FRENCH SCHOLAR ON NATIONAL MED

Distinguished Scholar Discuss- Medical Board Will Examine es Spirit of People Before Large Audience.

CURIOUS ABOVE ALL

Ever Searching for Wherefore Rumors Circulated Regarding IN COMPETITION of Everything Thru Spirit of Truth.

"Nowhere have I better felt the heart-"Nowhere have I better felt the heart-beatongs of Canada and understood how near its heart was to that of France," said the eminent French literary critic, Gustave Lenson, in opening his lecture in "lesprit de la France." the French mind, at the physics building of the university last night. The hall was thronged by a brilliant audience who heartly appreciated the scholarly address delivered.

President Falconer, introducing the speaker, declared that the spirit of France which had captivated the world, was embodied in her literature of whose expounders none was so distinguished as

was embodied in her literature of whose expounders none was so distinguished as Professor Laison.

Mr. Lanson, showing first how alike are all mon in most respects, brought forward the peculiar traits which characterize the French mind; its universality of conception and of aptitude, and above all its intelligence.

He described how the French nationality was molded of its different ethnical elements, and how central France, from its thinking-head, Paris, evolved into a larger France of distinctive thought, ideals and acomplishments. It was not a union of thood or of races that was evolved thruout the years, but a union of mind and of method, excluding no national element. One becomes French by the soul and by the intelligence, he sald. The able lecturer then clearly showed the evolution of the French mind thruout the centuries.

said. The able lecturer then clearly showed the evolution of the French mind throut the centuries.

The Love of Truth.

Mr. Lenson agreeably disclaimed any monopoly of intelligence by the French, but declared that it was the commanding element of all the faculties of the French mind. This mind is curious above all, searching for the wherefore of everything, not thru a spirit of righteousness, nor beauty, but thru a spirit of truth. The French are not specialists, they generalize, they aim to know of everything and they nod a high rank in all domains of science and art, and the bighest rank in their most expressive art, that of literature. The French mind excels in the accessible regions of reasoning and observation, and shines more in psychology and mathematics than in the metaphysical sciences. Thence their cominence in sculpture, architecture and literature.

There is a canger of this intelligence amosing itrelf with ideas and forgetting perhaps the realities. We love theories and facts destroy them often, but with its wonderful adaptability the French mind tests its footing again. It has a peculiar intuitions emabling it to foresee in a way oncoming facts, and thus can construe methods of deservation to cope with these facts. A great mobility and inconsistency are apparent in the French mind to the strenger, bit its astonishing adaptability brings it rapidly back into the groove of good reasoning.

Professor Will and Baren Deschamps

Professor Will and Baron Deschamps heartly spoke their thanks in French to the eminent scholar, and a collection was taken up for the French prisoners

SHERBOURNE HOUSE CLUB READY FOR OCCUPANCY

Institution for Self-Supporting Girls Has Accommodation for Three Hundred People.

Sherbourne House Club, provided at a cost of approximately \$450,000 by H. H. Fudger, managing director of the Robert Simpson department store, for self-supporting women and girls, has been informally opened and is now ready for occupancy.

The club is composed of new buildings erected on the late Senator Cox's property, extending from Sherbourne street on the west to Bleecker st. of the east. The house of the late Senator Cox will be used for the Club-room while other buildings will include bed-room accommodation. There is accommodation for 300 women and girls, and while planned primarily for the employes of the Simpson Company women and girls in other businesses Ater may be added to the membership.

Miss Mary L. Bollert, director of education department of the Robert

HAMILTON CENTRE **UNDER NEW PLAN**

Recruits From Surrounding Districts.

WORK UNSATISFACTORY

the Military Hospitals Commission.

Speaking about the military medical hanges being made in Hamilton, Col. F. W. Marlow stated last night that Hamilton had been made recently a mobilization centre" for the examiation of recruits sent in from the urrounding district. This work, he said, could be consistently performed by medical officers who are deveting part of their time to military duties. He therefore proposed to constitute n examining board for the "mobilization centre" work, composed of Major D. G. McIlwraith as senior officer and Captains G. E. Greenway and Victor Ross as members. All these officers had had considerable experience in the

had had considerable experience in the examining of recruits and in medical board duties, and will constitute a stancing medical board at Hamiiton. In regard to the complaints from Hamiiton about the announced changes in the base hespital staff there. Col. Marlow declared the changes were made from the viewhanges were made from the viewchanges were made from the view-point of the pest interests of the ser-vice, and in no way a reflection upon the men who had been doing the med-ical work up to the present.

The work of the Military Hospitals

Commission, it was ; yester-day, is causing dissatisfaction. One hundred cases of sick returned so!diers are to be cared for in the To-ronto General Hospital, it is an-

One hundred men and two officers of the 205th (Tiger) Machine Gun Battalion of Hamilton are to leave soon for overseas as an infantry darft. The remaining 500 men of the battalion will receive machine gur instruction. "Buffs' Paraded.

The 198th Canadian-Buffs, Lieut, Col. John A. Cooper commander, Toonto's senior C.E.F. unit at Exhibi tion Camp, paraded downtown yest or-day and were photographed in front of the city hall. The government re-gulations call for each unit of the C.E.F. to have an official photograph taken for purposes of record. Seventy-two recruits offered to es list yesterday in Toronto. Twenty-five were accepted. The 256th and

257th Railway Construction Battalions. each secured eight of the accepted re-Ten recruits volunteered for service with the 256th Railway Construction Battalion at its West Toronto depot, 1631 4-2 Dundas street, yesterday.
The 204th Beaver Battalion are

whirlwind campaign to ge 100 recruits before the unit goes over-seas. Capt. Joe Cawson will be in charge of the campaign.

Reverts to Captain.

Major A. N. Jackson of the 215th Brantford Battalion has reverted to the rank of captain, in order to join the 257th Railway Construction Battalion, and will take charge of re-cruiting in the London district, where Lieut. Hugh Gall of Toronto had en-rolled 17 recruits. Lieut. Gall will now become director of the Guelph

district.

Lt.-Col. B. H. Belson and officers of the 81st Battalion C.E.F., have loaned to the 255th O.O.R. Overseas Battalion the bugle band instruments presented to their battalion by Messrs E. Edwards & Sons of Toronto.

The Women's Auxiliary of Cowan venue Presbyterian Church gave the first of a series of weekly concerts members of the 71st Battery, under Sgt.-Major A. R. Turnbull, and 50 members of the Cyclist Depot, under Lieuts. Robinson, McVain and Gooddent, were present. The concert program was given by Miss Day, Mrs. \$495, on easy terms.

McIntyre, Mrs. Spence and W. Lowe.

The funeral of the late Pte. J. M.

Splaks, A.M.C., of the Base Hospital of the buildings, and Miss Goldie will manage the dining foom. Residents of the Prospect Correctors afternoon from the classic form of the Prospect Correctors. manage the dining foom. Residents of the dub will be charged \$4.50 a week, which includes cost of board and lodging.

Receptions are being held at the club every night this week.

THE DAY'S EVENTS REVIEWED

* WAR SUMMARY *

(Continued From Page 1.) many German dugouts, destroyed a machine gun, and took 17 prisoners Butte de Warlencourt is a precious bit of high ground before Bapaume and overlooking the Ancre Valley. The British once captured it in the early part of the rainy season, but the muddy ground forbade consolidation, and the Germans in a counter-attack recovered it. East of Souchez the British troops entered the lines of the enemy and did much damage to his workings. In the air British squadrons carried out several effective bombing operations, and in fights they destroyed three German machines and drove down three others damaged.

Three attacks of the enemy yesterday on French and Belgian lines encountered more and sharper opposition than he bargained for, and his troops had to fall back before the terrific fire rained on them. Two of these surprises turned out to be fizzles on the front between Soissons and Rheims, in the sectors of Soupir and of Beaulne on the Aisne. The third attempt, a night assault, ran into Belgian and British barrage fire from guns, trench artillery and infantry, causing the charging troops to halt and retire. Lorraine and the Vosges saw quite violent artillery actions, but no infantry attacks.

Finding after two weeks and more of fruitless effort that the allies hold impregnable lines along the Sereth and Trotus Rivers in Rumania, the Germans are withdrawing their divisions and replacing them with Austrian and Turkish formations. No information is forthcoming of where the German troops are proceeding, but their destination is probably Macedonia, where an effort will probably develop to oust the allies from Monastir in order to placate the Bulgarians.

The French had to beat off another German attack on Hill 304, west of the Meuse and northwest of Verdun, according to a Paris communication. The Germans made the attempt with their grenadiers, but these came under French barrier fire and gave up their endeavor.

Maximilian Harden in a speech at Munich practically told the Ger mans that they would have to give up their conquests to secure peace This is significant, as Harden is a secret agent of the German Government, and he has generally been chosen to break bad news in advance to

Linotype Operator Wanted

Apply Foreman, Composing Room; World Office

ONLY PROTECTION

Canadian Manufacturers Present Views on Fire Insurance.

CHARGE MONOPOLY

Canadian Fire Underwriters Has Reached Such "Nature and Proportions."

The Canadian Manufacturers' Association yesterday presented th ir views on fire insurance in this province before Mr. Justice Masten, sitting at the parliament buildings as a

They represented that the control exercised by the Canadian Fire Underwriters' Association over fire insurance rat s and terms "has approached the nature and proportions of a mono-poly," which has manif sted itself in arbitrary ratings and rulings,

The C.F.U.A. did not give sufficient attention to measures for fire protection, said the manufacturers. Competition was the only effective protection to the insurer against "exorbitant and arb trary ratings," and therefore "to interfere with this competition would deprive the insurer of his protection." To tax outside companies, if such a thing w re within the power of the provincial parliament, would impede the competition of such unlicensed companies as the new England Mutuals and Lloyd's. To promote competition the present illogical and ill-advised tax on fire losses should be abolished. The con-

And finally "government control over rat's would be very difficult to apply and would not afford adequate substitution for competition These suggestions were presented by F. W. Wegenast, counsel for the Canadian Manufacturers' Association.

should be prevented.

trol of the C.F.U.A. over Goad's plan

Many lerding manufacturers from various parts of Ontario were present. IDENTIFIED PHOTO FOUND AT THE FRONT traffic.

Family Group Reproduced Mon-day Proves to Be Relatives of Pte, George Bowering.

That there are a dozen engines, at least, available on the L.C. B. and T. & N. O. that could be used to relieve the situation, and they have wired Sir Henry Drayton asking him to have Pte. George Bowering.

The group picture which was produced in The World Monday morning, and which was sent from the front, where it was found, was identified last night by a brother of Pte. Geo. Bowering, who went overseas with the 35th Battalion. The picture was taken at Niagara Camp in the fall of 1915, and, besides Pte. Bowering, those in the group are his sister, Mrs. Lily Weller, and her daughter, Loise, a Miss Keech and a soldier friend.

HEINTZMAN & CO. PIANO FOR

Ye Olde Firme of Heintzman and Co., Ltd., Heintzman Hall, 198, 195, for the soldiers last night. Seventy ticularly good bargain in a used baby grand piano of their own make. It is in dark maliogany case, and is in splendid condition inside and outside lias a magnificent tone. It sold for \$850 when new, and is now offered at

MAKE INVENTORY.

Dr A B. Macallum chairman of industrial research, stated yesterday that the council is taking a complete inventory of the industries of the country. Committees have been ap-pointed to deal with the various problems, and as soon as the inventory is

A STOCK CORRECTION.

In Tuesday's column of quotations on the Standard Stock Exchange this paper incorrectly printed '99 shares of Tommy Burns stock traded in should have read 3000 shares.

COAL FAMINE HERE FACTORIES CLOSING

(Continued from Page 1).

followed the matter closely since last fall. When the Dominion Railway Board met in Toronto the coal men opposed the shortening of the free time for unloading. At that time the rall-roads asked for a shortening of the free time and the increase of demurrage rates. The coal men realized that this would not overcome the con-

when they made a request to secure relief it was done on the basis of established facts, and to assure coal dealers that the operators were doing their best to send coal over to them. So carefully has the situation been followed that the Dominion Railway Board has not turned down a single suggestion that they have made. It was they who suggested the reduction of the passenger traffic to overcome the congestion, which was solely due to

claimed to have placed before nore power for the movement of reight, suggested the trains that night be eliminated, and the compan-

Engines Sent to Shops.

ck of results from this action, and upon investigation found that the com-panies had turned the former passenger engines into freight service and had retired the engines previously used for freight to the shops, as many of them were falling out of their frames. Over fifty engines are now in the re-pair shops, the majority being at Stratford, with very little being done to them owing, it is said, to inability on the part of the railways to obtain mechanics. This inability is understood when it is reported that handymen are only offered thirty cents an hour and machinists only forty. If, claim the coal-men, the railroads would pay reasonable wages they could get the

At the present time an engine is only other to take its place, so that the coard's action and the sacrifices of the craveling public have not increased the notive power available for freight

these turned over for this purpose.

Plenty of Coal Is Held. It is reported that cars are blocking every siding from the suspension bridge clear thru to Rochester. Inspector Gillette of the railway board given a list of 661 cars consigned to orento merchants that were held in this congestion, and went to the bor-der to investigate. It is stated that while he was in any one yard there would be intense activity there, but as soon as he left for another that ward would be deserted and activity would commence in the yard to which he went. On one occasion recently there was only one small yard engine at-197 Yonge street, are offering a par- tacking the herculean task of clearing the suspension bridge yard, which is reported to contain over 2,000 cars of

There are 7,000 cars at Tuledo, according to report, and many of these are consigned to points in Canada. Fetween Detroit and Port Huron, it is estimated there are 3,800 cars, and about 2,200 at Black Rock.

Mr. Harrington pointed out that this was a time for drastic action. The

the advisory council of sci ntific and only way to lift the embargo, he said, was to clear the border yards, and to do this it might be necessary to sus-pend all passenger traffic. This was no time for Mayor Church to talk about establishing municipal coal yards. The border needed clearing yards. now, and action next summer, were it completed they will be able to settle possible, would not avert the present down to work. could clear the frontier yards it would

he money mighty well spent.

Are Willing to Ship.

In spite of the fact that the de-This in Pittsburg were using other grades than they desired, the American op-

gestion at the border, and the they accepted the increased demurrage rates they opposed shortening of free

Since then they have followed the situation for the several purposes-first, to prevent a coal famine; second to avert any unnecessary panic; third-fy, to satisfy the railway board that

lack of motive power. When there is any free movement of traffic there is trouble in regard to the placing of the cars for unloading.

This placing of cars was taken with the board, which appointed James Clark to go into the matter. Instances were shown him of cars that the railthe cars had arrived. Mr. Clark, to give

freight. es did as requested by the board.

The coal men were surprised at the

Agents of the coal men have found

ways to pay even a reasonable the repairs are going forward slowly, and it needs but very shops.

As I also told you in our conversation, the fact that the terminal superintendents are ever desirous of reducing to a minimum their operating expens militates against adequate service. The public have made sacrifices the dealers have, and still are making sacrifices. and yet this, under existing circum-

REQUESTS

THE PEOPLE OF CANADA TO BEGIN NOW

THE MINISTER OF FINANCE

TO SAVE MONEY FOR THE NEXT WAR LOAN

erators were willing to ship to Can- upon reliable information ada if assured of prompt delivery, and the American railroads were ready to

gram from D. M. Snyder, assistant ccal traffic manager of the New York Central R.R., received in Toronto shortly after the first of the year "Regret Grand Trunk situation shows little improvement; over 1,000 cars still held for them. If you can make any arrangements with them to handle anthracite coal promptly let them no-tify General Manager Pripp of our ompany."

Following a movement of freight, Harriman, the chief coal traffic man-ager of the New York Central, lifted the embargo for three days, but had to replace it at the end of that time. A short time ago Sir Henry Dray-ton ordered solid coal train shipments direct to Toronto. This was a splendid idea, and it has avoided an anthracite famine. In this case the train is routed right thru to Toronto and delivered there by American en-gines and crews, which return light. As far as soft coal is concerned this is impossible, as six different lines nandle the coal and a solid train could not be made up.

Urgent Call for Help. With famine for the city staring the coal dealers in the face in the matter of soft coal, the following telegram was sent to Sir Henry Drayton, chairman of the Dominton Railway chairman of the Dominion Railway
Board, last night: "Soft coal shipments ended. Only sufficient for
waterworks and hospitals. All classes
manufacturing in danger. Absolutely
necessary you force railways to clear
border. Further reduction in passenger service may help. Am writing .-

"(Signed) H. A. Harrington,
"Secretary Coal Section Retail Merchants' Association." This was supplemented by owing letter:

Sir Henry L. Drayton, Chairman of the Dominion Railway Board, Ottawa, Can. Dear sir: During the past few days have quietly, yet consistently, watched the progress being made by our but had not been received to date.

Alfred Rogers, of the Elias Rog tion at the border. As outlined to you in our telephone conversation, I con-ceded the difficulties, particularly those railways were working. Yet, when we consider the large number of engines which your action in decreasing the passenger service, permitted the railways to use, we are naturally aston-ished at the paucity of results. This astonishment, however, vanishes when the fact becomes apparent that the railway companies simply utilize the passenger engines, thus released, to replace the freight engines then in service, and which were almost tumbling out of their frames.

We find, after an examination of the repair shops, particularly at Stratford, between forty and fifty engines of all types tied up awaiting repairs. In consequence of the failure of the railfiguring to ascertain that when these repaired engines are again ready for the rails, the engines now in service will be in a condition to go into the

Again, permit me to point out that

that there are several engines of the lift the embargo when the yards were clear.

In support of this contention Mr. Harrington showed the following tele
Harrington showed the following tele
The same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is defined by the same applies to the L. C. R. at soft coal under water, as is your honorable board to make im- way it could be kept in the lest en mediate investigation as to the retion and would liability of these facts, and if found times of stress. true, to immediately order, not only true, to immediately day and all these engines, but also any and all making a large profit out of engines which these roads may be in conditions, he doubted if at position to spare, to be handed over to the lines operating between the border and Toronto, with a view to labor problem alone was responsible cleaning up the situation at Suspension Bridge and Black Rock? It must be borne in mind that when the railways but the men obtained report the arrival of a large number noons of cars, these cars are not always ing one made up of loads of coal, nor are they viously. a part of the congested freight at the

Today, for instance, the C. P. R. reports 73 cars, and yet upon investigation, we find that there are but five cars of coal for Toronto dealers. I have not the slightest doubt but that the efforts of Inspector Gillette at the border are of the most efficient character, yet, whatever efficient moves he may make, and, however, he may be nabled to ferret out the cars required by us, if the motor power is not at his ommand, we are no further advanced May I ask you to deal with this matter in your usual prompt and ef-scient manter, as I must again repeat that it is upon you, and you alone that we depend for relief in these trying times?

times?
Yours faithfully,
H. A. Harrington Sec. Coal Section, Retail Merchants Delayed Shipments

Out of the many instances of detioned one that was made up on Dec. 13 and did not arrive until Jan. 12. The and while the reporter was present a merchant rang up to ask for an investigation in the case of two shipments of stone which left Bloomington, Ind., on Nov. 27 and should have arrived here not later than Dog 10. arrived here not later than Dec. 12, Alfred Rogers, of the Elias Rogers Company, when asked about the soft

coal situation, said that his company ceded the difficulties, particularly those of a labor character, under which the and during the last year had not tried to get any owing to the prices quoted by the Buffalo agents. These men could order coal delivered from the mine and there the responsibility ended, whereas it was necessary for Toronto man to store coal against shortage and, after suffering expenses by disintegration, insurance and the tieing up of huge sums of money, compete with the Buffalo broker.

At one time his company had many as 20,000 tons of soft coal storage. At the present time there came effective then permitting was practically no soft coal in the lives and friends to see soldiers of market. Calling an assistant, he asked on troop trains. This order, he sale the presetn price of soft coal, to be informed that there were only three cars dreds gaining access to the troop offered for sale in Toronto yesterday trains by going in crowds down the morning, and this went at \$10 a fon tracks from Bay street and other on the car. The same coal could be openings.
Obtained last year for \$3.50 a ton and Consumers Order Too Much

Regarding anthracite coal, Mr. P.ogis said that the mayor would do whole lot better to prohibit people ordering more than they required at present than by preparing to do the possible next summer. If a person could get along with five tons they should only order five tons instead of fifteen, as many were inclined to do. Five tons were a team load, whereas fifteen would require two teams that might be used to serve two At one place the other day,

upon reliable information from our he said, his drivers found five other representatives at North Bay, I find companies delivering coal. In order to forestall short tion and would carry the cou

Asked if the dealers might vance prices they were making wages increased several dollars a but the men obtained Saturday after. noons off and quit at 5 o'clock, working one day less a week than pre-

WARNING SOUNDED BY ENGINE BELL

Witness Makes Statement at Inquest on Body of Col. W. C. Macdonald.

AGAIN ADJOURNED

Coroner Johnson Hopes, Next Citting Will Be the Final One.

Further testimony concerning circumstances surrounding the Jan. 21, when he was struck by backing engine in the Union Statio

was submitted at the fourth sitting the coroners jury last night. Expressing the hope that the next session would be the ast, Coroner Arthur J. Johnson adjourned the inquest until next Tuesday night to present to the jury additional evidence. The principal witness last right was Superintendent Beck, who submite an examination by the coroner, sought to learn what protection was offered the public. Mr. Beck said that he was not in the Union Station on the night of the accident, but de clared that the six gatemen and all employes were supposed to acrondate and watch the safety of pas gers. He said that until about a year as were not permitted in the lower in of the station, but that an order was the result of people by the

obtained last year for \$3.50 a ton and Other testimony which. Superview had even been sold at less than a dent Heck offered upon questions. ed by Coroner Johnson least with addimentions of the Union Station pro perty and like matters. Joseph Carroll, assistant depot ma ter, gave evidence similar to that of Mr. Beck, and George Clarke told of

> the public to the tracks in the Unio Mr. Palmer, 18 Monteith street, said he heard the bell of the backing en-gine sounding a warning. Percy Turner, a patrolman at the station, was 60 yards away from the place of the accident. His testimony concerned bloodstains on the platform. He said he did not hear the warning bell.

Policemen Elect Officers For Local Benefit Fund

At the annual meeting of the po benefit fund, held in Court Street Pece Station, recently, Sgt. Bond, No. 4 station, was elected to represent the sergeants in the organization, Policeman Rowland (204), Policeman Rowland (204), No station; Campbell (209), No. 4 station, and Bowie (92), No. 6 station, were new officers officers (days). new officers added on behalf of the men. Detective Guthrie was elected

from the detective department.

The following officers went in by acclamation: No. 1 station, Dawson (230); No. 2 station, Martin (492); No. 3 station, Thompson (76); No. 4 station, Crowson (254); No. 5 station.

McGrace (254); No. 5 station. McGregor (235): No. 7 station, Bustard (97): No. 8 station, Morris (303); No. 9 station, Ide (17); No. 10 station, Sanderson (224 and Burns (294); No. 11 station, McElroy (36), and Chief Inspector McClelland.

TWELVE THOUSAND RETURN.

Within the next few months 12,000 returned soldiers for the Province of Ontario alone will return to Canada. This will mean that the rate of the soldiers returning to Ontario will be multiplied about five tiraes.

SANITARY WASHED WIPING RAGS AND CHEESE CLOTH. E. PULLAN 20 Maud St. Ad. 760

MAYOR CHURCH SAYS FAREWELL TO THE CANADIAN BUFFS



Col. John A. Cooper, with his officers and men of the 198th Battalion, paraded thru the streets of Toronto yesterday, probably for the last time before going east. They were met at the city hall by Mayor Church, Ald. Ryding and Jas. Somers.