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O.R.A. MATCHES IN FULL BLAST

48th Highlanders and Harbor Cadets Win Team Prizes - Westerners Do Well.

OTTAWA, Aug. 22.—(Special.)—The annual competitions of the Dominion Rifle Association opened this morning on the Rockcliffe range.

There were 253 entries in the tyro match (500 yards), which indicates the number of new shots of the 700 shooters.

Mr. Roosevelt, when shown the letter to-night, said that he was pleased with the report.

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It seems that Trappell was not under suspicion until McCullough was arrested and implicated in the conspiracy. In the police court this morning, McCullough pleaded guilty to abetting the escape. Trappell pleaded not guilty.

Both elected to be tried by the magistrates and will appear again on Monday. The maximum penalty is 7 years.

Dr. English said this morning that hereafter Moir would be treated as the criminal insane as treated in Mattiawan, the New York asylum, in which Harry Thaw is incarcerated.

It is said there has been no proper night watch in the asylum and that there should be a night watch in the east wing. The attendants appear to have been allowed to carry keys out, otherwise duplicates could not have been used, and a rule absolutely prohibiting keys being carried out.

One who has been embraced on the streets has been arrested by the police and taken to the police station.

Taft Didn't Know There Was a Plot

President, by Request, Issues Statement That He Had Asked That Roosevelt Be First Consulted.

NEW YORK, Aug. 22.—President Taft not only had no part in any plot to defeat Theodore Roosevelt for temporary chairman of the Republican state convention at Saratoga (if there was such a plot), but he did not even know that Vice-President Sherman was to be named or considered for the place.

The president made this clear in a very explicit letter which he sent today to Lloyd C. Griscom, president of the New York County Republican committee, in response to a telegram from Mr. Griscom, which told the president bluntly that the absence of any authoritative information as to your attitude is seriously misleading many Republicans.

President Taft, in his letter of reply, declares that so far from desiring to disregard Roosevelt's wishes, he explicitly urged that former president's wishes be learned and consulted, and when he learned from the vice-president of a plan to oppose Roosevelt, he "promptly declined to be drawn into a fight with Mr. Roosevelt, and again renewed my urgent advice that there be a personal conference with him."

It now transpires that the president on Wednesday told Mr. Sherman that he deplored the action of the state committee in voting down Mr. Roosevelt, and that he wanted him to try to see Mr. Roosevelt and arrange an agreement. Mr. Sherman when he had been declared positively that he had no intention of withdrawing as temporary chairman.

That a sure enough break has come out of the New York situation, but that the involvement of Sherman, rather than Taft and Roosevelt, is the general opinion. There is little doubt here that Taft and Roosevelt, working harmoniously in New York, will have made entirely their own way so far as the Republican party is concerned.

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BAIT TRAGEDY BEING PROBED

Evidence of Ferry Officials and Two Survivors of "Director's" Party Taken.

The evidence given by Capt. McMaugh and Mate Cartwright of the ferry Mayflower last evening at the inquest into the triple drowning in the bay on Aug. 11, when Miss Margaret Jaffray, Miss Desmoyne Scully and John Pearce were thrown from the sailing yacht Director, showed a want of knowledge on their part of the rules governing navigation in the harbor.

It was decided to adjourn the inquest until the 29th inst., and County Crown Attorney James Baird, was present and cross-questioned the witnesses for the crown. W. B. Raymond appeared for the ferry company and S. Casey Wood for the relatives of deceased. The coroner presiding was Dr. W. A. Young.

Commodore Williams of the ferry company, the first witness, stated that in the appointment of new captains and mates, he did not deem it necessary to examine them as to their knowledge of marine rules, simply accepting their certificates as sufficient qualification to master a boat. He also said no life-saving drill, or practice in the lowering of life-boats, had ever been given to the crews or officers of any of the boats.

The evidence given by Capt. McMaugh elicited the information that he never gave any instruction to any of his officers or crew in the lowering of boats. He said that he believed that the ferry boats had the right of way at all times over sailboats.

Capt. McMaugh stated that he had held captain's papers for 36 years on a lake freighter running from Montreal to Fort William, but had only been on the ferry Mayflower for the past two seasons. When he left the freighter he had decided to retire from further marine duties, and the solicitation of Commodore Williams, who was a friend of his, he had accepted the offer to fill a vacancy on the Mayflower.

The first information he had of danger was when his mate called to him from the side of the boat, "Back up." "I then threw up my indicator to reverse the engines," said the captain, "and when I considered that I was clear of the sailboat, I ordered the engines to be stopped. Almost instantly after I received the warning from the mate I felt the smaller boat striking the larger boat. I had never an alarm, such as a whistle, to the sailboat."

In the case of a lifeboat being needed, the mate was the only man on his boat on whom the captain could depend after it being lowered; but if the accident had happened in the middle of the bay, he would have to supervise the lowering of the boat, and he would have never examined the working of the lifeboats to see if they could be lowered, said the captain, "but early in the season one of the boats needed repairing, and I was called upon to go on it to see if it was in working all right. This is the only time I ever examined them. We are allowed to carry 300 passengers on the Mayflower, and as protection we carry two lifeboats."

The Mate's Story. Mate Cartwright said that he had received his papers for minor waters in 1901, and that the boat was put on him on the Mayflower were simply "being on the lookout and lowering the Director's sailing and ferry boats. It was just three lengths away, the small boat sailing on the starboard tack and running in the opposite direction, but slightly to leeward.

AGREEMENT WILL BE DULY SIGNED

Mr. Fleming May Attach His Signature To-day, or President Mackenzie To-morrow.

"There will be no trouble about signing the agreement, not the slightest," said General Manager Fleming of the street railway last night.

It is understood that the agreement is to be signed by President William Mackenzie to-morrow morning. At least this was the information received by the men's committee yesterday afternoon at the Labor Temple.

In appreciation of the international agreement, the international executive of the Street Railwaymen's Union, Magnus Sinclair left for Detroit last night, where he will attend the meeting of the international board of directors in connection with the board of directors in connection with the strike. Mayor Geary has sent the following letter to Judge Barron.

Dear Judge Barron.—The people of the City of Toronto were so vitally interested in the question of strike or no strike on the Toronto Railway Company's system that they have expressed their opinion of the difficulty in that regard was more than gratifying to the citizens and the municipal corporation. May I express my warm appreciation of your splendid efforts in these difficult negotiations, and may I compliment you on the success which attended those efforts. I am sure that I only voice the feelings of all the citizens when I say that we feel greatly indebted to you and your colleagues on the conciliation board.

You have rendered services which have destroyed the possibility of a state of affairs arising which would threaten the prosperity of the city and the comfort of its citizens, and at this particular moment the success of the exhibition.

Again, with thanks, and every assurance of appreciation, I am, dear Sir, Yours very truly, (Sgd.) E. R. Geary, Mayor.

WHEN THE BOYS ARRIVE

Gold Lunch With Mineral Water Will Be Served to Each.

LONDON, Aug. 22.—Arrangements are being rapidly completed for the visit of Canada's crack regiment to England, for the Aldershot manoeuvres next week.

On their arrival at Liverpool they will be conveyed on the London and Northwestern Railway direct to Aldershot in two special trains. Four hundred men will leave the first train, and the remainder of the regiment and the officers will travel in the second train. The royal horse-boxes used for the horses belonging to the command, bearing photos of the colonel, and adorned with the maple leaf and fescue, have been issued to the officers and men to visit several of the London places of entertainment. These quarters will be situated in the old buildings of the Duke of York school, at Chelsea, which shortly afterwards will be allotted to the Territorials for use as headquarters.

TORONTO THE GREAT TRANSCONTINENTAL EASTERN DISTRIBUTING TERMINAL.

That Toronto is the real eastern end of the trade of the Canadian West has been illustrated by the fact that the greatest transcontinental train now leaves Toronto every night at ten minutes past ten over the C.P.R.'s new and standard line to Sudbury. Seven coaches of passengers, five cars of express, mail, baggage and fruit! And crowded to the doors. The grades are so light that it is no trouble to send this great train along at good speed. Toronto has at last got one great thru line to the west, after waiting years for it, and the direct business is coming to Toronto rather than Montreal. Let us give Sir Thomas full credit for this. Let him come here and see this great train and trade.

But what will this trade be when the Grand Trunk Pacific is completed from Superior Junction (or Graham) to Cochrane, and a Grand Trunk transcontinental leaves every night for Winnipeg and Edmonton; and the Canadian Northern has its missing link from Sudbury to Port Arthur filled in and it also sends a great express train from Toronto for the west via Sudbury and Port Arthur?

At least three great transcontinental expresses leaving Toronto daily! What will that mean for Toronto in the way of business? The Grand Trunk's line is provided for by the federal guarantee and is now under way between Graham and Cochrane, where the Timiskaming and Northern Ontario road to North Bay and the Grand Trunk's line from North Bay south to Toronto will be used. But the construction of the Canadian Northern's line about Lake Superior has yet to be provided for, and it is up to the federal and provincial governments to help the project thru, and at the same time open that fine stretch of country known as the clay belt. This five hundred miles of road should be pushed with all possible vigor, and the Toronto Board of Trade ought to see what can be done to help it along.

The Grand Trunk Pacific will have a standard road from Edmonton to Cochrane, and now is the time for the Toronto Board of Trade to begin at the Grand Trunk and the Ontario Government to standardize their lines from Cochrane south to Toronto. The government commissioners are spending a lot of money in this direction this year. When will Mr. Hays start to McGillivray the line from North Bay to Toronto?

These three transcontinental lines from Toronto to Winnipeg and farther west will make Toronto the greatest city in Canada. But if we do not have a policy in this direction we may have to wait for them as long as we've had to wait for the C.P.R. Sudbury line and members at Ottawa.

What is William Mackenzie doing to make Toronto his great eastern terminal point? Where will he build his shops in Ontario? KEEPING HOTEL vs. RAILROADING.

Grant that a road is only single track and that its grades are not standard. Even such a road can handle a lot of traffic, provided: (1) That it has lots of passenger-train equipment, including extra sleepers, day coaches, diners, baggage cars. (2) That it runs plenty of passenger trains and specials when necessary. (3) That it has an extra supply of locomotives. (4) That it has lots of freight cars. (5) That it has sidings, long ones at that, turn-tables, lots of these, water-tanks, switches. (6) That it has lots of men: conductors, trainmen, engineers, switchmen, telegraphers, night and day agents, freight handlers, cartage men, supplies of all kinds distributed all over the system, and competent foremen and chiefs.

But if it hasn't got all these kinds, and lots of other things as well, it falls down on the least strain. The road is only efficient up to its weakest point. Switches are not efficient if you've not men to handle them; or a freight train that is "locking" a train crew goes dead; or an engine that has to go 20 miles to turn-around is burning itself up to no purpose; if there are no boys to call the trainmen, half an hour or two hours delay occurs and a special freight loses a chance to get away ahead and out of the way of a passenger express.

Telephones in long yards, lots of sectionmen and lots of sectionmen's houses, gasoline hand carts for sectionmen help to make a one-horse line efficient and to keep it clear in snowstorms. Ample horse-drawn equipment makes a poor line a public nuisance; ample equipment and lots of men allow a single-track road that has lots of business offering to become a profitable proposition. The Canadian Pacific in Ontario is a one-track-line system of ancient date, full of heavy curves, and a delicate, lumber of sidings, turn-tables, switches, motive power, train equipment, men of all kinds, chiefs of staff, etc., etc.

AT LEAST 50 DEAD AND THE FIRES STILL RAGE

Terrible Destruction in U. S. Northwest Continues - More Than 100 Persons Missing, and Hundreds Injured—The Fire Area.

SPOKANE, Wash., Aug. 22.—With more than 50 persons known to be dead, more than 100 missing, 200 injured, half of Wallace, Idaho, burned and two or three villages obliterated, forest fires to-night continue to threaten death and destruction over a large territory in Northern Idaho, Eastern Washington and Western Oregon.

Half a dozen villages are seriously threatened and their inhabitants are hurrying to places of safety. Relief trains are being sent in many cases, owing to burned bridges and fires that lap the tracks. Wallace is now safe and no towns are burning.

The situation is most acute in Northern Idaho. Reports from other parts of the northwest are more encouraging than they were yesterday. Relief trains are being sent in many cases, owing to burned bridges and fires that lap the tracks. Wallace is now safe and no towns are burning.

The fires in Southern Oregon in many cases are said to be incendiary. This has been a matter of general concern in the northwest, but it is not yet serious. Incendiaries Blamed. Despite the efforts of 750 fire fighters, among whom are 250 regular soldiers from American Legion, who arrived to-day, none of the fires has been put out. All the men obtainable have been drafted into service.

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At St. Joe River steambaths are kept ready to take the people to safety. Gould, 17 miles from Helena, is entirely surrounded by fires. Wilburns, just across the mountain from Gould, is also threatened and the inhabitants are leaving. A correspondent gives the following account of the journey of a Northern Pacific relief train all the way from Mullan to St. Regis the Northern Pacific ran thru two walls of burning timber. The train got as far as Borax and was compelled to turn back on account of burning bridges. Getting back to Saltes, it was found that the bridges east had been burned. It was impossible to move either way.

Terrible Experience. Three men are known to be dead on Pine Creek. Ranger Bell had 25 men under him there. All were caught. Three were killed, three others were blinded for life and five had their legs broken by falling trees. Two more men died yesterday afternoon. They and twenty others were trapped in a fire on Boulder Creek near Mullan. Four of the twenty managed to walk to the train to come here. Another man was killed on Plover Creek, a mile from Wallace. He and a companion perished in flames.

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GOV'T TO INVESTIGATE OTHER INSTITUTIONS?

Escapes From London Jail May Have Subtle Bearing on Moir's Get-away.

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BORDEN IN NOVA SCOTIA

Highly Pleased With Reception He Has Had.

HALIFAX, N. S., Aug. 22.—(Special.)—R. L. Borden returned to-night from Sydney, having completed seven of the eight meetings arranged for this province.

"At Glace Bay, on Saturday evening," said Mr. Borden, "there was a gathering of between 5000 and 6000, and I never addressed a more attentive and enthusiastic audience. It was a notable gathering of Conservatives, not only of Glace Bay but from all parts of the County of Cape Breton."

"Through the tour we had the privilege of addressing large and representative gatherings. "Hon. Charles J. Doherty made a splendidly impressive every meeting which he addressed, and he has been urged to return to Nova Scotia to assist in the next series of meetings arranged for this province."

GOTHAM'S NEW MYSTERY

Tragic Death of Unknown Man Needs Investigation.

NEW YORK, Aug. 22.—Stylishly dressed and well supplied with money a man, in whose pockets were visiting cards engraved "Bert Vanderbilt, Lambs Club," was found dying in the rear of a theatrical boarding house on West 42nd-street. His skull was fractured. At the club it was denied that any Bert Vanderbilt was a member.

The police have taken into custody Edith Inen, a chorus girl, "Kid" Broad, a former pugilist, and his chum, Ralph Gillespie. The men first told the police that Vanderbilt was trying to enter her room on the third floor by stepping over from Broad's window to the window ledge of her room, and that he fell. Broad says he was not in his room.

NEARLY A MURDER

Drunken Man Fires Two Shots at His Wife.

Frank Tushingham, 69 St. Patrick-street, had been drinking when he went home last night, and he got into an altercation with his wife. Shortly before 8 o'clock, Policeman Carson was attracted to the house by the woman's screams, followed by two shots and more screams. He found the man in one room with a smoking revolver in a cheap bulldog pattern in his hand, and the terrified wife in another.

"If you had left me alone I would have done something worth while," remarked Tushingham, who was taken into custody on a charge of carrying a loaded weapon. He is 23 years of age.

BRISTOL DEPUTATION COMING.

MONTREAL, Aug. 22.—(Special.)—A delegation of Bristol, England, business men will arrive here Thursday on a tour of the Dominion.

They will be entertained by the commonwealth office by the city, the board of trade and the harbor commissioners. Saturday night they leave for Toronto.

PENNY POST FOR AUSTRALIA.

MELBOURNE, Aug. 22.—(C. A. F.)—Penny postage within the commonwealth will probably be introduced at the new year.

A RETROSPECT.

Aug. 23, 1883.—Bosnia was made the capital of the Northwest Territories.

1897—The Anglo-American commission met in Quebec for the purpose of discussing trade and other relations between the two countries.

MOST DISASTROUS STORM IN QUARTER OF CENTURY

Many Barns Destroyed by Lightning in Bruce Peninsula—Damage at Warton.

WARTON, Aug. 22.—The worst storm that has visited this section of the country in nearly a quarter of a century passed over here early this morning, and the loss by fire from the lightning will be great.

From all directions come reports of barns being destroyed. W. G. Simmler's sawmill at Claverley was struck by lightning and destroyed, while barns on all sides within a radius of 25 miles met a similar fate.

In Warton the residence of David Trout was struck and the occupants had a close call, the lightning passing down the chimney, striking a side-board and going out at a window. Telephone wires in various directions are out of commission.

It is quite likely that many places on the peninsula have been destroyed of which word has not yet been received here.

MADRIZ HAS WITHDRAWN ESTRADA NOW ON TOP

After Ten Months of Fighting the Presidency of Nicaragua is Within Estrada's Grasp.

NEW ORLEANS, Aug. 22.—Confirmation of the reported fall of Managua without resistance, following the entry of the insurgent forces to-day, was contained in a cable received to-night by the acting consul of Madrid at New Orleans. The town was surrounded without any conflict, it was stated.

Estrada on Top. MANAGUA, Aug. 22.—The advance guard of the revolutionists is now nine miles from Managua. President Madriz left the capital Sunday night for Corinto, accompanied by his chief advisers.

William Pittman, the Boston engineer accused of laying mines, is free at the American consulate. All the prisoners in the penitentiary have made their escape. There was rioting Sunday night, but it was quickly quelled. The situation is critical. Before he departed for Corinto Madriz turned the presidency over to Jose Dolores Estrada, a brother of Gen. Juan Estrada, the leader of the revolution. Immediately afterwards Jose Estrada issued a proclamation, saying that he would set the office to his brother and started a peace commission, composed of the foreign consuls for Granada, to inform Gen. Estrada of his intention.