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TWENTY-SEVENTH YEAR

Senate Reading Room 11am-7-189

TEN PAGES—TUESDAY MORNING JULY 17 1906—TEN PAGES

C.A. RISK DENTIST

Yonge and Richmond Sts. HOURS—4 to 8

ONE CENT

RADIALS WANT CITY BONUS

MANAGER MOORE TELLS MAYOR FOR BREAKING IN FREIGHT

And the Toronto Street Railway Demands Control of Cars in City and Right to Collect Another Fare.

A short step was taken yesterday afternoon towards having the radial railways come into the city. Manager Moore of the Toronto and York Co., which is a wing of the Toronto Railway Co., met with Mayor Coatsworth...

"We are anxious to come in on fair terms, but we can live without coming in," is a simple quotation from Manager Moore's remarks. To The World he said that the freight cars would be good lookers and would not have any appointments for passengers at all.

"What would be the terms on which you would come in?" asked the mayor. "Well, you can't get very much," caudly replied Mr. Moore.

"All we want is what we ought to get," pleaded his worship. "You can't get much, because we haven't got it," continued Mr. Moore, who cited matters in some United States cities where radials had stopped coming in.

The Toronto Railway Co. would insist upon the cars of the radial company being under their control in the city, and to be collected by conductors representing the city company, and the City of Toronto getting the usual percentage.

"Another fare would be collected?" asked the mayor. "Certainly," replied Mr. Moore. "As to what the company would consider right to pay for bringing in their freight cars, Mr. Moore said, 'We expect a bonus from you for bringing in the freight cars, but we would carry no live stock excepting pipes of the chicken fraternity.'

The Toronto Railway Co. would insist that the radial lines in the city should be their lines. Commissioner Harris argued for double mileage, and Mr. Moore argued for a fare not to be any serious difficulty anticipated as to the difference in gauge, and English rails would be used for the radial lines, and would carry no live stock excepting pipes of the chicken fraternity.

"This is a preliminary skirmish on the question of radial railways," the mayor said to the engineer. "The newspaper men need information badly," said Mr. Moore. "That's the way they are getting it," said one of them, for the confab had been going on for over an hour, with very little result.

The Value of the Market. Before the conference commenced the mayor, after a short speech, Mr. Moore entered the outside office in a jovial way and greeted the newspaper men with cheerfulness. Property Commissioner Harris was with the mayor, and the commissioner of industries, and the mayor invited him to add to the interest of the interview. This was because the St. Lawrence Market is under the care of Mr. Harris, and that beautiful spot is the radial roads if they are to come in. Mr. Moore betrayed some inquisitiveness regarding the market and connected with it, and the mayor went into considerable detail as to the city's private opinion about the St. Andrew's Market and the butcher's market, and they were much as a business bonanza, because they are too near Queen street.

"The market in the centre of a town popular," queried Mr. Moore. Mr. Harris thought so, and referred to the success of such markets in American cities. Mr. Moore inclined to the idea that the present market was too near to the centre of the city, but Mr. Harris met this with the argument that it would be difficult to get purchasers for the produce in the small towns. At this juncture Mr. Moore reached the incredulous basis. He said that recently there were not as many farmers' wagons as there were in the market, and from what the commissioner said, it would appear that there was an exaggeration in mentioning the City of Brantford as a comparison. Mr. Harris did bring out the point that in small towns, the farmers were barred from selling their produce on the streets, so they had to go to the Association and as far as the privy council to fight such an idea, and they won out.

"We don't get as many genuine farmers as other cities," Mr. Moore said, and he deprecated Toronto's natural advantages as a market for the farming and market community. Commissioner Harris, with the support of the mayor, championed the cause of the rural, in reply to the mayor's query. The distances from the city limits was not too much to deter a farmer from coming in to the market, was his argument. Then came a pertinent question from Mr. Moore: "Why how, Mr. Harris, can you account for only having 32 farmers at your market on Saturday, a week ago?"

The reply was to the effect that it had taken 5 1/2 years to buy the market, and farmers who had formerly been coming to the old market for 20 years had become alienated, and again they are not raising produce, but are going in more for stock. "Unless they are provided with facilities, they can't be brought back to the market," Mr. Harris said.

"It's the wives and daughters of the farmers who would take advantage of the radial roads. They like to be in the city for a little while, and can't come on to nowhere toward making up the load the farmers used to bring in."

Continued on Page 5.

GIVE AND TAKE.

MAYOR COATSWORTH, for the city: On what terms will the radial railways enter the city?

MANAGER MOORE, for the Radial Railway and Street Railway Co.: "Well, you can't get very much. We are anxious to come in on fair terms, but we can live without coming in."

MAYOR COATSWORTH: "Another fare would be collected on radial cars in the city?"

MANAGER MOORE: "Certainly, and we expect a bonus from you for bringing in the freight cars, but we would carry no live stock excepting pipes of the chicken fraternity."

MAYOR COATSWORTH: "What routes would you propose?"

MANAGER MOORE: "Leave them to the city to propose and let us accept or reject them. Routes, passenger traffic and terminals demand consideration."

FIRST PLACE TO BRITAIN IN UNION OF ENGLISH RACE

Andrew Carnegie, Writing to the Times, Refutes Sir Chas. Tupper's Construction of Speeches.

(Canadian Associated Press Cable.) London, July 16.—Andrew Carnegie writes to The Times, declaring that not one word of his recent speeches in Canada would justify the construction recently put on them by Sir Charles Tupper, that they contained a palpable proposition for unity with the States instead of England. He says:

"Never did I utter a word in Canada or elsewhere about drawing closer our race to that of the United States. I do not think either Canada or America in future is to be the support of the mother land, or to believe some day the mother land will find an alliance or union with her children across the Atlantic her refuge and her strength. During the lifetime of many now living, 300,000,000 of English-speaking people are to twill there."

"Canada to-day is intensely loyal to Great Britain. If any change is made it will be that of the fond daughter leaving her mother's house, and not to create a home for herself, followed by the mother's love, which is fully reciprocated. Britain has nothing to fear from American rivalry, increased."

FOREIGN EMIGRANTS NEXT.

Salvation Army Expects to Send Out Large Number Next Season. (Canadian Associated Press Cable.) London, July 16.—Another S. A. party of emigrants will leave this week making a total for the season of nearly 12,000. About 10,000 now has been advanced to emigrants.

Next week the cancelling of the contract with the North Atlantic trading company, the army expects a considerable number of continental emigrants under its officers' care. In the near future a party of 20 families of Nestorian Christians from the regions south of Tiflis will be taken to the little Nestorian colony, near Batavia.

If you want to hire an Automobile, Phone No. 1417, British & French Motor Car Co., Limited. See our famous English and French Motor Cars, British & French Motor Car Co., Limited.

PROTESTANTS SHOULD UNITE WITH A CENTRAL DIRECTOR

Grand Master Sproule's Suggestion to Triennial Council—First Day of Session.

A federation of Protestant denominations the world over, dominated by one central head as is the Roman Catholic Church, was the suggestion of the address of Dr. Sproule of the Grand Sovereign of the Orange order of Canada, at yesterday's session of the triennial council now in progress in this city.

The duty of the Protestant Church to-day was to rally to the help of the Orange and kindred associations, to uphold the principles for which their fathers had fought. While the Roman Catholic Church was dominated from one central point—the Vatican at Rome—the Protestant Church was directed from many sources and led in the unity which characterized the Church of Rome.

Growth of the Order. Gathered from all parts of the Dominion of Canada, Great Britain and the United States the 14th triennial council outranks in the number of delegates any hitherto held. Statistics presented by Grand Secretary James Rice show in the Grand Lodge of Ireland a gain of 19 lodges, Grand Lodge of England 300 lodges, and Grand Lodge of Scotland 23 lodges.

In British North America the gains are: Ontario West, 18 lodges; Ontario East, loss 5; Newfoundland, gain 38; Nova Scotia, gain 6; New Brunswick, gain 11; Quebec, gain 3; Prince Edward Island, gain 5.

In the United States the gain as reported by the Grand Lodge totaled 329 lodges. From far off Australia came glowing reports of progress in South Australia 39 lodges and in West Australia 39; in Queensland 4, and in Victoria 88, in New Zealand there was a gain in lodges of six, making a total of 40.

Yesterday's Proceedings. A feature of yesterday's gathering was the visit of Bro. Mayor Coatsworth and Ald. Graham, who on behalf of the city, extended a cordial greeting to which Bro. E. T. Essery, D.G.M. of Ontario, responded. In feeling the death of Imperial Grand President William Young of Glasgow was referred to by Vice-President Robert Burns. The memorial to Mr. Clarke was also venerated, he said.

During the afternoon session brief addresses bearing on a portion of the order, were given by Hon. Bro. Mr. McFadden of Manitoba, Rev. G. T. Lemon, and Rev. G. M. Black. Since the last meeting of the triennial council in Dublin warrants have been issued for the establishment of a grand lodge in Australia, while the differences of opinion existing between the grand lodges in New Zealand have been adjusted.

At the evening session a number of routine matters were dealt with and advanced a stage. Rev. William Walsh spoke briefly, Miss Mary Cullen, on the subject of the memorial to Mr. Clarke, presented an address of welcome, to which Bro. R. G. Ramey responded.

The session will reconvene this evening at 8 o'clock, when the number of delegates will be materially increased.

EDWARD FOLEY IS DEAD.

Aged Waterworks Official Succumbs As Result of Injuries. The death of Edward Foley, who was injured in a runaway accident last night, was carried to the office of the city physician, where Dr. Hotchkiss, the night clerk, gave him emergency treatment and then Patrolman Crossman and Prof. Cosgrove carried the man to St. Mary's Hospital across the street.

King did not swallow much of the acid and water. His home is at 22 College street, Toronto, Ont. There is no such address as 22 College street, nor does the name, Earl King, appear in the directory.

MUST MAKE NEW RATES.

Specialists of Chatham Manufacturers Are Needed. Ottawa, July 16.—The railway commission has ordered railway companies operating in Ontario to submit a new schedule of rates within 90 days. Chatham and Windsor manufacturers complained to the commission that they were charged rates to eastern points that were charged Detroit manufacturers by the same railways.

Mr. Merrick, the American minister to Salvador, advised the department to-day that he is still negotiating with the Salvadoran authorities, trying to get them to agree to disarm and meet Guatemalan envoys in Washington or elsewhere, to arrange for a settlement of the difficulties.

Continued on Page 5.

ALDERMEN ON STRIKE GORDON WONT BACK UP

Stratford, July 16.—(Special.)—All the members of the board of works refused to sit at the council meeting tonight because Ald. Gordon would not apologize for statements made about the board at the last meeting. Ald. Gordon characterized the deal as "crooked."

Ald. Gordon refused to take back his statement and all members of the board walked out in a body, and as there was no quorum, no meeting had to be adjourned. The mayor has called an emergency meeting for Thursday, but members of the board state they will not attend.

CHILDREN ARE INVITED TO SUBSCRIBE TO FUND

Alex Muir Memorial is Further Advanced—Committee is Energetic. The Alexander Muir memorial committee yesterday afternoon in the council chamber and discussed the erection of a monument in Toronto to the memory of the author of "The Maple Leaf Forever." Many patriotic references were made.

His worship the mayor presided and tried to get a large committee into the school children he looked after for subscriptions grading up as high as 5 cents, according to circumstances, and that high school pupils be allowed to go as high as ten cents, and that a popular \$1 subscription be expected from adults, with not more than 100.

Those present who took a most interested part in the discussion were W. A. Sherwood, J. Carroll Hopkins, C. N. Robinson, R. C. Gavin, W. D. Earnsey, W. O. Wilkinson, H. A. E. Kent, John Nunn, A. C. Macdonald, M. P. J. A. Patterson, K. C. David Crighton and a number of other gentlemen equally enthusiastic.

Secretary Alex Fraser, the provincial architect, announced that to make the memorial a national one much postage expense must be obtained, and he had requested the postmaster-general to give the order, which had been sent to Mr. McFadden of Manitoba, Rev. G. T. Lemon, and Rev. G. M. Black.

Several of the most prominent printing firms have promised to make the amount of the material necessary. The patronage of the memorial is His Excellency the Governor-General, Earl Grey, Lord Elgin and Lord Strathcona. The provinces will be represented by the grand lodges in New Zealand have been adjusted.

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LOVE-LORE TORONTO MAN TRIES SUICIDE IN DETROIT

When Young Woman Shows Coolness, He Swallows Acid in City Park. Detroit, July 16.—(Special.)—"If you don't love me, I'll kill myself," said Earl King, a clerk rooming at 303 East High-street, to Florence Jefferson, 125 St. Antoine-street, as they sat in Clinton Park adjacent to the board in Clinton building to-night, at 10 o'clock. He put the threat in operation and swallowed a quantity of carbolic acid.

"You don't love me as much as you ought," King had said to the girl during their previous conversation. She did not reciprocate his affection, and for love the young man sought to end his life. Miss Jefferson's screams attracted the attention of others in the park, and King was carried to the office of the city physician, where Dr. Hotchkiss, the night clerk, gave him emergency treatment and then Patrolman Crossman and Prof. Cosgrove carried the man to St. Mary's Hospital across the street.

King did not swallow much of the acid and water. His home is at 22 College street, Toronto, Ont. There is no such address as 22 College street, nor does the name, Earl King, appear in the directory.

WILLING TO DISARM.

Washington, July 16.—Honduras is willing to disarm and submit its grievances to arbitration as soon as Guatemala and Salvador agree to do likewise. A dispatch to this effect was received to-day by the state department from Philip H. Brown, the American charge.

Mr. Merrick, the American minister to Salvador, advised the department to-day that he is still negotiating with the Salvadoran authorities, trying to get them to agree to disarm and meet Guatemalan envoys in Washington or elsewhere, to arrange for a settlement of the difficulties.

Wreck Due to High Speed Train Late at Salisbury

Jury Consider Blame Attaches to Railway as Well as Driver—Company Accepts Responsibility for the Accident. Salisbury, Eng., July 16.—The coroner's inquest into the cause of the wreck of the Plymouth steamer express, July 1, whereby 27 lives were lost, resulted in a verdict to-day that the derailment of the train was due to the high speed at which it was running, and which was contrary to the company's orders.

It is added that drivers of trains not stopping at Salisbury should have their attention drawn to the regulations which was not done in this case. The jury allowed the verdict to be recorded as one of accidental death, saying they considered that a certain amount of blame attached to the company as well as to the engine driver.

Accepts Responsibility. At the resumption of the enquiry counsel for the London and Southwestern Railway announced that the railway accepted full responsibility for the accident and all the legal consequences resulting from it, adding that he hoped this statement would reduce the time occupied by the inquest.

The question of the express, Harrison testified that the ill-fated train was running at the rate of at least 50 miles an hour thru Salisbury, whereas the proper speed is 30 to 40 miles an hour. Harrison added that as speed was not reduced on approaching Salisbury the signal to the engineer, but he applied the hand brakes and had just applied the vacuum brakes when the train was derailed.

The company issued instructions in February regarding the speed at this particular point, but the instructions were subsequently cancelled. Major Pringle, representing the board of trade, said his investigations showed that the speed of the train between Wilton and Salisbury was over 60 miles an hour.

Four Minutes Late. Officials of the London and Southwestern Railway testified that previous to February trains were allowed to pass thru Salisbury at the rate of 30 miles an hour, but in February they were ordered to reduce this speed to 25 miles per hour.

Superintendent Holmes of the railway company said that the train was four minutes late at Salisbury, although it had been traveling between 44 and 70 miles per hour, and the high speed was responsible for the accident.

SYMPATHY FOR CANADIANS.

London, July 16.—(C. A. P.)—Thru Lord Strathcona the London and Southwestern Railway officially conveyed its sympathy to the relatives of the Canadian victims of the Salisbury disaster.

BODIES IN NEW YORK.

Arrival of Remains of Walter Barwick and C. A. Pison. New York, July 15.—On board the steamer Minneapolis, which arrived here to-day from London, were the bodies of C. A. Pison and Walter Barwick, Toronto, and five other victims of the recent railroad accident at Salisbury, England.

Mr. Barwick's funeral will take place on Thursday, July 19. There will be a private service at the family residence, No. 151 St. George-street, at 2 o'clock in the afternoon, and a public service in St. James' Cathedral at 3 o'clock. The interment will be in St. James' Cemetery.

The funeral of Mr. Pison will take place this afternoon at 3 o'clock from the residence, 41 Ceil-street. A. W. Miles, undertaker, has left for New York to meet the Minneapolis, and take charge of the body of Mr. Barwick.

Garage your Motor Cars at Mutual St. Bink. Old Boys' Excursion to Belleville, Saturday, July 21st, at 8 a.m. Return fare \$1.75, good until Monday 11.55 p.m.

Gain to Canada. Canadian Mails Will Be Delivered Sooner Than by N. Y. Steamer. (Canadian Associated Press Cable.) London, July 16.—The Dundee Advertiser editorially commenting on the postoffice announcement that Canadian mails too late for the German steamer on Wednesday will be sent by the Canadian mail steamer on Thursday, says:

"The postoffice recognizes that a letter will be delivered sooner in Canada than if sent by the New York steamer on Wednesday. This gain for Canada is of no small importance."

MORE ABOUT DOBSON LOAN WALSH GIVES HIS VERSION

Loan of \$50 Grows to Nearly \$1000—A Capitalist After "Business Hours." The inquest respecting the recent fire at 565 West Queen-street was resumed last evening before Chief Coroner John Walsh. The testimony was concluded, and the findings will be announced within a few days.

Frank Walsh was in Atlantic City, but returned. He contradicted Dobson on some points, but admitted that he had always found him honest and industrious. The original transaction involved a loan to Dobson of \$50, for which he was to pay 1 1/2 per cent per month. At present Dobson owed \$980, also he had paid considerable sums on account. Walsh explained this by the fact that Dobson had been ill for a long time, and that there were many advances, for rent, wages, material, etc. The claim, he explained, belongs to the Victoria Financial Co., of which Walsh has until recently been president. Walsh admitted taking out the insurance for \$1000 on the stock and tools, but denied the \$400 item. He further admitted that at the time of the fire the property covered by this insurance was worth \$1000 in value to one-fourth of that amount.

Dobson was recalled and declared that the property insured was worth \$1000. Some of this property did not belong to him. Brothely Love. Charles R. Rapp and Mr. Elgin of local lodge L. O. L. 585, admitted that Dobson had been hard up for some time past. As treasurer of the lodge, Mr. Dobson, under the story given, permitted him to use the money. Constables Jeffers, Gilks and Judge reported in substance the story given by Dobson. It appeared that, although Dobson claimed that he was dragged out of bed and rushed out barefooted and scantily-clad in February, he was ordered to reduce this speed to 25 miles per hour.

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HEARST IS OUT.

Allowing Him All Stolen Ballots, He Is Not Elected. Albany, N. Y., July 16.—Attorney-General Julius M. Mayer has denied the application of William R. Hearst for leave to institute an action to test the title of Mayor George B. McClellan to his office.

Mr. Mayer filed a long memorandum with the decision in which he declares that although eight months have elapsed since the election, and the Hearst attorneys have had every opportunity to discover facts tending to show the applicant was elected, they have failed to demonstrate it, altho for purposes of consideration every claim of fact which they have made has been fully allowed.

Perhaps the most striking statement of the attorney-general in dismissing the case is that allowing even a claim of wrongful counting of ballots, repeating, intimidation, and including every district in which it is claimed errors were made under the provisions of the act amounting to indictable misconduct, the utmost number of votes called into question by the Hearst attorneys is 666.

Have your Automobiles repaired by expert mechanics, British & French Motor Car Co., Limited, Mutual St. Bink. Every "Daisy" hot water boiler is guaranteed.

BIRTHS. MALLON—On Saturday, July 14th, 1906, at Cabana Cottage, Island Park, Toronto, to Mr. and Mrs. James W. Mallon, a son. MAGUIRE—On Thursday, July 12th, 1906, at 15 Tranby-avenue, to Mr. and Mrs. Alfred Maguire, a son.

DEATHS. BARWICK—Accidentally killed in a railway collision at Salisbury, England, on July 1st, in his 55th year, Walter Barwick, K.C., of Osgoode Hall, barrister-at-law. Funeral Thursday afternoon, July 19th (private). Service at the family residence, No. 151 St. George-street, at 2 o'clock. Public service in St. James' Cathedral at 3 o'clock.

FOLEY—At St. Michael's Hospital, Monday, July 16th, Edward Foley, Toronto Waterworks Department, aged 75 years. Funeral notice later.

MERCER—At the residence of his sister-in-law, Mrs. J. S. Murray-street, Toronto, on Monday, the 16th July, 1906, William Alfred Mercer, of York Mills. BROTBY—Accidentally killed in a railway collision, en route from Plymouth to London, England, Charles Ashworth Pison, in his 50th year, second son of the late General Pison, C.B., R.A., St. Hillers, Jersey.

Funeral private from above address on Thursday, the 19th, at 2 o'clock. Interment in St. John's Cemetery, York Mills. PIPON—Accidentally killed in a railway collision, en route from Plymouth to London, England, Charles Ashworth Pison, in his 50th year, second son of the late General Pison, C.B., R.A., St. Hillers, Jersey.

BRITAIN FEARS NATIVES CROMER PREPARES PLANS

Owing to Increasing Fanaticism of Egyptians, Will Take Steps to Increase Efficiency of Army. London, July 16.—The correspondent at Cairo of The Express learns that in view of the rapidly increasing fanaticism of the natives, elaborate plans for strengthening the army of occupation have been prepared by Lord Cromer, the British agent and consul-general in Egypt and his advisers.

TWO THOUSAND WORKMEN ATTACK GAR IN STREET

Collisions With Police and Gendarmes in Industrial Quarter of Russian Capital. St. Petersburg, July 16.—Sunday night witnessed the usual collision between workmen and police and gendarmes in the industrial quarters of the capital. The most serious affair occurred on the Schlusseburg-road, where a crowd of 2000 persons attacked a steam tractor, which ran over a drunken soldier. The crowd stopped the car with obstacles placed across the track with the intention of lynching the engineer and the conductor, but were finally dissuaded by the pacific counsels of a workman.

The nobles having large estates, under the leadership of Count Ignatieff, ex-governor of Kiev; Prince Kasaev, Wilton and Salisbury was over 60 miles an hour.

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Advertisement for various goods and services including 'for shirts, the soil', '49', '25', '9c', 'up the different way, so as striking', 'black and so fancy', 'front, natural', '.19', 'PER', 'DISEASES', 'BAHAM', 'SPADINA AVE.', 'Chairs', '60 Each', 'MOSES & SON, Srs. Toronto', 'JAMES J. HILL', '14—President', 'ern, who is on', 'erday said the', 'road would be', 'er a new route', 'ow in the field', 'ween Portland', 'id that a por', 'd be electrical'