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PROBS—Fresh variable winds; part clear, with showers; thunderstorms in afternoon.

Senate Reading Room
1 Janis—16229

EXPLOSION SOON ON BILINGUAL QUESTION

Ultimatum Demanding That French Be Sole Language Sent to Two Leaders, and Claim Made That Rowell Agreed to Support It While Whitney Refused.

Something akin to an explosion is expected today when the details are learned of the French-Canadian ultimatum to the Ontario Government on the matter of bilingual schools. This ultimatum, it is understood, has been laid before the government and Mr. Rowell within the last few days, and the demand is far-reaching. The vital clause is, that in bilingual schools, French must be the sole language of instruction and communication.

The storm is likely to centre about the fact that it is claimed there is proof to show that the circular, signed by leading French-Canadian authorities through Ontario, inspired the speech of N. W. Rowell at Cornwall on Saturday last, an oath whereas the Whitney government in the words of Messrs. Lucas and Pyne have declared that they will stand by the present regulations. Mr. Rowell has agreed to support the advocates of the French language.

"There is going to be a three house-cleaning over this," said a member of the Orange order last evening when acquainted with the details. "Now that we know where Mr. Rowell stands, every Orangeman is bound to stand firm by the Whitney government. Rowell is plainly counting on gaining the French-Canadian ridings by his adoption of their appeal."

Educational Rights.

To show that the opposition leader was not being misjudged he quoted from the address of a French speaker at the Cornwall meeting (delivered in French) wherein he had called upon the assembly to support the Liberal party, for then they would gain their educational rights. Immediately following came Mr. Rowell's speech containing the statement that if French Canadian parents desired their children to study French in the schools he could see objection from no citizen in the province.

Sir James Refused.

The letter sent to the government contains two other clauses to which violent exception is taken. Sir James Whitney in repeated declarations had refused to countenance. It demands that in all two-room schools the attendance be divided, and that French be taught in one room and English in the other. The same idea is applied to one-room schools, where the class would be divided and French be used for one group and English for the other. This in a single room a double system of teaching would be instituted.

The placing of these demands before both government and opposition has been done with the utmost secrecy, and the fact that the outcome was to be considered an ultimatum in the present election was emphasized.

SUFFRAGETTES TO SEE ASQUITH

Premier Will Receive Deputation Because of Dramatic Threat of Sylvia Pankhurst.

LONDON, Friday Morning, June 19.—Premier Asquith has capitulated to the suffragettes. He has consented to receive a deputation of east end working women in Downing street Saturday morning.

Miss Sylvia Pankhurst's attempt to carry out her threat of a hunger strike at the entrance to the house of commons unless the premier yields to the demand that he listen to a delegation of women, was largely responsible for the prime minister's decision. The efforts of James Keir Hardie, the socialist independent member of parliament, and George Lansbury, an ex-member, with the premier, helped the militant suffragette leader to bring him to his knees.

The victory is a distinct one, because Sylvia Pankhurst was arrested about a week ago for attempting to lead a procession of east end women to Westminster to demand the audience which Mr. Asquith has now promised.

Holloway jail opened its doors tonight to Miss Sylvia Pankhurst, who was arrested and pale after her eighth successive hunger strike, but still determined. She drove to Westminster immediately in a motor car with a woman friend, and rebuffed Mr. Keir Hardie, who was sitting on the steps of the central entrance to the House of Commons, propped up with a cane and supported in the arms of a woman friend. Mr. Lansbury came out with the premier. Premier Asquith had been waiting.

EMPRESS FAULTY WITH STEERING, SAYS SAILOR

Wheel Jammed Few Hours Before Collision, Declares Quartermaster at Inquiry—Statements Denied by Other Member of Crew, Who Relieved Him.

Canadian Press Despatch.
QUEBEC, June 18.—Assertions by James Francis Galway, a quartermaster, that the Empress of Ireland did not steer well, that her wheel jammed only a few hours before the collision which sent her to the bottom of the St. Lawrence on May 29, that she swerved badly in the river and that the crew of the steamer Alden could verify these statements, and the denials of these claims by responsible officers of the lost liner made today's session of the Dominion commission enquiring into the wreck one of quickly changing and gripping interest from start to finish.

Lord Mersey seemed alone among those in court in his decision not to be excited by the promise and the ultimate production of Galway's evidence. He began by stating that he did not attach much importance to it, and wound up by putting questions to the witness who was in charge of the wheel of the liner just a few hours before she went down, which seemed to indicate that the current of the St. Lawrence was responsible for the Empress' misbehavior, as his lordship styled Galway's description of the ship's disobedience of the helm.

Rebuttal Evidence.

Evidence to rebut Galway's story and also the suggestion made during the day that the C. F. R. had tried to get him to leave the country before testifying, was supplied by John Murphy, the quartermaster who relieved him, and who contradicted his statement about warning him that the ship was steering badly, and was also supplied by Adelard Bernier, the pilot in charge of her when the jamming was said to have occurred, and several of the Empress officers.

Galway got a severe grueling from Lord Mersey and Butler Aspinall, K.C., counsel for the C. F. R., but the very much flustered, as might be expected, he stuck to the main part of his accusations against the Empress' steering gear.

Lord Mersey Sarcastic.

The springing of Galway's evidence by C. S. Haight, New York, counsel for the owners of the Stordard, caused Lord Mersey to lose that equanimity which has, up to now, been a distinguishing feature of his conduct of the proceedings. He made biting remarks about Galway, forgot his name, and referred to him as the man from the Neptune Inn, where the witness was staying, and continually jabbed at him questions as to why, when he considered the steering gear of a ship the "main asset in life saving," he had not mentioned the alleged defect in the Empress' apparatus in giving his story to the C.P.R. lawyers and to a Montreal newspaper. His lordship also developed a sarcastic line of argument while he read Mr. Haight a lesson on his duty to the court, severely condemning what he thought was an attempt on the part of the Stordard legal battery to keep the Galway testimony up their sleeves.

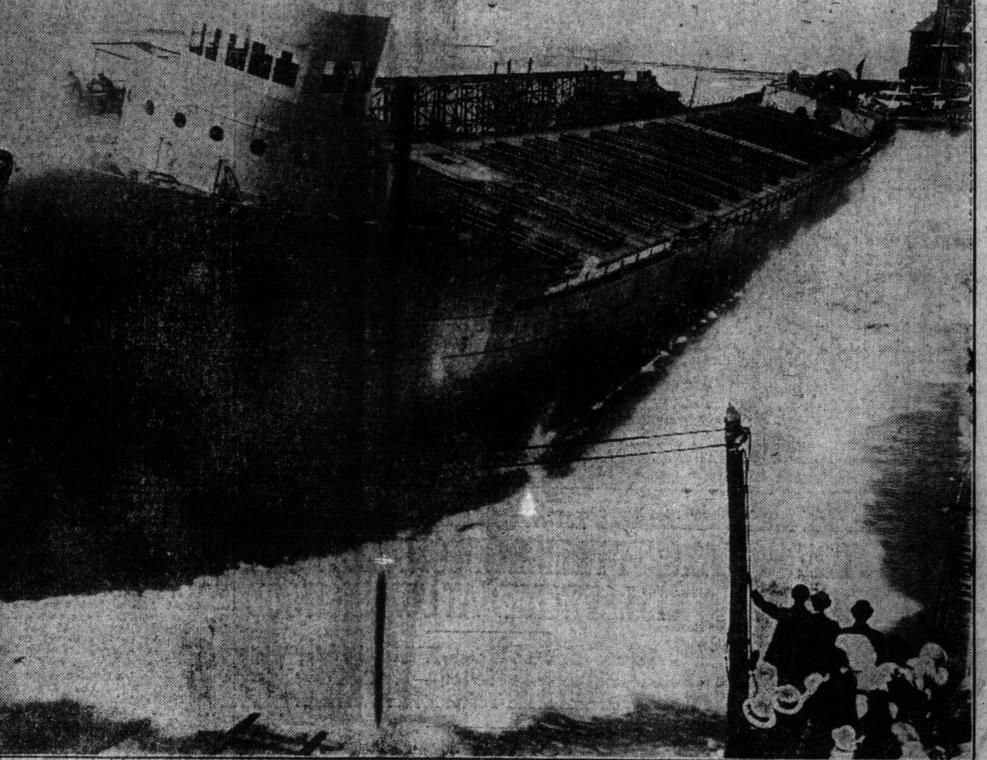
His lordship, however, regained his equanimity towards the end of the afternoon when he initiated a conference among the lawyers who came out of it convinced that the charges of cowardice lodged against some of both the Empress and Stordard crews were unfounded.

Before the question of the vessel's steering qualities came up the C.P.R. lawyers had introduced Robert Henry Brennan and Robert Liddell of the engineering staff of the Empress to corroborate Captain Kendall's statement that after leaving Father Point the ship had been ordered "full speed ahead," "stop and full speed astern," and then "stop." Haight, in cross-examination, indicated a skepticism about the officers' statement that the ship was put from full speed ahead to full speed astern in three minutes, the engineers were emphatic in claiming that it had often been done before.

Captain Walsh of the C.P.R. said that he had heard, rushed to his room to get his belt and not to the boats, as it was his duty to do. He was the only man who had fallen.

Mr. Haight said he was informed that Galway went to his room to awaken his companions.

LAUNCHING THE LARGEST FREIGHTER ON THE LAKES



The giant freighter J. H. G. Hagarty as she slid down the ways at Collingswood yesterday and plunged into the water with a tremendous splash. See story of launching on page two.

ROWELL GIVEN GOOD RECEPTION

Other Speakers at Peterboro Rally Severely Heckled—Leader Avoided Bilingual Issue.

PETERBORO, June 18.—The opera house was crowded from pit to dome tonight by a crowd anxious to hear the Liberal leader, who was given a respectful, and at times enthusiastic, reception. The other speakers were heckled and many present were evidently Whitney supporters, but Mr. Rowell was not interrupted at any time.

Mr. Rowell's address was almost entirely confined to the temperance question, which he declared was the main issue between the parties at the coming election. He justified his policy as going as far as the churches and the temperance people had requested, even though it did not do away with existing shop licenses. The bilingual school question was not referred to.

SUSPENSION LEAVES COMPANY IN BAD WAY

LONDON, Friday Morning, June 19.—The suspension of the Canadian agency has placed the Messina Transvaal Development Company in a serious position. A statement issued yesterday gives as the principal item on the side of the liabilities as \$295,000, representing the "acceptances by Canadian Agency discounted by the Messina Company, and payable to holders." On the side of the assets is the item of \$215,000 under the head of "loans to the Canadian Agency."

HOSPITAL SHIP MAINE IS STILL HARD AGROUND

GLASGOW, Scotland, June 18.—The hospital ship Maine, which went ashore yesterday in the Firth of Lorne, on the west coast of Scotland, was still fast today. She is badly damaged.

The entire crew, together with the patients, all of whom were sailors of the British navy, were picked up by other vessels from the ship's boats, in which they had been placed after the accident.

FIFTEEN LIVES PROBABLY LOST WHEN TRAIN FELL INTO RIVER

Canadian Press Despatch.
LONDON, June 18.—Three women were drowned and it is feared that a dozen other persons perished today, when a passenger train went thru a culvert and into a torrent at Carr Bridge, 23 miles south of Inverness, Scotland.

A thunderstorm that raged the north of England and Scotland was responsible for the accident. The train from Perth was crossing the culvert and became derailed, and the culvert, which had become undermined, collapsed and the passenger coaches fell into the water. It is feared that besides the known drowned a dozen other persons were caught in a submerged coach.

BOY IN WAGON WAS RUN OVER

Leslie Matton Was on Wrong Side of Street When He Was Struck by Motor Car.

While pushing his express wagon up Lansdowne avenue, near the police last night, 10-year-old Leslie Matton of 772 Lansdowne avenue was run down by a motor car and so badly injured that his recovery is despaired of at the Western Hospital, where he was conveyed in the police ambulance. Kenneth Sinclair of 209 George street, who was driving the motor car, was placed under arrest on a charge of criminal negligence.

CONTRACT IS LET FOR SALVAGING EMPRESS

QUEBEC, June 18.—The contract to salvage the Empress of Ireland has been let to the Canadian Salvage Association.

It is expected that the salvaging will take two months, and it is not yet decided whether attempts will be made to raise the hull after the valuables and bodies have been removed from her.

CRUISERS WILL ARRIVE TODAY

Government Counts Upon Assistance of Japanese in Solving the Hindu Problem.

OTTAWA, June 18.—The arrival of the two Japanese cruisers at Vancouver tomorrow is awaited by the government with no small degree of anxious expectancy. The government is firmly resolved that the Hindus on the steamer Komagata Maru shall not be allowed to land, and also that there be no violence or disorder if it can be avoided. The fact that the Hindus, however, are in an ugly mood, not only towards the immigration officials, but also towards the Japanese captain and crew of the ship, and to some extent towards Gurdit Singh, the charterer of the vessel, makes a serious situation.

NEW EDITOR FOR WAR CRY

Lieut.-Col. Bond, London, Eng., Appointed Editor-in-Chief of S. A. Canadian Publications.

Commissioner McKie of the Salvation Army made an announcement to the headquarters staff yesterday to the effect that Lieut.-Col. John Bond, now editor of The British War Cry, has been appointed by Gen. Booth as editor-in-chief of the army's publications in Canada. Col. Bond has held this position for seven years previously, and was appointed to London, England, in December, 1912. He was succeeded by the late Brigadier Henry W. Walker, who lost his life in the Empress disaster. Col. Bond is expected to arrive in Toronto in the middle of July.

BELFAST CIVIC RULERS NOT TO VISIT DUBLIN

LONDON, June 18.—Belfast Corporation this afternoon decided to decline the invitation of the Council of Aberdeen to attend the civic exhibition in Dublin on the grounds that the intensity of the political situation precluded those holding different opinions from attending the meeting without such an action being misinterpreted.

TEMPERANCE ACT WAS DEFEATED IN MUSKOKA

Incomplete Returns Indicate That "Wet" Majority Will Reach Four Hundred—Vote Close in Towns, But Townships Showed Marked Hostility to Measure.

Special to The Toronto World.
BRACEBRIDGE, June 18.—The defeat of the Canada Temperance Act in Muskoka seemed certain tonight, when returns from about half the polling places indicated a majority of 400 in opposition to the measure.

In Bracebridge the vote was 217 in favor, 213 against, a majority of 4. In Port Carling the temperance forces had a majority of 34 incomplete returns in Huntsville and Gravenhurst showed a majority for the act of 42 in the former and 16 for the anti in the latter.

Results of Voting.

Results so far as known tonight were:

For.	Against.
Bracebridge Town	84
Port Carling	36
Gravenhurst	16
Huntsville	42
Townships—	
Cardwell	64
Draper	48
Medora and Wood	57
Monk	26
Oakley	10
Stephens	74
McLach and Ridout	6
Watt	75
Gibson	7
Morrison	0
Totals	199
Majority against act	130.

Outlying townships are expected to increase the "anti" vote materially.

BIG ORANGE GATHERING AT LONDON IN AUGUST

Canadian Press Despatch.
LONDON, Ont., June 18.—London Orangemen are preparing for one of the biggest Orange celebrations ever held in this country, when 5000 members of the order of the Black Knights will gather in this city on July 12. Already a guaranteed attendance of 700 alone has been promised from Toronto, while from all corners of the province there will be substantial delegations. It is expected that some of the greatest orators of the order will be present on the occasion and an elaborate program of entertainment is to be arranged.

TWO MEN CAUGHT AFTER A CHASE

Ran Different Ways When Policemen Appeared, But Were Captured and Landed in Cells.

Following a chase extending over half a dozen city blocks, in which three constables and half a dozen citizens participated, Michael Docherty, 67 Duchess street, and Joseph Montague, 113 Sherbourne street, were arrested last evening, charged with having assaulted and robbed Fred Woolington of 56 Knox avenue of \$3.35. The hold-up took place on Front street, near the market, at 6:30 last night.

Both the culprits were finally landed by Officer 331. Woolington first laid complaint to Officer 379, on duty at the market, and the two set out to locate the suspects. As soon as they saw the officer coming towards them, however, they took to their heels, one going east and the other west. Officer 331, going north on a Yonge car, saw the chase and alighted just in time to grab Montague. With the other officer he then traced the other man and got him a few minutes later on Duchess street.

A Friday and Saturday Sensation at Dineen's

Hundreds of Men's Sailor Straw Hats and Panama Hats to be placed on sale Friday and Saturday at Dineen Co., 140 Yonge street, 250 Men's English Sailor Straws, the latest up-to-date shapes at \$2 each; 225 Men's Panama hats from \$5.00 to \$7.50; Friday and Saturday, \$2.95; 1000 Men's Felt Hats in greys, blues, greens and black; value \$3.00 and \$3.00, Friday and Saturday, \$1.95. Don't purchase a straw or Panama until you first see those at the W. and D. Dineen Co., 140, Yonge street.