

Senate Reading Room SEVENTE PO TWENTY-FOURTH YEAR

TWELVE PAGES—SATURDAY MORNING MAY 9 1903—TWELVE PAGES

ONE CENT

Hon. David Mills Dead Suddenly as Result of Bursting Blood Vessel

Justice of Supreme Court and Prominent Figure in Canadian Affairs Passes Away

Ottawa, Ont., May 8. (Special).—Hon. David Mills, Justice of the Supreme Court, died at 10.30 o'clock this evening from the bursting of a blood vessel. Death was very sudden. He sat on the bench in the Supreme Court this morning. Death resulted before medical aid could be summoned. Justice Mills moved to Ottawa a few months ago. The family survivors are the widow, sons, Walter Mills, banker, of Ridgeway, and David, and one daughter.

THE LATE JUSTICE DAVID MILLS.

Justice Mills was one of the old school of parliamentarians. He had an admiration, amounting to a passion, for the British Constitution, and his constitutional speeches were of a dry-as-dust variety, but illuminated by history and philosophy. A certain similarity of taste and talent created a strong liking between him and the late Sir Oliver Mowat, and he was associated with Mr. Mowat in the Ontario province case about 20 years ago. The announcement of his death broke up a little gathering of the old school parliamentarians. Justice Mills was one of the old school of parliamentarians. He had an admiration, amounting to a passion, for the British Constitution, and his constitutional speeches were of a dry-as-dust variety, but illuminated by history and philosophy. A certain similarity of taste and talent created a strong liking between him and the late Sir Oliver Mowat, and he was associated with Mr. Mowat in the Ontario province case about 20 years ago. The announcement of his death broke up a little gathering of the old school parliamentarians.



THEIR DUTY TO THE PUBLIC. Some of the newspapers that are advocating the claims of the Grand Trunk Pacific Railway are in duty bound to explain to the public the nature of their relations with the men who are promoting that project. The Toronto Globe and The Toronto Star are two of those newspapers.

These journals are seeking to enlist the sympathy of the people in behalf of the Grand Trunk Pacific scheme. Their advice may be good, and it may be no good. The public can only estimate its value by knowing its actual source. A newspaper is supposed to give to the public accurate information and disinterested advice. There was a time when newspapers could be generally relied upon to honestly fulfill these obligations. Of late years the corporation-owned newspaper has made its appearance. It is organized to serve the interests of the corporation. In the disguise of a public servant it goes forth to serve the interests that created it. It may be possible for a corporation-owned newspaper to serve the interests of the public when those interests are threatened by the corporation. This question is for the people to decide, and they should be placed in a position to decide. It is the plain duty of a corporation-owned newspaper that is advocating corporate interests to take the people into its confidence, and show to what extent it is related to those interests. The Grand Trunk Pacific Railway is a gigantic project. No one questions the motives of the men who are promoting it, even the three men, who are financially interested in friendly newspapers. But the people should not be asked to form opinions as to the propriety of the Grand Trunk Pacific Railway on advice which may or may not be distorted. They have a right to know the facts that will enable them to decide whether they will or will not be guided by the advice of a corporation-owned newspaper. Some of the capitalists who are promoting the Grand Trunk Pacific Railway are not content with the duty of explaining their connection with capitalists who are promoting the Grand Trunk Pacific Railway.

CHARGE OF CONSPIRACY AGAINST TORONTO MEN

Montreal Judge Talks of Forfeiting Bonds if There is More Delay.

Montreal, May 8.—The preliminary enquiry into the charges of conspiracy against Morris Backrach, William Blakley and David Veil was fixed for this morning and adjourned until next Tuesday. When the case was called at 10 o'clock Mr. Mitchell appeared for Mr. Greenfield and stated that the copy of the indictment had not been served. Judge Deshayes strongly objected to the time of the court being wasted by such arrangements being made without his knowledge, and sent for Mr. Cooke. Mr. Cooke denied that he had consented to any such thing. As the accused had not been summoned from Toronto, however, the case could not go on, and the judge postponed it temporarily, advising that if the accused did not appear.

CONTRACTORS GIVE SPREAD IN HONOR OF THEIR SUCCESS WITH THE BUILDING.

The rotunda of the King Edward Hotel assumed a metropolitan air last night when all traces left by the workmen were removed and under the bright glare of many electric chandeliers, groups of well dressed men lounged comfortably in the finely upholstered chairs, scattered around the spacious corridors. The occasion of the gathering was a complimentary dinner tendered by Hiley and Horn, the contractors, to J. D. Graham, their superintendent, and to the foremen of the different departments. Mr. Bailey, the new manager, in the prime of manhood, who could be depended upon to conduct such a situation as the King Edward with every success. Tom Horn looked after the comfort of everyone, and his popularity was attested by the hearty applause he received on every occasion he arose during the evening. About 8 o'clock the party proceeded to the grill room, where a dinner fit for a king, served in superb style by Headwaiter Wilkie, and a faultlessly attired corps of assistants, was partaken of with much gusto. Hotel in Running Order. A feature of the dinner was that so much of it was produced in the hotel. There the menu cards were printed and very elegant souvenirs were manufactured; the orchestra began to play the strains of the "Beau Brummel" and the musical talent was supplied from their employees. Those Who Were There. W. A. Hiley sat at the head of the table with Mr. Graham, the guest of the evening, on his right. Beside him were also E. J. Lennox, the architect; Dr. J. F. Hossard and John Massey, director of the Hotel Co. Fred W. Kozelmann, mural decorator from Tiffany's; Mr. Alex. Marshall, clerk of works. At the foot sat Thomas W. Horn, with Mr. Bailey and Mr. Gordon, the head clerk, on either hand. There were present about sixty representatives of the different trades, among whom were George Clapperton, general superintendent for the Bennett and Wright Co. with his foremen, W. J. Miller, W. J. Stevenson, Duncan McGregor, and George Kay; and the foremen of the different trades.

YOUNG GIRL PREFERS DEATH TO BEING FORCED TO MARRY

Miss Augusta Ferranti of St. Catharines Casts Herself into the Canal. The young woman plunged into the water. She was rescued by John Motley while making a serious effort to push herself into deeper water. An explanation of her act Miss Ferranti said she preferred death to marriage. Her father was insisting on her alliance with a wealthy Italian resident of Buffalo, Miss Ferranti is a bright-eyed handsome girl of 17, and possesses a fine voice, being heard frequently in solo work in a St. Catharines church. To some she denied that she intended to make away with herself, but her strange actions were witnessed by several persons in the vicinity of the spot where she attempted self-destruction.

MINISTERS AT MONTREAL FAIL TO SETTLE STRIKE BOTH SIDES OBSTINATE

Principle of Union Recognition Has Been Abandoned by the Men. Montreal, May 8.—Sir Wm. Mulock and Hon. Mr. Prefontaine have failed to bring about a settlement of the trouble between the striking longshoremen and the Montreal shippers. The Ministers have left no stone unturned to accomplish the object of their mission, and it is understood that Sir William Mulock sympathizes with the men, while Mr. Prefontaine sides with the employers. After consulting all day the shippers informed the Ministers that they would go so far as to give the preference of all vacancies to old men. This was probably meant for union men, but they absolutely refused to recognize anything like the international union. 2000 Addressed by Ministers. This evening the 2000 strikers had a meeting to discuss the situation and the Ministers of Marine, Postmaster-General and Agriculture delivered speeches. The Ministers spoke from the point of view of the country, but they would offer no advice as to the men's acceptance of rejection. Mr. Bickerton, M.P., went further and told the men to go to work. Vice-president O'Neill of the union spoke calmly, and asked the men to consider their own situation as well as that of their families, which they did by unanimous refusal to accept the proposed terms. 2000 Addressed by Ministers. This evening the 2000 strikers had a meeting to discuss the situation and the Ministers of Marine, Postmaster-General and Agriculture delivered speeches. The Ministers spoke from the point of view of the country, but they would offer no advice as to the men's acceptance of rejection. Mr. Bickerton, M.P., went further and told the men to go to work. Vice-president O'Neill of the union spoke calmly, and asked the men to consider their own situation as well as that of their families, which they did by unanimous refusal to accept the proposed terms.

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GOVERNMENT OWNERSHIP MR. J. GOULD'S THEME

Banker M.P. for West Ontario Holds Some Progressive Views. Uxbridge, May 8.—Special.—I. G. Gould, West Ontario's banker M.P., tonight addressed the Outlook Club on the timely topic of government ownership of railways. He declared that a strong feeling is everywhere arising that at least the minor public utilities, such as lighting, street railways and telephones, should be under the control of municipalities. Government ownership of railways was a much more serious matter and should be adopted only after the most careful estimate of the cost. In Canada at the present time the predominant issue is that of transportation, and he doubted if the acquisition of the railways was likely to soon become a political issue. He dealt with the objections raised against the theory—the magnitude of administration and abuse that party control—and dismissed them. So far the Canadian people have proved themselves adequate to any problem thrust upon them and even this gigantic demand is not above their abilities. Popular sentiment could be depended upon to throw down the use of railways for party purposes. The railways could not be more vitally or dangerously affected than they are at present. Freight rates would be as definite and as unalterable as the price of a postage stamp. It would raise business morality by eliminating railway stock speculation. Experience had not assured lower rates, as with higher wages and shorter hours expenses would be increased. A serious objection is that the building of certain lines might then become a political issue. Then, too, a system of rates might be adopted by which the class of goods might be favored or disfavored. Experience had not assured lower rates, as with higher wages and shorter hours expenses would be increased. A serious objection is that the building of certain lines might then become a political issue. Then, too, a system of rates might be adopted by which the class of goods might be favored or disfavored. Experience had not assured lower rates, as with higher wages and shorter hours expenses would be increased.

B.C. POLITICAL SCANDAL IS BARED BEFORE PUBLIC

Testimony of Hardships Workmen Were Faced to Endure in Business. Victoria, B.C., May 8.—The following is the Hon. Mr. Wells' statement before the committee today: "In connection with my evidence as to the conversation I had with W. J. Taylor in Montreal in November, 1901, wherein he informed me of a projected syndicate company to take over the Columbia and Western lines in E. Kootenay, offering me a one-twentieth share therein, I state that I have not intimated and do not in any way desire to convey the impression that to the Hon. Mr. Taylor's proposal to me that I should accept the share now that Sir Thomas Shaughnessy or Sir Canadian Pacific Railway Company were privy to any scheme to acquire or use these lands for official or improper purposes." Several of the leading officials of the miners union gave evidence that they had been obliged to live at Ladysmith in order to continue work at extension in 15 miles daily to and from the mine.

NEW BLOOD FOR NAVY.

Rear-Admiral Bickford Enrolling Royal Reserves at Esquimaut. Victoria, B. C., May 8. — Rear Admiral Bickford, commanding the British naval force in Pacific waters, with headquarters at Esquimaut, has started to enroll a Royal Naval Reserve at Esquimaut. Men who have been discharged from the navy are being formed into a reserve, to engage in training for a short period each year, to be ready for service, if occasion demanded the calling-out of reserve forces. Cigars - Voltaire, three for 25c. in bulk. Buy cigars made by the Alivo Bolland. Fighting G.T.P. Subsidy. Frederick, N.B., May 8.—The provincial legislature agreed tonight to petition the Dominion government not to give the Grand Trunk Pacific Company a subsidy for their transcontinental route, unless they agree to pass thru New Brunswick to a Canadian seaport. Did you ever try the top barrel? O.H.—At 2232 Queen-street east, Mar. 9, to Mr. and Mrs. W. E. Orr, a daughter.

ENGLAND'S TRIBUTE TO U.S.

Flagship of Pacific Squadron to Take Part in Roosevelt's Naval Escort. Victoria, B. C., May 8. — H. M. S. Grifone, flagship of the British Pacific Squadron, left this afternoon for San Francisco, to form one of the naval escort which is to assemble at San Francisco during the visit of President Roosevelt. This is the first occasion on which a British warship has been used on a similar errand in the Pacific. Try the decenter at Thomas, three for a quarter. Mine Swindler Sentenced. Victoria, B. C., May 8. — C. H. Hayes of Portland, accused of obtaining \$25,000 from Captain John Irving by false practices, in connection with a mining deal, involving shares of the Nahmint Mine, on Alberta Canal, was sentenced to two years' imprisonment this morning. Margaret Cigars sold for 4 for 25c. Alivo Bolland. Parkdale Residence for \$6000. Elegant detached residence, Dowling-avenue, will be sacrificed for \$6000 to the purchaser. Apply to J. L. Troy, 52 East Adelaide-street.

MISS AUGUSTA FERRANTI OF ST. CATHARINES CASTS HERSELF INTO THE CANAL.

The young woman plunged into the water. She was rescued by John Motley while making a serious effort to push herself into deeper water. An explanation of her act Miss Ferranti said she preferred death to marriage. Her father was insisting on her alliance with a wealthy Italian resident of Buffalo, Miss Ferranti is a bright-eyed handsome girl of 17, and possesses a fine voice, being heard frequently in solo work in a St. Catharines church. To some she denied that she intended to make away with herself, but her strange actions were witnessed by several persons in the vicinity of the spot where she attempted self-destruction.

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May 8

Three-Piece broken check blouses and neckties, 3.50

Three-Piece blue and black serge, with fine trimmings, 5.50

Three-Piece made with fine trimmings, 2.75

Three-Piece made with fine trimmings, 3.50

Three-Piece made with fine trimmings, 4.25

Three-Piece made with fine trimmings, 69

Three-Piece made with fine trimmings, 1.00

Three-Piece made with fine trimmings, 2.50

Three-Piece made with fine trimmings, 1.00

Three-Piece made with fine trimmings, 2.50

Three-Piece made with fine trimmings, 2.00

Three-Piece made with fine trimmings, .25

Three-Piece made with fine trimmings, .50

Three-Piece made with fine trimmings, 1.19

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