HAMILTON HAPPENINGS

FIVE-YEAR-OLD SHOT BY HER YOUNG COUSIN

Children Found Old Revolver in Bathroom and Didn't Know It Was Loaded.

HAMILTON, July 28.—(Special.)—There was a sensational shooting accident this afternoon, in which Harriett Tabb, five years old, who lives at 287 Emerald-street, was killed. The revolver was in the hands of her cousin, James Leslie Sibbald, 12 years of age, of 116 Shaw-street, Toronto, who was on a visit to his aunt, at whose home the fatality occurred. It was another case of not knowing that the weapon was loaded, and the little girl was killed almost instantly. Three doctors were on the scene shortly after the accident happened, but the bullet had entered the child's head, and they were unable to help her. The police investigated the affair and found that it was purely accidental.

The children had been plying, and upon their return between 2 and 3 o'clock, were told to go up to the bathroom and wash their feet. When they arrived there, there was no soap, and young Sibbald climbed up to the shelf above a medicine chest, to get some. On the top of the chest he came across an old revolver, and, taking it down, began to examine it. The little girl was sitting on the edge of the bath with her feet in th ewater and Sibbald puddel the hammer back. It slipped from his fingers and discharged an old cartridge. As the weapon was pointed directly at the girl, the bullet entered her head behind the right ear, and she died almost instantly.

Coroner Griffin ordered an inquest and Constable Pettit summoned a jury. Young Sibbald was heartbroken over the affair. He has been visiting here for only a few days.

The property committee of the city council to-night received a request from Isaac Dickenson, 72 years of age, for admission to the house of refuge. The committee was informed, however, that he had three sons and two daughters, and the aldermen thought, in view of that, it was not a case for charity. Relief Officer McMenemy was instructed to consult the family and see if some arrangement could not be made for the old gentleman's keep. Mr. McMenemy thought a law should be passed compelling children to look after their parents in instances like this. Miss Jeannette Lewis requested the committee to provide a stand for her at which she could sell brick paper-weights in aid of the sick children's hospital, and the committee decided to place it at the city haal corner, providing the board of works has no objection.

Anthony Copp, for many years a member of the well-known stove firm of Copp Bros., died to-night after a short illness. He had been seriously ill since Tuesday, but his death was nevertheless a severe shock to his family. Mr. Copp was 83 years of age, and was born in Devonshire, England. He had been a resident of this city for about 60 years. One son, S. W. Copp, survives him, and there are three daughters, Mrs. Helen W. Culham of Toronto, Mrs. Passmore of this city, and Miss Copp. Mrs. Passmore is on the ocean, on her way hom, and the funeral arrangements have not been made on that account.

Things are quiet in the Grand Trunk strike situation here. The freight sheds were reopened to-day, but from what could be learned to-night, the company did very little business, the shippers apparently having mare arrangements with other lines.

Hotel Hanrahan, corner Barton and Catharine-streets, Hamilton, conveniently situated and easily reached from all parts of the city. Erected in 1906. Modern and strictly first-class American plan. Rates $1.50 to $2 per day. Thos. Hanrahan, proprietor. Phone 1465. 135tf

SEASIDE EXCURSIONS VIA INTERCOLONIAL RAILWAY.

Special Rates Quoted to Favorite Watering Places.

The annual seaside excursions via the Intercolonial Railway afford the opportunity for a most enjoyable holiday trip at rates that are very reasonable. The fares quoted this year from Montreal to the favorite watering places of the lower St. Lawrence are very low, and the rates are even more reasonable to points in the Maritime Provinces, where mid-summer is deliciously tempered by the bracing winds from the Atlantic Ocean, the Gulf of St. Lawrence and the Bay of Fundy. The going dates out of Montreal, are Aug. 8, 9, 10 and 11, and the return limit is Aug. 30, the opportunity being, thus given for a three weeks' sojourn at the seaside. Grand Trunk trains from Toronto make connection at Bonaventure Union Station, Montreal, with the finely equipped through trains of the Intercolonial Railway, the Maritime Express departing at 8.15 a.m., and the Ocean Limited leaving at 7.30 p.m. These trains are in the highest class with regard to sleeping and dining car service. Further particulars can be obtained at the Toronto ticket office, 51 King-street east, and through tickets, with sleeping and parlor car reservations, can be booked there.

CAVERHILL'S MALTED BARLEY —FLAKES—

It needs a few minutes' cooking, but it's worth it. Cold, insipid breakfast foods should never be taken on an empty stomach.

The New BREAKFAST FOOD

supplies energy and nourishment, and does not heat the system. Order from your grocer to-day.

Big Package 15c 6 lb. Sack 35c

HAMILTON BUSINESS DIRECTORY

HAMILTON HOTELS

HOTEL ROYAL

Every room completely renovated and newly carpeted during 1907. $2.50 and Up per day. American Plan. ed7

WHO IS A LOSER IN ROCK ISLAND COLLAPSE?

Continued From Page 1.

points, the price rising to 81 and later declining to about 50.

A Winter Tip.

This was preliminary to the announcement that Dr. Pearson and his friends had taken a big interest in the railroad as the centre of a transcontinental proposition, which announcement was made about the middle of January. Rock Island common was then in the forties, and the tip was handed out at Montreal and Toronto that a big movement in the shares was about to transpire, and that it would be a good thing to get hold of a block of them before the big advance.

The stock did advance above 50, and it was then the Canadians, particularly the Montreal traders, loaded up heavily with the shares, in the belief that money was to be made on the deal. It was rumored that one institution in Toronto was responsible for purchases of about 50,000 shares. The good news, of course, attracted a large following from this centre and many Toronto speculators bought the stock at that time. They, however, became suspicious of the deal early in the year and cut their losses before the calamity in the syndicate enterprise was reached.

It is thought here that the Montreal crowd were heavily involved in Rock Island and Wabash, which latter was also associated with Rock Island, and that this has resulted in heavy losses to speculators in the eastern city.

A Broker's Opinion.

Toronto speculators had been previously caught in operations of many pools and it was on account of this that they were suspicious, and it was largely due to this that the losses were held down to a small amount.

Talking over the event, a local broker sized up the proposition yesterday about as follows: "I think you will find that Montreal people have been badly hurt by their speculations in Rock Island stock. Running up Rock Island to 81 before the announcement that Dr. Pearson and his friends had become interested in the property was purely a preliminary to getting an interest in the shares. After the drop from 81 to 50, many people thought they were getting a bargain in buying the stock at this price, and it was only on Tuesday, when the shares went down to 22⅞, that they began to realize that they had been duped.

"I regard the whole movement as one of the stock market enterprises of New York people and cannot believe that Dr. Pearson and his close associates have lost money on the deal. In fact, I am inclined to think that they have made a nice clean-up at the expense of speculators, both in Canada, the United States and England.

How It Was Done.

At the time when the big advance occurred in the New York market, many reasons were assigned by financial writers. A despatch to The World of January 9, said: "There is no dispute that Daniel G. Reid, one of the controlling owners of the Rock Island property, is a great believer in Rock Island, and a man who lives well and is broad and liberal in all his views. He had a Christmas party at his country residence and entertained a number of his friends, including his brokers. He had for some time past been telling his friends to buy Rock Island, and it is, of course, quite possible that as a result of the holiday feast he became unduly enthusiastic, and not only acted on his enthusiasm himself, but inspired similar action on the part of his friends in placing buying orders for the stock on Monday morning.

A New York despatch yesterday said: While Kuhn, Loeb & Co. made no official announcement to-day regarding the developments (whereby the holdings of a syndicate in Rock Island, Lehigh Valley and Missouri Pacific stocks were taken over to prevent further serious liquidation, the company, in connection with English interests, headed by Sir Ernest Cassell, has secured the largest single holding of Rock Island, both common and preferred.

The syndicate is said to have been made up of Canadian and English operators, with English connections headed by Dr. F. S. Pearson, and had for its aim a new transcontinental group. The decline in the market upset the plan and necessitated a turning over of the stocks purchased.

The block of Rock Island secured carries control of the property and is accompanied by the Pearson holdings in Lehigh Valley, Wabash and Missouri Pacific.

Certain banking interests here have looked upon the original Pearson plan with favor, and it is not unlikely that steps will be taken to carry it out in the near future.

The amount of cash paid by the bankers is probably from $12,000,000 to $15,000,000, or little more than half the sum the Pearson syndicate is believed to have expended for its disastrous experience.

Health by Human Electricity is a normal process. You learn how to generate and apply the electricity of your own body. Thus regain, preserve and increase your own good health and working power indefinitely without doctors, drugs or appliances. Information, literature, etc., free. Human Electricity, 88 College-street, Toronto, Ont. ed

Blames Authorities.

ST. THOMAS, July 28.—The local board of health at its monthly session decided that serious neglect on the part of the authorities of the Belleville Institute for the Deaf and Dumb was responsible for the death of the child of one St. Thomas citizen. The child contracted scarlet fever from a sister who had been sent home from the institute and was allowed to bring home dolls, books, etc., that had not been disinfected after an outbreak of the fever in the institute.

It will cost about $400 per mile a year to maintain the proposed improved county roads.

CLEAR-CUT CASE PRESENTED BY STRIKERS

Continued From Page 1.

placed in effect thru the ordinary process of negotiation, between the officials of the railway companies and the committee of their conductors and trainmen, assisted in most instances by officers of these organizations. The roads upon which they become effective embrace all classes from bankrupt properties, which are being administered by the courts, to the opulent class which pay a return as good as 25 per cent. to their shareholders, and in no single instance was any favor shown in the matter of rates, with the single exception, that upon a few of those whose financial condition was at the lowest ebb, a period of time, extending as far as the first day of September, 1911, was agreed upon at the time when the full payment of the standard should take effect.

Machinery and Men.

The Grand Trunk asserts for itself a right to refuse to be bound or be influenced in any way by what might be described as universal action. It denies the right of its men to receive for one hundred miles running, within ten hours, the same sum that is paid by everyone of its competitors, and the only reason that it gives therefor is to plead certain financial inability as its justifying cause.

If the Grand Trunk goes into market to purchase locomotives, rolling stock, equipment, or fuel, can it purchase those necessary supplies for any less price than can the C. P. R. or Delaware, Lackawana & Western, with their ability to pay large dividends? And is not the required amount of humanity necessary to operate a railway as legitimately a part of the plant as are the locomotives, rolling stock and machinery of the company? And is not the man entitled to as careful upkeep and maintenance as is the inanimate portion of the plant?

The assertion of the employes of the Grand Trunk Railway in the present controversy is that an employe of the Grand Trunk road, performing the same duties, assuming the same responsibilities, filling the same requirements, giving the same distance in travel, the same hours wherein to perform the service required, is worth just as much money as is the employe of any other railway performing like service under like conditions.

American Ideas.

Stress is laid upon the fact that the organizations imbue the men with American ideas. Is it not natural that when an American management comes on to the Grand Trunk road, introduces the American standards of railroad performances, with all the accompanying requirements, duties and responsibilities, and omits only to bring American wages therewith (altho it is whispered that American salaries are paid, even if wages are not) that the men should, with certain degree of reason, insist that the one missing link should be supplied?

If one would read the information supplied by the publicity department of the Grand Trunk road to the public, it would be difficult to imagine that there ever had been a strike upon the lines of the Grand Trunk Railway. But if the average citizen would step into the two receiving freight houses of the C. P. R. and the G. T. R. here in the City of Toronto, a certain amount of enlightenment could be secured. Team after team of freight handlers have been and are being added to the C.P.R. freight handling force, while the freight handlers in the Grand Trunk freight house continue to enjoy the same repose that has been there since the 18th of the month. The statement is given out that the number of trains bein, handled, for instance yesterday, was 141, while reports made to us by men who are actually as interested as can be the officers of the company, show that over the entire Grand Trunk system only eighty-two trains were run.

A little analysis of these figures might prove enlightening. For instance, in the immediate neighborhood one string of fifteen cars made four trips back and forward yesterday between Mimico and York, a distance of seven miles, containing not one dollar of revenue freight, the train only being run for the purpose of either discouraging the strikers, or deluding the public, and this movement constituted four of the trains that were run. Multiplying this performance in a few more localities, and it is easy to see how many of the eighty-two trains were actual train movements.

The Cost of the Strike.

Wall Street publications are of course most intensely interested in the financial feature. Wall Street estimates that the actual loss of revenue, during the first week of the strike, was in excess of $100,000. If the company's resumption of business is as rapid as it has been during these ten days that the strike has been on, they will continue to lose a very good portion of the $100,000 per day, for weeks or months to come, because the men who left the service of the company show no tendency whatever to return to its service, resting on the justness of their demand, making it apparent that reasonable consideration must be shown to them before they will re-enter the service of the corporation, and this means as reasonable consideration as has been given to the employes of other properties. They have made it apparent that they take into consideration the necessities of those who are depending upon Grand Trunk service, and would gladly minimize the injury and hardships that are suffered by the third party in this contention, viz., the public, but all the consideration for the third party cannot be shown by one alone, and until the autocratic attitude of the manager of the Grand Trunk property is modified, the public must of necessity suffer from the pressure of the upper and nether millstone.

Any reasonable, honorable method of settlement of the difficulties would be welcomed by the men and the organizations of which they are a part, and this has been made thoroly apparent not only to Mr. Hays, in control of the property, but to the minister of labor, who, by virtue of his position, acts as the mouthpiece of the people.

G. T. R. Insults the Government.

So far, all effort to influence the management of the Grand Trunk has been fruitless. Of course, if the Grand Trunk Railway is absolutely independent in every way of the people, or the government of the Dominion, their attitude is not so difficult to explain, but if the Grand Trunk Railway should ever be placed in a position where it comes to a Dominion government for aid in the way of a subsidy or favorable legislation from the Dominion Government, then it would appear strange that it would turn an absolutely deaf ear to the expression of the public as given a voice thru the minister of the crown. It is, of course, impossible to believe that the Grand Trunk Railway would ever approach the people of the Dominion with a request for either loan or subsidy, and then proceed to spend any portion of that money in the effort to deprive three or four thousand of the citizens of the Dominion of a legitimate right to insist that they were as desirable and valuable citizens as were any other men. Whether anything of this kind is being done or not is a proper subject for thought and consideration by every man who takes an interest in public affairs.

In conference with Mr. Hayes, one great difficulty which confronted him was the sacred obligation which he asserted rested upon him to conserve the rights of those who had been in his service since the 18th day of the current month, and the sacred character of this obligation absolutely blotted out from his view any obligation which his company might owe to employes who had given it a lifetime of faithful service, or to a public which yields to the Grand Trunk road its entire revenue in either freight or passenger movement. When the sources from which these men were recruited are considered, the assertion of the existence of such an obligation makes the average thinking man wonder whether this was really a reason or an excuse.

Considering the Public.

If the public at large are absolute believers in the theory that property rights absolutely overshadow and blot out personal rights, then they may believe that the contention of the men is unsound. On the other hand, if they believe that the laborer is worthy of his hire, we believe that they cannot do otherwise than give their support and approval to the demands of the men. If men believe that the interests of the Dominion are of greater importance than are the interests of one corporation, or if they believe that the opinions of the people at large are of more importance than the opinion of one man, then we believe that their support and sympathy will be with those who strive for equal rights with others engaged in like service. (Signed),

A. B. Garretson, Pres. O.R.C.
W. G. Lee, Pres. B. of R. T.

No Extreme Measures.

President Garretson last night said that the strike was not to be extended. The crew provided for the Booth Lumber Company would not be interfered with, as it was purely a local matter, and the agreement with the Wabash would be adhered to, altho it had complicated matters. Neither would the chiefs order the men on other roads to refuse the business of the Grand Trunk at exchange points, because he didn't think they dared do such a thing under the law.

IN SOCIETY.

Dr. Hall of Jarvis-street leaves today for the Adirondacks, and will be absent until Aug. 20.

Rev. and Mrs. A. E. Armstrong, Dr. and Mrs. J. McD. Duncan and Mrs. John McDonald arrived last evening on the steamer Dominion from Edinburgh, where they have been attending the World's Missionary Conference.

C. C. James, deputy minister of agriculture, left yesterday for the old country.

PALATIAL HAIR PARLORS

Dorenwend's Will Open Remodeled Premises Soon.

Probably the most elaborately and beautifully decorated hair-dressing parlors in the world will be opened about August 10 by the Dorenwend Hair Company on the second floor of their store at 103 Yonge-street. The cost of decorating and furnishing the one floor will aggregate $11,000.

There are 15 separate rooms for hairdressing. In each the basin and glass are arranged in a new way. The basin is directly underneath the glass. The part of the flat overlooking the street will be used for a rest room, where tea will be served to the patrons. In the centre of the room, between the two rows of hairdressing compartments, will be located the manicurists. In addition to the renovation of the second floor, the ground and the third floors are being done over.

The ceiling of the hairdressing parlors has been beautifully arranged. The work was done by a Toronto man, W. J. Hynes, who has done a number of beautiful ceilings. This is the finest he has done for its size, he says.

Germany has declined to interfere between the United States and Nicaragua.

TO-NIGHT Cascarets They Work While You Sleep 25c 50c Druggists

W.B. Reduso CORSETS GUARANTEED to REDUCE from 1 to 5 inches WEINGARTEN BROS, Makers, Broadway & 34 St. N.Y.

The T. EATON COMPANY, Limited, Sole Agents.

Merry go round the SPEARMINT bush!

THE FLAVOR LASTS

WRIGLEY'S SPEARMINT PEPSIN GUM

THE FLAVOR LASTS

The delicious juice of crushed green mint leaves is as fine in effects as it's fine in flavor.

It's "the beneficial confection"—beneficial to teeth—breath—digestion—nerves and appetite!

It's a visit to the country in a minute.

Look for the Spear

MADE IN TORONTO, CANADA Your dealer should sell it

The Flavor Lasts 10

Wm. Wrigley, Jr. & Co., Ltd., 7 Scott St., Toronto, Ontario

CLEAN CLOTHES FOR SUMMER VACATION

Boating, motoring and week-end trips call for outing clothes. To be ready for such occasion every article of clothing must be clean and shapely. If you have any outing dresses that are soiled send them to us. We can clean them to give pleasing results. Phone for our driver to call. "MY VALET" This is the address: 30 Adelaide St. W.

HAVE UNDERTAKEN WORK AND INTEND TO FINISH IT

Minister of Railways Expects to Remain in Office Long Enough to Travel Over H. & B. Road.

MELFORT, Sask., July 28.—(Special.)—"It was a happy inspiration that made us visit the Town of Melfort," said Sir Wilfrid Laurier this morning to a gathering in the home town of W. W. Rutan, M.P. for Prince Albert. The district here is newly settled, the town being only five years old, and the prime minister addressed himself to those who have recently come to the country. He pointed out that British institutions were the best to be found. There were in their midst some Germans, who had come across the seas. "They are welcome, no matter what religion they profess; we do not stop to enquire what is a man's creed or religion; we accept him on his personal merits."

Hon. George P. Graham said the Dominion of Canada was spending more money, as a government, upon railways than any other country in the world.

Responding to enquiries about Hudson Bay Railway, he said that the railway was the smallest part of the project, for in addition to the line it would be necessary to provide harbors, elevators, wharves and a steamboat line to Liverpool He had spoken to transportation men about that feature, and they regarded it somewhat as an experiment. "The government has undertaken the work, and intends to complete it, and I hope to stay in office long enough to take a trip over the Hudson Bay route myself."

Canada had an ambition to be a nation and the greatest empire of the world. He wanted the people of the west to join in that ambition, become citizens of the country and share its ambition and responsibility.

On the return to Saskatoon Sir Wilfrid stopped off at Rosthern and Duck Lake, which is historic as the scene where the Riel rebellion started. The place is now an Indian reserve and has an Indian school for the training of children.

Conflict as to Duties.

KINGSTON, July 28.—Stonemasons and stonecutters are off work, having a small strike among themselves as to the work each should do. The cutters claim that the masons are doing work that rightly belongs to them.

AMUSEMENTS.

ROYAL ALEXANDRA WHERE IT IS REALLY COOL PERCY HASWELL PLAYERS School of Manners, By Tom Robertson In the Comedy Evenings and Saturday Matinee—Lower Floor (reserved) 25c. Balconies 25c. Wednesday Matinee, all seats 25c. Next Week—THE LIGHT ABOVE.

CIVIC HOLIDAY Lacrosse Championship SCARBORO BEACH GROUNDS Cornwall vs. Toronto Play rain or shine. 3.30 p.m. Plan at Spalding's, 189 Yonge Street. 356

EASTERN LEAGUE BASEBALL HANLAN'S POINT STADIUM Toronto vs. Newark TWO GAMES TO-DAY AT 2 and 4 P.M. Box Seats on Sale at Bay Tree Hotel.

SCARBORO BEACH FREE Carl Dammann Troupe Greatest Feature Act Special Carnival Attractions. NEXT WEEK—Nervo the Comet

Look Here Foresters' Annual Excursion To Charlotte, per SS. Turbinia, Leaves Toronto Saturday, July 30, 11.30 p.m. Return, leaves Charlotte Sunday, July 31, 9.30 p.m. 56 Tickets—Adults, $1.50. Children, 75c

CUSTOM HOUSE OPEN MONDAY.

Monday, the first, not being a government or bank holiday, the custom house will keep open for the transaction of business in all branches until 1 p.m., or later if found necessary. On account of the railroad strike, this will be of benefit to merchants and importers who have been delayed in getting delivery of foreign shipments.

BOY KILED BY LIGHTNING.

BRIGHTON, July 28.—Stephen Taylor, son of John Taylor of Hilton, Ont., was struck by lightning last evening while standing in the doorway of his home and instantly killed.

Dr. Martel's Female Pills SEVENTEEN YEARS THE STANDARD Prescribed and recommended for women's ailments, a scientifically prepared remedy of proven worth. The result from their use is quick and permanent. For sale at all drug stores. 135