

Asquith May Abandon His Home Rule Amending Bill

Serious Rioting at St. John, N.B.—Another Merger of Canadian Banks

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Everybody Expects Conference at Palace to Reach Settlement, Says Cable to New York Paper—Home Rule Bill Will Be Allowed to Become Law.

Special to The Toronto World. NEW YORK, Friday Morning, July 24.—A special cable to The Toronto World says: "Formerly the King could do no wrong, but nowadays it seems that the King can do no right." This is the remark attributed to King George, on reading the press and parliamentary criticism of his speech and actions connected with the royal home rule conference. The outburst has had a sobering effect on the court, where it was apparently beginning to be fancied that its views were of secondary importance. The conference reassembled yesterday morning to agree upon a report of its failure, but the King sent for Mr. Asquith and besought him to make a further effort for settlement. Mr. Asquith, the knowing from the attitude of the Unionists, that he could make no proposal to satisfy them, did suggest, on opening the session, that instead of drawing up their report, they should make one more attempt to find a basis of settlement in accordance with the personal desire of the King. They accordingly discussed the question of the readjustment of the boundaries of Orange Ulster as a means of reaching an agreement, but after nearly two hours' discussion, the deadlock was as hopeless as ever. There will be another session today, but nobody concerned expects that it will be of any use. It is now believed that the government will drop the amending bill because the Unionist leaders have again refused to accept its proposals at the conference. The session, in that event, would end about Aug. 12, when the home rule bill would become law and the Ulster provisional government would appear on the scene, although who it proposes to govern and how nobody can understand.

LARGE DROVES OF WORMS IN MIDDLESEX COUNTY

Farmers Burn Fields of Grain in Some Districts to Stop Progress.

Canadian Press Despatch. LONDON, Ont., July 24.—The army worm has invaded Middlesex and has been seen in large numbers in the Township of Delaware, on the first concession. In several other places in this district the pest has been observed and in certain districts fields of grain are being burned and trenches dug to stop the ravages of the invaders. In Delaware the insects are making great havoc. Appin, Avon and other places report the presence of worms. In North Dorchester experts from the Ontario Agricultural College are assisting the farmers in their battles with the pests.

GANG OF SIX BICYCLE BURGLARS ROB TWELVE WEST END HOUSES

Early Yesterday Morning Residences Between Royce Ave. and Osler Street Were Entered and Thieves Carried Off More Than a Thousand Dollars' Worth of Plunder.

One of the biggest series of burglaries in the history of the Toronto police force was pulled off in the western section of the city between midnight Wednesday night and the dawn of Thursday morning. Operating on bicycles, all of which the police believe were stolen for the purpose, half a dozen men entered no less than 12 houses in the district between Royce avenue and Osler street, getting away with over \$1,000 worth of valuables and cash. The police refused to divulge the names and addresses of the parties whose homes were burglarized, but admitted to The World that they already had 13 reported burglaries, all the places being situated with a few blocks still more today. The burglars apparently visited one house after another, skipping one or two in a row, so that any noise made in a previous entry might not have aroused the next victims.

CAVALRY CHARGES MOB AT ST. JOHN STREET CARS BURNED, SHOTS FIRED

Firemen at Street Railway Power House Driven From Work by Volleys of Stones—One Rioter Shot by Detective—Riot Most Serious in Forty Years.

William Bennett, dredge worker, was shot in the thigh by Detective Lucas, who was defending himself from members of the mob. Lucas was badly out on the head, and he and Bennett are in the hospital. The cars were overturned in Market Square by the mob after two hours of interrupted disorder and finally set on fire. The fire brigade put out the blaze at midnight. This was the most serious disorder in this city in forty years. The trouble is mostly due to the hoodlums rather than to the strikers. The introduction of strike-breakers precipitated many riots.

WOMAN IN AEROPLANE FLEW OVER LAKE ERIE

CLEVELAND, O., July 23.—Miss Lily Irvine made a flight over Lake Erie this afternoon from Cedar Point, Sandusky, to a point east of this city in a flying boat. She covered seventy-four miles in exactly one hour.

KANSAS CITY CATTLEMEN TO RAISE CATTLE IN B.C.

WINNIPEG, July 23.—G. A. Cook, Canadian government agent at Kansas City, arrived in Winnipeg this morning, accompanied by a party of Kansas City cattlemen who are en route to British Columbia for the purpose of selecting a territory in British Columbia for the raising of pure bred cattle.

RECEIVERSHIP THREATENED

Other defaults include Missouri, Oklahoma and Gulf, \$19,679,300; Cincinnati, Hamilton and Dayton, \$1,577,000; Indiana, Decatur and Western, \$5,162,000; Cincinnati, Indiana and Western, \$4,732,000; New Orleans, Mobile and Chicago, \$11,519,000; Colorado Midland, \$9,532,000; Wheeling and Lake Erie, \$3,900,000; Oklahoma Central, \$3,000,000; Kansas City and Memphis, \$496,000, and Kansas, Oklahoma and Western \$300,000. The Toledo, St. Louis and Western is expected on August 1 next to default on \$11,500,000 of collateral trust bonds and there is at present great anxiety in Wall street as to whether the interest due on September 1 of \$50,000,000 of Western Pacific securities will be paid. There is a possibility that if this interest is not paid, a receivership for Denver and Rio Grande, the guaranteeing company, will be necessary. There is much uncertainty as to whether the International and Great Northern will make arrangements to meet obligations maturing in the near future.

PERMANENT EXERTIONS MADE BY LIBERAL LEADERS TO REACH SETTLEMENT OF IRISH PROBLEM

CONFERENCE STILL IN BEING AND DISCUSSION OF AMENDING BILL IS FURTHER DEFERRED—LIBERAL PEACE ADVOCATE TRIES TO INDUCE NATIONALISTS TO MODIFY DEMANDS.

Conference Still in Being and Discussion of Amending Bill is Further Deferred—Liberal Peace Advocate Tries to Induce Nationalists to Modify Demands.

Canadian Press Despatch. LONDON, July 23.—The outstanding fact in the Irish situation tonight is that the home rule conference is still in being, the predictions of the whole Liberal and Unionist press of yesterday that the conference was on the eve of collapse, having proved false. After a protracted meeting today conference adjourned until tomorrow. Meetings and discussions of the various party leaders proceeded in the lobbies of parliament tonight with unabated activity, and moderate men, like Lord Courney, are working indefatigably in the direction of a compromise. Hopes and fears fluctuate from hour to hour. Amending Bill Postponed. One favorable sign is found in the fact that further consideration in the house of commons of the amending bill, which was postponed until Monday on account of the conference, has been deferred until tomorrow. (Continued on Page 7, Column 5.)

CARSON URGES EVERY UNIONIST TO PREVENT BETRAYAL OF ULSTER

Great Influences at Work Behind Scenes to Secure Settlement, He Writes—This May Completely Change Whole Situation at Last Moment.

Canadian Associated Press Cable. LONDON, Friday Morning, July 24.—The only hopeful sign in connection with the Buckingham Palace conference is that contrary to the universal opinion it is still alive. That is, all that can be said with absolute confidence. A news agency says currency to a report "that the conference has attained what amounts to an agreement." As against this statement may be mentioned a letter from Sir Edward Carson which was read at a Unionist gathering yesterday afternoon. Sir Edward says that the government still appears to be ignorant of the critical position they have themselves created by their impossible home rule bill, and are apparently content to allow matters to drift until civil war breaks out. He urged every member to do his utmost to prevent "this monstrous betrayal from being realized. One point emerges, however. There are great influences at work behind the scenes to secure a settlement which may at the last moment completely change the whole situation. The wishes of the King must continue to be in the minds of all engaged in the conference so long as it remains in existence." The fact that it has involved another sitting, despite Wednesday's resumption, is in itself a good omen. Moderate men on both sides of politics continue to hope that its labors may not in the end prove fruitless.

INDEBTEDNESS OF U.S. RAILWAYS STAGGERING

Interest Defaulted on More Than Half Billion in Bonds and Condition Recalls Panicky Period of Score of Years Ago—Receivership in Prospect.

Special to The Toronto World. NEW YORK, July 23.—The railroads of the United States are in default of interest on securities aggregating \$550,000,000, according to a compilation established by authorities. It says that not since the disastrous period between 1893 and 1895, when the Atchafalaya, Reading, Erie, Norfolk and Western, Northern Pacific, Union Pacific and other important systems underwent financial rehabilitation, have so many railroad bonds been in default as at the present time. St. Louis and San Francisco heads the list. This system defaulted July 1 on \$195,045,000, which, if taken with the Chicago and Eastern Illinois default, brings the total up to \$230,500,000. The Chicago, Rock Island and Pacific has defaulted on \$65,000,000 and the Washburn on \$47,000,000. Receiverships Threatened. Other defaults include Missouri, Oklahoma and Gulf, \$19,679,300; Cincinnati, Hamilton and Dayton, \$1,577,000; Indiana, Decatur and Western, \$5,162,000; Cincinnati, Indiana and Western, \$4,732,000; New Orleans, Mobile and Chicago, \$11,519,000; Colorado Midland, \$9,532,000; Wheeling and Lake Erie, \$3,900,000; Oklahoma Central, \$3,000,000; Kansas City and Memphis, \$496,000, and Kansas, Oklahoma and Western \$300,000. The Toledo, St. Louis and Western is expected on August 1 next to default on \$11,500,000 of collateral trust bonds and there is at present great anxiety in Wall street as to whether the interest due on September 1 of \$50,000,000 of Western Pacific securities will be paid. There is a possibility that if this interest is not paid, a receivership for Denver and Rio Grande, the guaranteeing company, will be necessary. There is much uncertainty as to whether the International and Great Northern will make arrangements to meet obligations maturing in the near future.

NOVA SCOTIA AND METROPOLITAN WILL MERGE BANKING BUSINESS TERMS OFFICIALLY ANNOUNCED

RAINBOW FOR BEHRING SEA TO PROTECT SEAL FISHERIES

OTTAWA, July 23.—As soon as the Canadian cruiser "Rainbow" has escorted the Komagata Maru, with its Hindu passengers, out to sea, it will return at once to Esquimaut to go into drydock and be put in shape for its cruise in Behring Sea, where it will replace the British cruisers that have been called away and that were engaged in protecting the seal fisheries. The "Rainbow" will go north in about ten days.

FATAL STEP WAS CAUSE OF DEATH

M. B. Allison of Parliament Buildings Was Struck By a Street Car.

While attempting to cross from the west to the east side of Yonge street at 5:30 yesterday afternoon, Matthew B. Allison, aged 55, 259 Carlton street, stepped from behind a southbound car directly in front of a northbound street car, and was knocked to the pavement, sustaining a fracture of the base of the skull. He was removed to St. Michael's, but never regained consciousness and expired at 10 o'clock. The car was driven by motorman 438. Eye witnesses say that the trolley had stopped at Wilton avenue to take on passengers and had barely gained momentum again before the accident occurred, opposite 262 Yonge street. Allison was first carried into Britnell's book store and attended by a physician. The police ambulance conveyed him to the hospital. Matthew B. Allison was fairly well known in Toronto. He was formerly a merchant, and later was a commercial traveler throughout Ontario. Latterly he had been employed in the parliament buildings. Coroner Johnson has ordered an inquest opened on the body.

EVADING NURSE LEAPS TO DEATH

Uxbridge Patient Jumped From Fifth Storey of General Hospital.

Mrs. Josephine Wren, aged 37, of Uxbridge, jumped from the fifth storey of the private patients' building at the General Hospital last night at 8:30 o'clock and was killed by the fall to the courtyard pavement. She had been a patient since last Saturday and was suffering from nervousness. Her husband and friends at Uxbridge were notified. Three children survive. An inquest is likely. The assistant superintendent, Dr. A. K. Haywood, last night gave a verbal statement of the accident to the press. During the daytime Mrs. Wren was quite rational, but as night approached she invariably became excited, and a special nurse was detailed to care for her. For the last three nights the patient was given a hot bath and something hot to drink, and afterward slept peacefully. Saw Woman's Leap. Last night as usual the special nurse took Mrs. Wren to the bathroom. Here she was given the hot bath, and just before leaving the bathroom the nurse asked her if she would have a hot drink. She requested cocoa, and the nurse was fifteen feet from the bathroom door on her way to the pantry, when another nurse shouted to her, "Oh, look out," and she turned just in time to see Mrs. Wren jump over the balcony railing. Before the body struck the pavement the nurse reached the railing. Death was instantaneous. The assistant superintendent was called from his office immediately. He notified the woman's husband and reported the accident to the chief coroner, Dr. James Johnston. Mrs. Wren was in room 536, which was on the fifth floor. There were three other patients in that ward.

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INSTALL WIRELESS EQUIPMENT ON ALL PASSENGER STEAMERS

Government Reports That Its Orders Have Been Complied With and Many Operators Have Presented Themselves for Examination—Is Working Up Commercial Business

By a Staff Reporter. OTTAWA, July 23.—The government regulations requiring all passenger steamers to install wireless equipment came into force at the first of this year, and the naval service department has had a busy time lately seeing that the vessels all secure the wireless and comply with the regulations. In addition the department has had to examine the hundreds of candidates who seek to qualify as wireless operators. A considerable number of the candidates have been refused certificates on first examination, but in most cases they have come back again, showing great improvement and have passed. The department sends out examiners to the various districts all over the country, and examinations are held at stated times, while at Ottawa and at Victoria, B.C., candidates can come for examination at any time. Passenger Vessels Equipped. The passenger steamers coming under the act have all installed the wireless, even those sailing only a short distance from port to port, but with many passenger vessels, such as the boats from Toronto to Niagara, navigation is not dangerous, but the numbers carried are often great. The steamers crossing the Bay of Fundy and those sailing from Sydney to St. John's, Nfld., must also be equipped with wireless, because, the distance is not great, navigation is frequently dangerous. Do Commercial Business. The government wireless stations are open for commercial business. Passengers on the lake steamers are not using the service to any great extent as yet, but on the lower St. Lawrence the business is assuming considerable proportions, and the station at Capo Race does a larger commercial business than any other wireless station in the world. It is the first station which can be reached by ocean steamers bound for this side, and with its reach of 350 miles it can get the steamers bound for New York, except those on the southern routes. Larger steel towers are now being erected, which will give the station a reach of 500 miles and enable it to get all the steamers on the southern route.

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