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NATIONAL "SPOON" ROAD THE MOST AGGRESSIVE PROPOSAL A "REFLECTED" AT G. T. P. SPEAKER ONLY WAY TO SOLVE TRANSPORTATION QUESTION

Government Road from Winnipeg to Port Arthur and Line of Boats to Midland Would Meet Demand Immediately—W. F. Maclean Vigorously Attacks Government's Policy and Urges That the People Ought to Own the Road They Build—Would Give Running Powers to Other Railways.

Ottawa, Aug. 3.—(Special.)—The first guns were fired at the Grand Trunk Pacific Railway scheme today, when W. F. Maclean took advantage of an amendment to clause one of the private bill under which the company seeks incorporation to attack the government's policy. The amendment proposed added the names of Sir Charles Rivers-Wilson, Lord Welby, Clouston Brock and W. Smith to the list of provincial directors. It seemed to open up the whole question, since the corporate powers asked by the original set of directors were under the amendment applied for by others. The Deputy Speaker held that the principle of the bill could not be discussed in committee, and on this point of order a discussion lasting forty minutes or more ensued. Finally the Speaker was called in, Mr. Maclean moving that the committee rise to obtain Mr. Brodeur's ruling on the point.

THE MONEY TO BUILD IT, LET THAT RAILWAY BE OUR OWN. IN NO WAY LET THAT RAILWAY PASS INTO THE HANDS OF PRIVATE COMPANIES. The proposal brought down by the government, Mr. Maclean declared, gives no immediate relief to the people of the Northwest. "The proposal," he said, "is to build a road thru the wilds of New Brunswick, thru the wilds of the Laurentian country in Quebec, thru the wilds of Ontario, thru the western prairie belt, and across the prairies and thru the mountains to the Pacific coast. Outside of that part of the road in Manitoba and the Northwest there is not a single proposition in the whole scheme that aids in the solution of the transportation problem of any relief to the people of the Northwest."

How could we run the Canadian Pacific over it, and best of all we could have the I.C.R. run over it. We could have these four great systems working for the benefit of the country, and the competition that will be assured, we could have lowering of rates.

"How would you get from Port Arthur to Midland over the G.T.P.?" asked Mr. Fitzpatrick. "For the present I would get there by a line of boats," replied Mr. Maclean, "but I would not have the G.T.P. run over it. Another," enquired the Minister of Justice. "I might go thus far," replied Mr. Maclean, "nationalize the Grand Trunk to Port Arthur, and if the Canadian Pacific would not make terms, I would connect our line from North Bay to Port Arthur."

Belief That Hostility Among Factions May Prolong Struggle for Weeks.
Sixth Ballot Futile Conclave Yet Divided
Colossal Success Achieved Up by N.Y.C. Since It Adopted Two-Cent Tariff.

Rome, Aug. 3.—After three full days of deliberation, during which six ballots have been taken, the members of the conclave still remain shut up in the Vatican without having selected a successor to Leo XIII. This evening the crowd estimated at 18,000 persons watched the smoke from the Sistine Chapel, announcing the futility of the sixth ballot. When the smoke appeared there were loud cries of disappointment, and even derision, for Rome is becoming exceedingly impatient over the delay in the selection of the new Pope. Today practically the only news which came from the Sistine Chapel was that of the extremely grave illness of Cardinal Herrera. It is presumed, however, that the other aged cardinals are also suffering from their prolonged incarceration and intense heat. There are those who are pessimistic enough to believe that the hostility among the factions in the sacred college is so bitter that a struggle may be continued for several weeks. This view, however, finds little credence.

New York, Aug. 3.—(From a World Staff Correspondent.)—The evolution of the railroad passenger fare may be studied from a variety of interesting points here. From this centre of commerce radiate trunk lines towards the west and north, and here are located the headquarters of the huge corporation which controls the 11,000 miles of lines included in the New York Central System. All the trunk lines centering here recognize the principle involved in the two-cent maximum rate proposition to the extent of selling 1000-mile tickets at this rate, but the Central makes the flat rate of 2 cents for one mile or a thousand.

London, Cobourg, Brock, Dufferin and Picton Old Boys at Home
Saw Dufferin Again and Everyone Was Glad
Ceremonies Included Presentation to Town of Flag Pole and Ensign and Christening of Park.

Orangeville, Aug. 3.—(Special.)—The Dufferin Old Boys of Toronto held their annual excursion to Orangeville today, leaving the city by the morning train and returning about midnight after spending a most enjoyable time. The quite a number had come up to require three engines to convey them to their native town. The Highlanders' Band, under their leader, J. R. Slatter, accompanied the excursion, and headed them on their arrival to the town square, where they were greeted by the Mayor and corporation, assisted by the home committee of the association.

AT PICTON.
Picton, Aug. 3.—After one of the most enjoyable visits yet made to their old homes, the Prince Edward Old Boys and Girls left this evening by special train at 7 o'clock for Toronto, perfectly satisfied with their outing. At 1 o'clock today the steamer Ella Ross took about four hundred of the old boys and their friends down the Bay of Quinte. The summer resorts of the Glen island, Glenora, Bay Bay and other places of interest were visited and a most enjoyable afternoon was spent there. The excursion was on board and furnished the music.

AT COBOURG.
Cobourg, Aug. 3.—(Special.)—"The Brook Oaks" excursion to Cannington on Saturday was a great success, at least 300 taking advantage of the opportunity of visiting friends at the home. The train was met by the home and council, and the splendid band of the town, all marching to the park, where speeches were made by Reeve W. H. Bick of Cannington, Mr. Burgess, president of the Brook Oaks, and T. E. Vallentyne, secretary of the association. The village was handsomely decorated with flags and bunting, the citizens vying with one another in doing honors to the visitors.

PATENTS
FREE
ONE CENT

All Trunk Lines Centering in New York Recognize Principle of Two-Cent Rate

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New York, Aug. 3.—(From a World Staff Correspondent.)—The evolution of the railroad passenger fare may be studied from a variety of interesting points here. From this centre of commerce radiate trunk lines towards the west and north, and here are located the headquarters of the huge corporation which controls the 11,000 miles of lines included in the New York Central System.

of the company now only insist they have lost no revenue by this reduced rate.

Some of the reasons Mr. Daniels gives for his assertion that the two-cent maximum rate on the Central lines has stimulated traffic:

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