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1800, near Massey-Harris, now three-story brick, 6300 square feet, light on four sides, strong enough for another story if required; good shipping facilities.  
**H. H. WILLIAMS & CO.**  
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PROBS:

# The Toronto World

SENATE P.O. TWELVE PAGES—FRIDAY MORNING OCTOBER 11 1907—TWELVE PAGES

**"MALTESE CROSS" INTERLOCKING RUBBER TILING**  
makes the most durable floor that can be laid, it will outwear slate, stone, metal or marble.  
**THE BUTTA PERCHA & RUBBER MFG. CO.**  
of Toronto, Limited.  
ONE CENT.

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## AWARD ALLOWS C. P. R. BIG INCREASE

### Fourteen Per Cent. More Pay, Double Time Sundays, and Better All-Round Conditions for Men.

Telegraphers affected, 2500. Wage increase asked, 20 per cent. Increase granted, 14 per cent. Increase means per month, \$15,750. Double time Sundays granted. Hours for despatchers not reduced. Size of circuit lessened.

The award of the board of arbitrators on the difficulties arising between the telegraph operators and agents and C. P. R. Railway, as announced by The World yesterday morning, was given out last night, and is in favor of the men.

Wages have been increased 14 per cent, double time granted for running regular trains on Sunday, and, also, train despatchers wanted the hours reduced from eight to six—and this was not allowed—this difficulty was overcome by a scheme to reduce the size of the circuit of operations.

These are the main features of the award. The only thing remaining is for the men and the railway to get together in each division and settle the wages at each station.

**Men Satisfied.**

J. G. O'Donoghue, representative of the men on the board, told The World last night that the award was a very reasonable one and that through the country the men would be satisfied with the result. When the Lemieux bill was announced the men were opposed to it, but when arbitration was appointed just a month ago, that three weeks were lost because the members could not get together. Mr. Nesbitt being in Georgian Bay, not within reach of a wire, and Mr. O'Donoghue absent for two weeks at the Labor Congress in Winnipeg—and the board has been just a week arriving at a satisfactory award, it will be received by the men with ultimate satisfaction.

"I might say," continued Mr. O'Donoghue, "that the success of the issue from a public standpoint, and the public do not know what the real question it was largely due to the efforts of the chairman, Prof. Shortt, and the reasonableness of Mr. Nesbitt. The sittings of the board commenced on Friday, Sept. 27, and concluded yesterday at 4 o'clock, when the award was signed by the members.

**What Men Get.**

Speaking of the award Prof. Shortt said: "The board eliminated all but three articles in the rules, and decided that all employees, assigned by proper authority for railway or telegraph service, including despatchers and station agents, incorporated in the company's schedule of wages, will be considered telegraphers within the meaning of the schedule, which was virtually the situation as it existed before.

The company wished to exclude despatchers and station agents from the operation of this rule, and wished these persons to remain in, and also to include telegraph operators, when the telephone was used in the moving of trains.

Both desired to include linemen. This was one of the chief items in dispute, as many of the other articles returned upon its application.

Another point which caused considerable difficulty was the clause providing that telegraphers will be required to teach telegraphy, nor to additional students, nor members of the station staff, of their office.

The company wished to have the second part, if not the whole of the clause, eliminated, but the board decided in favor of the men.

**Extra Duties.**

The clause requiring men to work at warehouses, sheds, etc., was discussed at length, and it was decided that telegraphers needed in this way provided with shelter, and their necessary expenses for the time they were away from home.

The men wanted to be exempt from attending switches, but the board decided that it would be unreasonable to insist that the company keep two men at a small station for such a purpose. In certain cases, however, the men are to be paid extra.

The award allows a man who thinks that he is overworked to lay a complaint which is to be immediately investigated, and if he needs assistance or relief he will get it.

The men wanted overtime for all Sunday work, and the board made Sundays come under extra time, and the telegraphers whose duties call for Sunday work will be paid extra according to the salary schedule on the basis of 30 days to the month.

**Extra Hours.**

Further, any portion of an hour is to count as a full hour, and a minimum compensation of 25 cents will be given for each call. So that no man will get less than 25 cents, whether he gives a whole hour's work or part of an hour. And telegraphers attending to switches, telegraphers, etc., will receive from \$4 to \$10 a month extra.

The men asked for 10 hours instead of 12 hours and 3 instead of 10, which was not granted.

Telegraphers shall not be required to do clerical work that will interfere with the proper despatching of trains.

The men wanted train despatchers' hours reduced to 6, but the board refused the circuit, the area that a man has to take care of, rather than reduce the hours.

If a telegrapher considers himself overtaxed his complaint must be carefully considered, and if well founded, relief would be granted.

## CLERGUE TO OUST WARREN

### Col. Matheson Denies Ontario Government is Taking Part in Election of President of Soo Consolidated.

The Lake Superior Corporation management is in hot water and a fight is now on as to who will be the new head of the company.

C. D. Warren is the present president, and it is said that Col. Clergue is anxious to have him ousted.

The annual meeting has been postponed until Nov. 5, when the election of officials will take place.

A despatch from Philadelphia says that in his effort to get rid of Warren, Clergue is understood to be acting for the Canadian Improvement Co. underwriting syndicate, thru whose financial help the old company was re-organized, and which is not satisfied with results obtained by the present management, but is opposed by the Ontario Government and the Philadelphia directors of the company.

To The World last night Col. Matheson, provincial treasurer, said that the despatch was entirely wrong. The Ontario Government were not taking any part in the contest, neither nominating or favoring, altho he admitted there was a contest. All the government wanted was that the guarantee be got rid of as fast as possible.

It had always been the policy of the government to take no part whatever in the elections. The names were submitted for approval and were usually accepted by the government.

The provincial treasurer said that there were certain objections to the present management; that members of the Superior corporation had hinted at the possibility of a new management that the works would make more money under other management.

C. D. Warren refused to be interviewed on the subject.

R. A. Pringle of Cornwall explained that under an old agreement with the Canadian Improvement Company, the Ontario Government had a right to approve of four directors; under a second agreement the government could appoint four directors.

The government had never dictated who the directors would be, but as the names were submitted the government had approved of them.

## BRITANNIA AGAIN LEADS WORLD FOR SPEED

### Lusitania Dashes Past Sandyhook This Morning Early, Breaking All Existing Records.

**NEW YORK, Oct. 11.—(Special.)—At 1 o'clock this morning the Lusitania was abreast Sandyhook life station, making the trip across the Atlantic from Liverpool to New York in four days and twenty hours.**

**NEWPORT, R.I., Oct. 10.—**With all transatlantic records practically assured, the great Cunard turbine Lusitania swung around the Nantucket Lightship at 5:25 o'clock this afternoon and, heading into the sunset, began her dash along the home stretch of 193 miles to the end of her second westward passage at Sandyhook Lightship.

The Nantucket Lightship is anchored 44 miles southeast of Nantucket Island, and is far out of sight of land.

As the water is about north of the government vessel, all steamers turn the Lightship close aboard. Captain Jacobson, in command of the lightship, notified the naval station here to-night of the onrush of the Lusitania.

A shower of spray was spurting high up her cutwaters, and blackening the sky far down to leeward, and her wake was stretched miles astern. Passengers could be seen crowding her decks and her big stren shivered in answer to the salute of the lightship.

It was the first chance those on board the lightship had of seeing the Lusitania, for on her previous trip she passed in the night.

The sea to-day was smooth, the air clear, and the wind light from the eastward. The Lusitania left a trail of smoke as if she were speeding against a hurricane. It was sunset when she passed, and at 9 o'clock the lights in her after cabin disappeared in the darkness.

When she passed the lightship at a distance of one and a half miles, she was reported all well on board, and that she expected to arrive at Sandyhook bar at 1:15 to-morrow morning.

## PURVIS QUILTS BOWS TO HANNA

### Chief License Inspector Criticised by Commissioner Starr, Resigns His Office.

W. L. Purvis, chief license inspector of Toronto, handed in his resignation to the provincial secretary yesterday afternoon, and it was immediately accepted.

Mr. Purvis had an interview by appointment with Mr. Hanna.

"Mr. Hanna told me I had better resign," said Purvis last night, "and I did."

R. S. Burrows, the assistant inspector, will discharge the duties of chief inspector until a successor is appointed.

In announcing the resignation, Hon. Mr. Hanna said everything had been done in the most friendly way, and that Mr. Purvis intended to go into some other occupation.

The resignation of the chief license inspector is the direct result of the report of J. R. L. Starr on the enforcement of the license law in the City of Toronto.

In his report to the government Mr. Starr found Mr. Purvis to blame for indiscretion in appearing publicly with S. W. Burns. This is what the report said:

"The chief inspector, Mr. Purvis, is also much to blame for the suspicion attached to the board by his indiscretion in appearing so much with S. W. Burns, who was the solicitor in about the board last year. Their constant meeting at the Tremont House and the almost daily attendance of Mr. Cosgrove at the same place led to the suspicion that Mr. Burns was succeeding in his applications so well because he was constantly consulting Mr. Purvis in his recommendations. I am unable to find

Continued on Page 7.

## CANADA IS ALL RIGHT.

### Senator Cox Says So—He Saw the West.

**WINNIPEG, Oct. 10.—(Special.)—**The result of my journey thru the west, said Hon. G. A. Cox, this morning, is that I have more faith than ever in the country.

After a trip thru the west Senator Cox arrived in the city this morning. He is accompanied by H. L. Watt, treasurer of the Canada Life, and W. M. Morrow, manager of the Toronto Savings and Loan Company.

In summing up the general outlook for this year's crop, Senator Cox said that he believed that the harvest would return as much money to the farmers as that of any previous year.

## CASSIE CHADWICK DEAD.

### COLUMBUS, Oct. 10.—(Special.)—

Cassie Chadwick, the most notorious woman swindler of the present generation, died to-night in the states prison at Columbus.

She was born at Applin, near London, Ont., of humble parentage, and during her career of crime emmeshed in her net millions of dollars, bank presidents and others. She had represented herself as a daughter of Andrew Carnegie.

She was serving a sentence of ten years for fraud.

## How Lusitania's Records Compare With Other Ships

Lusitania, on Tuesday, 608 miles. Average speed, 24.32 knots.  
Lusitania, on Wednesday, 619 miles. Average speed, 24.76 knots.

Highest day's run made previously—Hamburg-American liner Deutschland, July 30, 1901, westbound, 601 knots.

Highest average for trip steaming—North German Lloyd steamship Kaiser Wilhelm II., eastbound from New York, June 14, 1904, 23.58 knots.


Fastest trip westbound—Deutschland left Cherbourg Sept. 2, 1903, arrived New York Sept. 8, 1903. Time of passage, 5 days, 11 hours and 44 minutes. Total distance, 3054 miles. Average speed, 23.45 knots.

Fastest trip eastward—Deutschland, left New York Sept. 4, 1900, arrived Plymouth Sept. 10, 1900. Time of passage, 5 days, 7 hours and 38 minutes. Total distance, 2982 miles. Average speed, 23.36 knots.

Lusitania's maiden trip from Queenstown, finished Sept. 13, 1907. Time of passage, 5 days and 54 minutes. Average speed, 23.01 knots. Day's runs, 5—556, 575, 570, 593, 288 and 193; total, 2780 knots.

Lusitania's maiden trip eastward, finished Sept. 27, 1907. Time of passage, 5 days, 4 hours and 19 minutes. Average speed, 22.3½ knots. Day's runs, 369, 524, 525, 530, 523, 336 knots; total, 2807 knots.

### SOPER WHITE



Specialists in following diseases: Gonorrhea, Syphilis, Rheumatism, Skin Diseases, Chronic Ulcers, Nervous Debility, Bright's Disease, Varicella, Measles, Lost Manhood, Gleet, Hemorrhoids, etc.

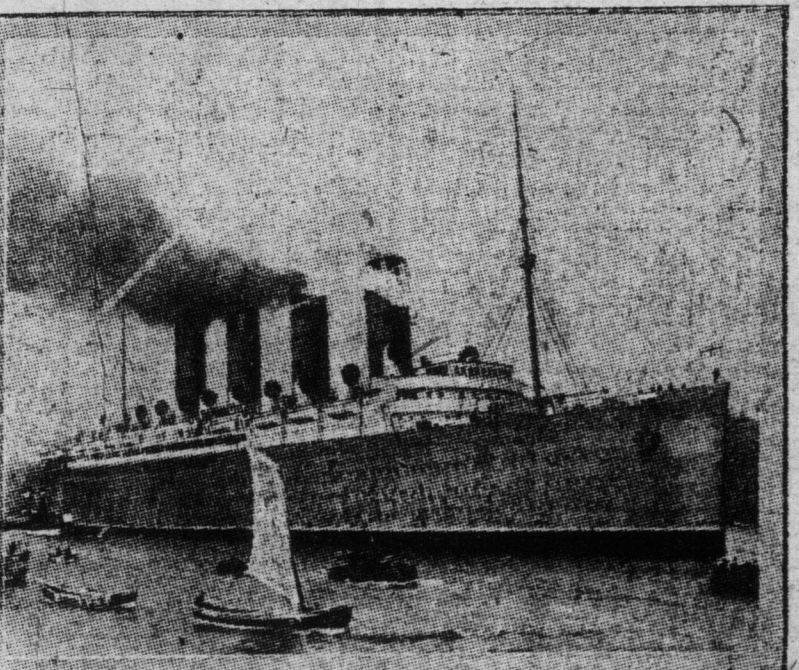
### HUNT BIG GAME.

Men in Canadian West available for hunting big game.

### Live Stock.

17,000 market strong to light butchers' \$5.38 to \$5.75; choice light \$5.75 to \$6.15; pigs \$4.25 to \$4.50; sheep \$3.75 to \$4.50; yearlings \$4.00 to \$4.50.

### LUSITANIA



QUEEN OF THE OCEAN.

### MORE BUFFALOES FOR CANADA

Train Load Arrived at Strathcona From Montana.

### A SHORT TALK ON HATS.

Some hats are not the real hats at all. They continue wearable at their price. Dineen's hats continue wearable during the whole of the time expected for honest service comparable with changing styles, and Dineen's are the Toronto directors of styles, because they always get the newest idea first, having the agency for Dunlaps, New York, and Heaths, London, together with other unexcelled facilities for providing the very latest idea for the dressy man. The Dineen specials at \$2.50 and \$3 cover the styles and the silk hats, ranging in price from \$5 to \$8, offer more satisfactory opportunities than can be obtained anywhere excepting at the Forge and Temperance streets corner.

### WESTERN CANADIAN EDITOR (applying torch to nest):

Oh, I tell you, boys, once is good and plenty for me to get along.

### CRIMINAL PROCEEDINGS AGAINST M. C. RAILWAY

Windsor, Oct. 10.—(Special.)—Crown Attorney Rodd has been instructed to proceed against the Michigan Central Railway for criminal negligence over the disastrous dynamite explosion at Essex on Aug. 10 last, in which Brake-men Conlin and McNary were killed, and also about ten others injured.

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