the regular passenger rate is three cents, yet when its trains cross into Michigan the rate drops to two cents.

Very Much Alike.

Yet Michigan and Ontario are in many respects similarly situated. The

EIGHT PAGES—MONDAY MORNING JULY 27 1903—EIGHT PAGES

LUMBER YARD FIRE SWEEP.

St. Catharines Firm Sustains Heavy Loss—Origin a Mystery.

St. Catharines, July 25.—George Wilson & Co.'s large lumber yard, situated on the north side of Niagara street, was again visited by fire at an early hour this morning. The fire started in the eastern end and soon spread westward, covering the entire yard, which was heavily stocked with choice lumber.

Two large sheds, each 300 feet long, went up like paper. A large amount of stock was manufactured and ready to go out and is a total loss. The firemen, with the help of a west wind, saved the main mill, box factory and offices. A small house on Pacey street also caught fire and was completely destroyed. The Warren Elevator Co.'s plant was in great danger and was saved only by hard work. The firemen worked heroically and saved a large amount of stock.

The origin of the fire is a mystery, the night watchman having passed the spot where it originated about 15 minutes before, and everything was apparent. This firm has been very unlucky, it being only two years since their entire stock was destroyed by fire. The loss is estimated at between \$45,000 and \$50,000; partly covered by insurance.

FOUR DIE IN COLLISION.

Of Two Men in Vestibule of Sleeper One is Killed.

St. Paul, Minn., July 25.—In a head-on collision between a passenger train and a freight train on the Chicago & Great Western railroad today, four men were killed and about 25 passengers injured.

The dead included: Engineers Merrett and Helman, Fireman Cogger and Fred Horton, a passenger.

Horton, it is said, was standing in the vestibule of the front sleeper talking to a friend when the crash came. He was instantly killed, while his friend escaped injury.

The trains in collision were the Toronto Limited and Fast Freight. The Limited was running as a first class train. The freight train was carrying a load of lumber and was being pulled by a locomotive.

The collision occurred at a crossing near St. Paul. The freight train was crossing the passenger line at an angle. The passenger train was stopped at the crossing when the freight train struck it.

The cause of the collision is being investigated. It is believed that the freight train was moving too fast for the crossing. The passenger train was stopped at the crossing when the freight train struck it.

The bodies of the four men who were killed are being kept in a morgue. The bodies of the injured passengers are being treated in a hospital.

The railroad company is offering a reward for information that will help to determine the cause of the collision. The reward is \$1,000.

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HIGH JOINTERS TO MEET

Any Preferential Treatment Britain May Give Canada Not to Stand in Way.

Washington, July 25.—The determination of the question whether sea lions shall be protected in the Behring Sea, and to what extent, or whether all seals on the rookeries shall be destroyed at once, as proposed at the last Congress, is to be referred to the High Joint Commission when it comes next fall.

A local newspaper quotes a member of the National Reciprocity League, who was sent to Ottawa and other points in the Dominion to confer with Sir Wilfrid Laurier and other Canadian officials, that there has been no change in the attitude of the Canadian government toward reciprocity with the United States. He found the feeling general, and shared by the Canadian government, that a preferential tariff would not necessarily be incompatible with reciprocity.

It was thought that Great Britain would not offer such preferential treatment to Canada, but that she would offer it to the United States. It is extended only to breadstuffs, and the other products of the Dominion. It is not intended to be a permanent tariff, but a temporary one, to be in force until the Dominion is able to produce its own supplies.

The Canadian government is not in favor of a permanent tariff. It is in favor of a temporary one, to be in force until the Dominion is able to produce its own supplies. The Canadian government is not in favor of a permanent tariff. It is in favor of a temporary one, to be in force until the Dominion is able to produce its own supplies.

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Last Honors to Pope Leo

Sad and Imposing Scene

A Note Common to Humanity Struck at the Burial Saturday Night.

Rome, July 25.—A note common to humanity was struck at the burial of the Pope tonight. The office for the dead heard daily in the churches was repeated at Leo XIII. He was neither a visible head of the church nor a sovereign, but an ordinary man, from the "Misericordia" in the "Paradiso" and from the "Inferno" in the "Quero admodum Desiderat." There was a solemn office with requiem chant and Psalm which might have been held at the burial of the lowliest Catholic; yet here, after a three days' exhibition of a dead Pope in pontifical and gold mitre before throngs of scrambling sightseers, there was something austere and simple, weird and profoundly impressive to touch the imagination—something worthy of the heroic basilean and the noble life of the greatest of modern Popes—Leo XIII.

The vast spaces of St. Peter's were dimly lighted when the diplomatic corps, the Papal court and seven hundred invited guests, representing chiefly the old nobility, were admitted. There were two thousand spectators, men in uniform or evening dress and women in black, but they were lost in the shadows of the cathedral. Guards in uniform or evening dress and women in black, but they were lost in the shadows of the cathedral. Guards in uniform or evening dress and women in black, but they were lost in the shadows of the cathedral.

When the Pope was sung, and "I Am the Resurrection and the Life" had rung out in Latin, the coffin was lowered to the altar. The lights disappeared on the altar from stage to stage, until the last one was extinguished. The funeral was performed by the masses, who bricked up the opening and set a marble plate with the name "Leo XIII" in front of the sarcophagus.

About thirty cardinals were present, and the Pope's body was placed in a simple casket. The casket was carried to the altar and placed in front of the altar. The casket was carried to the altar and placed in front of the altar. The casket was carried to the altar and placed in front of the altar.

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CHAMBERLAIN'S TARIFF PROPOSALS

Altogether Responsible for By-Election.

New York, July 25.—The Sun's London correspondent cables: The situation in domestic politics in England developed very slowly. The result of the Chamberlain election throws little or no light on any important question. There was great interest in this election, as it was the first one that had been held since Mr. Chamberlain brought forward his tariff proposals, and it was stated that the result would turn on the question of protection or free trade.

In the last general election Sir Joseph Pease, Liberal, received 30,000 and Col. Vane, Unionist, 25,100 votes. This year there were three candidates in the field. Mr. Beaumont, Liberal; Col. Vane, Unionist; and Mr. Henderson, the Labor candidate, who won. The vote was Henderson, 30,700; Vane, 33,200; Beaumont, 28,400.

Mr. Henderson was until recently the official Liberal agent in the constituency, and is personally popular. Col. Vane, however, is a man of great ability, and he polled 22,000 votes less than the general election of 1900 may be taken as a guide. He is a supporter of Mr. Chamberlain's protective tariff proposals, and he has been elected. THE LIBERAL OPINION IS THAT THE LIBERAL PARTY HAS BEEN INFLUENCED BY THE TARIFF PROPOSALS MORE THAN BY ANY OTHER SUBJECT.

What Elections Will Mean.

Thus if any deduction can be drawn from the general election, it is that the autumn campaign which will follow the raising of parliament in August is as yet unsettled. The country supports the Liberal majority of 1900. Official assurances are given that the government absolutely does not contemplate any general election before the end of the year. The speculation is that the result of the general election, whenever it comes, is still a matter of great difficulty, depending on the effect of the statement of Chamberlain's tariff proposals on his return from South Africa that the day of the United Kingdom is ended and that of the Dominion is about to dawn. There are those who are convinced that Mr. Chamberlain will effect a general election before the end of the year. THE LIBERAL PARTY HAS BEEN INFLUENCED BY THE TARIFF PROPOSALS MORE THAN BY ANY OTHER SUBJECT.

There is a third opinion, which is supported by many, that when the cabinet meets in November at the request of the king, the new session it will be found that its members are too divided to carry on the government. The result of the election will follow. But it is certain that every effort will be made to avoid this result. The government is determined to the utmost to avoid a general upheaval at the end of the year.

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BARNARD CASTLE RESULT

Due to Education Bill

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