Blue Ribbon Ceylon Tea

# The Toronto World.

DON'T develop the "Street Car Habit." Wear "Maltese Cross" Rubber Heels and find the pleasure of walking. Manufactured solely by THE GUTTA PERCHA & RUBBER MFG. CO. of Toronto, Limited.

TWENTY-FOURTH YEAR — EIGHT PAGES—FRIDAY MORNING MAY 8 1903—EIGHT PAGES — ONE CENT

Senate Reading Room 1903 SENATE PO

## Grand Trunk Pacific Promoters Defend

### Entertaining Cross-Fire Committee From All Sides

## Their Demands For Colossal Subsidy

**Will Begin Work at a Dozen Points and Complete Line to Winnipeg First.**

Ottawa, May 7. —(From World Staff Man.)—The long-expected Grand Trunk Pacific bill came before committee to-day. This bill says nothing of subsidies. That matter, if it comes up, will be dealt with separately.

The big committee-room was packed to the doors. A map of the proposed route filled a large part of the wall behind Chairman Hyman. It showed a line running from Quebec to North Bay, thence north of Lake Nepigon to Winnipeg, thence thru Edmonton to the Rockies and the Coast, thru Peace or Pine River Pass, a dotted line showing that the route had been deflected so as to run thru northerly of Ontario and Quebec, instead of dipping down to North Bay. It will pass not far south of Lake Abittibi.

**Use of Temiskaming Railway.**

A question asked by Mr. Maclean brought out information that connection is to be made with Old Ontario by the Temiskaming Railway.

**Preliminary Skirmish Over Map.**

A preliminary skirmish was fought over the map. It was objected that it did not show other lines distinctly, that it was not clear enough, that it was not big enough. In strictness, the last objection would be fatal. The regular scale is half an inch to the mile, and this would require a map 125 feet long. The committee said: "Let that go for the present. Give us a better map next time, and let us hear from the promoters on the bill." It took half an hour to settle this.

**Tasks of Freight Congestion.**

Leighton McCarthy, M.P., opened the case. There is congestion of freight in the west. The development of Canada is hampered, and our grain may be driven to seek American channels. The country is growing beyond all expectations. Another railway is necessary. What is better than an extension of the old Grand Trunk? The Grand Trunk is behind this bill morally, physically and financially. If you doubt that, hear its chief officers.

**Sir Charles Rivers-Wilson Next.**

Sir Charles Rivers Wilson stepped forward. He is a slenderly-built, elderly gentleman; speaks well and clearly when let alone, but is a little embarrassed under severe heckling. "This system is promoted," he said, "under the sponsorship of the Grand Trunk. The company has gone out for more railway facilities. Duty and interest call upon the Grand Trunk to meet the demand. It has immense advantages in its geographical and strategical position, its magnificent road and equipment its terminals, its valuable connections, unequalled elements of strength."

He goes on to give emphatic assurance that the Grand Trunk will carry the project thru.

Mr. Blair, Minister of Railways, said that misapprehension was cleared up.

**Speaking of the "Other Fellow."**

**Sir Charles Rivers Wilson is asserted to have said to the Grand Trunk shareholdes that the Grand Trunk is not committed to profit, and will give it only moral support unless government assistance is forthcoming.**

**Must Speak With Reserve.**

Sir Charles answers that he must speak with reserve as to that. This question of public aid would come up later. He had assured Grand Trunk shareholders that it was their policy not to go into speculative enterprises. He did refer to assistance from the government, and he expected this enterprise would receive the same aid as the C. P. R. and others had done.

Mr. Maclean asked: "Do I understand you to say there is business awaiting a railway going into that country?"

"Yes."

Here followed a long heckling, principally directed to the question of the Easter terminus. Quebec is the winter and summer terminus, but the Maritime Provinces men want to be assured that a Canadian port will be used in winter.

Mr. Fowler of King, N. B., asks many questions on this point, and is so persistent that objection is taken that his questions ometimes run into argument.

**Intention of the Company.**

Mr. Wilson says the intention of the company is to use the Intercolonial east of Quebec, and, later on, it comes out that the bridge at Quebec is part of the plan.

Mr. Fowler: Will you undertake to carry all Canadian freight to the Atlantic by the Intercolonial?

Sir Charles Rivers - Wilson: We will give a preference to Canadian ports.

The committee was not quite satisfied with the word "preference," and further heckling ensued.

In the meantime Galliher (Yale and

Continued on Page 2.

**VENEZUELA DISPUTE TO THE HAGUE.**

Washington, May 7.—Venezuelan protocols submitting the question of preferential treatment to The Hague tribunal and also protocols for the mixed commission at Caracas, were signed at the British Embassy shortly before 7 p.m. by Minister Bowen, Ambassador Herbert, Minister Sternburg, and Ambassador Mayor Des Planches. This is supposed to remove from the theatre of disputes for some years to come this vexed question, because it cannot be settled in the nature of things for a long time after it reaches the Hague.

**ALASKAN COMMISSION CONFER.**

Washington, May 7.—United States Secretary of War Root and Senator Lodge, members of the Alaskan Boundary Commission, held a long conference to-day, at which the details of the arrangements for the meeting of the commission in London were discussed. Senator Lodge expects to leave for Europe early in July, but Secretary Root does not expect to sail until about Aug. 25. The commission will not meet until the arrival in London, but it is expected all the preliminaries will be arranged previously.

## ACTING PREMIER'S PLEDGE AIRED IN THE LEGISLATURE

**Shabby Treatment of Hugh Clark the Subject of Some Caustic Comment.**

The Centre Bruce-Monck protest sawoff episode was aired in the legislature last night, and for the first time the Minister of Education, who was Acting Premier at the time of the saw-off negotiations, gave the country the benefit of his side of the story. On the motion to go into supply, Hugh Clark opened the discussion, which lasted two hours. Mr. Clark read some correspondence between Mr. Bristol, the lawyer who was looking after the interests of the Conservatives, and Hon. Mr. Harcourt, but before doing so, explained that a conference of representatives of both parties was held at which a list of some twenty seats was drawn up by each side and paired off, the signature of the Acting Premier being obtained to the agreement that no protests would be entered in any of the constituencies. The following day, however, Mr. Bristol received a letter from Mr. R. A. Grant, to the effect that he was not able to carry out the agreement in respect to the riding of Centre Bruce. Then followed several letters, which explain themselves. On June 25 Mr. Bristol wrote a "private and confidential" letter to Mr. Harcourt, as follows:

**Rely on Personal Honor.**

"Dear Sir,—I enclose copy of letter received by me to-day. I am relying on your personal honor and undertaking in this matter."

To which the Acting Premier replied:

"Dear Sir,—I am in receipt of your letter of June 25, enclosing copy of letter from Mr. Grant. The agreement we entered into must be carried out, and I will at once so state to Mr. Grant."

Then on July 2 Mr. Bristol wrote the Acting Premier that notwithstanding his letter of the 25th June the deposit had been paid into court in the Centre Bruce protest proceedings. Mr. Harcourt replied under date the same:

**Mr. Harcourt Surprised.**

[Confidential.]

Re Centre Bruce.

Dear Sir,—Your note sent by messenger surprises me. I have made it clear to everyone that our agreement must be carried out, and I understood that it had been carried out. I think that even now there is some misapprehension in the matter. I will at once have Mr. Ford see Mr. Grant and say to him that the understanding we have come to must be made good.

Faithfully yours,

R. Harcourt.

On July 7 Mr. Bristol writes the Acting Premier as follows: Notwithstanding your further letter of July 2 this matter has not yet been dropped. I enclosed copy of letter received to-day from Mr. R. A. Grant, which is distinctly unsatisfactory. I further understand that the Mr. Bowman referred to stated as far back as July 1 that there was to be no protest in Centre Bruce, and seemed to be quite satisfied with the situation. While I still rely on your personal honor and undertaking in this matter I am compelled for the protection of my client

Continued on Page 2.

## MURDERED FOR HIS MONEY.

**Aged Winnipeg Man Found in Room With Skull Crushed.**

Winnipeg, May 7.—Dewitt C. Kinsey, an old man of 61 years of age, one of the pioneers of this city, was found in his room at 10 o'clock this morning, his head in a pool of blood, stone dead. There was every reason to believe that the old man, who is known to be possessed of considerable money, was murdered. The police are investigating the affair.

**WILL BE WHOLLY CANADIAN.**

Montreal, May 7.—(Special.)—It is pretty well understood that Mr. H. M. Whitney, and, perhaps, Mr. Dimock, will retire from the directorate of the Dominion Coal and Steel Companies, the same to be announced at the annual meeting of these companies on May 14. This means that these companies will be Canadian in every particular.

Some time ago, a discharged workman of the Siche Co. got out an imitation of the Siche machine, flimsily built, and with several stupid additions. One or two of these were sold in Collingwood and one given away in Muskoka. They have proved a dismal failure, and the wisdom of the Siche Co., in waiting for the public to learn this from experience, instead of taking expensive action for infringement of patents, is now demonstrated by the fact that it (the Siche Co.) has this week booked the order of Dr. McFaul for a 1903 model Siche for his fine new residence at Collingwood.

E. M. Shildrick, Paris, is installing a Siche plant. He will act as agent.

The Siche plant for lighting the Golf Club, ordered the other day, is about completed. Part of the premises, at least, will be lit this week, and the balance when the ornamental fixtures ordered for the Dining-rooms, etc., are ready.

Siche Gas is the gas most opposed by rivals, because it is the ONLY modern illuminant that is absolutely pure, steady, white and safe. All the old-style kerosene, gasolene, acetylene and "hasbene" people are down on Siche Gas, but it gets there just the same. The Siche Co. has built hundreds of machines, and there is only one of all the machines sold that is not in actual use, and even that is a case of business jealousy—not of failure of machine.

Another 100 - lb. Siche is going in at Gore Bay. Order booked yesterday.

## TURKEY HAS FREE HAND FAR AS ENGLAND CARES

**Imperial Government Does Not Undertake to Preserve Bulgarian Territory.**

London, May 7.—The British government's attitude in the Balkan crisis may be summed up as being one of passive indifference. It is pointed out at the Foreign Office here that Great Britain is not bound by any treaties to interfere in behalf of Bulgaria. Altho she was chiefly responsible for bringing Bulgaria into existence, Great Britain never undertook the preservation of Bulgaria's interests, but she is pledged to maintain the integrity of the Ottoman empire.

**Turkey Has Free Hand.**

The British Foreign Office also understands that neither Russia nor Austria intend to interfere, unless some unseen issue becomes involved. Thus Turkey appears to have a clear hand. The British Foreign Office is inclined to the belief that Turkey will not go so far as to commence hostilities against Bulgaria, but will content herself with threats, and, perhaps, by other means than force, secure reparation for her alleged wrongs.

One thing is certain, Foreign Secretary Lansdowne will use every effort to avoid entangling Great Britain in the present impending difficulties in the Near East.

**As Paris Blows It.**

Paris, May 7.—The situation thruout the Balkans causes serious apprehension here, but the French Foreign Office says the conditions are not regarded as being critical and are considered to be largely the result of Turkish intrigues. It has been the desire and expectation of France and the other powers acting jointly that the Sultan adopt vigorous measures to put down the Albanian uprising. The powers received strong assurances that this would be done, but the recent dynamite outrages at Salonica and the conflicts between Turkish troops and Bulgarian bands at other points have diverted the Sultan's attention in another direction, and have permitted a postponement of the steps looking to carrying out the powers' wishes regarding Albania.

**Turkey is Threatening.**

Official advices show that Turkey is threatening to adopt radical, disciplinary measures against Bulgaria, but the authorities here are fully satisfied with the correctness of Bulgaria's position, and it is asserted here that there is reason to believe the powers will not permit the carrying out of a radical policy against Bulgaria.

Meantime it is the intention of the government here to send a French naval division to Salonica as a measure of precaution and in order to be prepared for a possible spread of the disorder. Despatches from Toulon say the French warships will leave there to-night, but the foreign officials assert that the departure of the ships will probably be postponed, so as to await the developments of the next few days.

**Germany Supports Russia.**

Berlin, May 7.—The German government continues to steadily support the Russian policy at Constantinople, and in the Balkan capitals, that policy being understood here as encouraging Turkey to repress disorders firmly, and as representing to Bulgaria especially that not a finger will be lifted to help her should the Porte claim it to be necessary to attack Bulgaria.

In striving to reach the root of the anti-Turkish agitation, Germany, Russia and Austria, it is explained here, in their recent representations to Bulgaria, notified her that she need not expect even sympathy should the Sultan's troops march over the frontier to do what Bulgaria refuses to do. At present her territory is used as an insurrectionary base. Two of Germany's permanent policies for the moment coincide. They are first not to oppose Russia at Constantinople, and, second to support Turkey. Germany's purposes in Anatolia can best be realized by strengthening Turkey as a European power, and as a counterweight to Russia.

**Not Regarded as Serious.**

The German Foreign Office does not regard the Balkan situation as serious, and would not so regard it, even were Turkey to declare war against Bulgaria, it being regarded as highly improbable that any ruthlessness of Turkey would occasion war among the powers.

It is also said that other changes in the Prussian and Imperial Ministers are imminent, among them, according to The Frankfurter Courier, being the retirement of the Secretary of the Admiralty, Admiral Von Tirpitz.

10c Gates Cigar sold for 5c—Havana Alive Bollard. New Store, 178 Yonge St.

Mr. B. J. Crawford, Dungannon, is this week installing a style D. 1903 Siche.

Nothing but the finest goods at Thomas'.

Dr. Dales, Dunbarton, is putting in a style D, 1903 model, Siche machine.

**TO-DAY IN TORONTO.**

Temple Building—Simcoe County Old Boys' at home, 8.
Public Library Board—8.
Armories—48th Highlanders parade, 8.
Toronto Relief Society—4.
St. Margaret's College—J. A. Plasted on "Color Photography," 8.
Citizens meeting re banquet to Lord Minto, City Hall, 8.
Royal Grenadiers Sergeants' annual dinner, 8.

Full information and illustrated catalog at 83 York-street, Toronto.

**VERY REAL DANGER IN IT**

"CAP." ROSS: We'll escape that blow, I hope. We're not in shape to stand it.

## FREIGHT CONGESTION IN TORONTO RY. YARDS WORST IN CITY'S HISTORY

The worst freight blockade in the history of Toronto exists at present. Indeed the congestion spreads over all of Canada. In spite of the opening of navigation the railroads are unable to handle the business. There are estimated to be two thousand cars of freight in the local yards with the quantity daily increasing. The local shipments alone are sufficient to tax the capacity of the rolling stock, and in addition the thru business is something tremendous.

**Prosperity the Cause.**

Labor difficulties have contributed somewhat to this congestion, but the extraordinary prosperity of the country is largely responsible for the condition. The facilities of the well equipped railroad companies are absolutely inadequate. It is not wholly a rolling stock famine. The different systems are simply overwhelmed from one end to the other. What is true of Toronto is true of every point along the lines. Over in the States the conditions are almost as bad. It is perishable freight first and then every shipper in his turn.

**Hub of the Universe.**

The extraordinary tide that has turned from all countries into Canada this spring contributes in no small degree to the embarrassment. Every settler brings a car or so of freight into the country, and this is a more difficult matter to handle than the transportation of the passenger. Merchants are almost in dispair all over the country. The railroad officials cannot promise them much relief. They are handling a tremendous quantity of business, but it is all they can do to avoid positive paralysis of the whole systems.

**When Crops Begin to Move.**

Just what will happen when the crops begin to move and the farmers clamoring for cars, the freight agents refuse to consider, but they are inclined to the opinion that they will be taken care of some way. The incoming shipments are almost as heavy as the cutging, and altogether, the great stream that is filtering thru the railroad yards represents the congested commerce of the most prosperous period in the history of the Dominion.

**In Case of a Strike.**

What would happen to freight business in Toronto if the teamsters struck? This is a condition the local freight agents at the Grand Trunk and Canadian Pacific Railways dislike to even contemplate. With every available man at work, and day and night shifts, it is all they can do to keep the semblance of movement in the blockade.

To-day there are estimated to be 2000 carloads of freight from the Don to Parkdale. The average arrival of cars of freight is 500 daily. To deliver 500 carloads of freight daily is a tax upon the teaming capacity of the three forwarding companies, as well as the hundreds of other private concerns, that do their own hauling.

**What Week's Delay Means.**

Should the teamsters strike and remain out for a week railroad men who are in a position to know, assert that it would take two to three months at least to catch up with the accumulated goods that would arrive.

It was thought navigation opening would to a large degree relieve the railways of further congestion. But the relief did not come. While a large quantity of freight is being handled by the steamship companies the unprecedented increase in goods for transportation keeps the railroads busy wrestling with a serious problem.

**Freight Sheds Piled Roof High.**

In the sheds at this point goods for local delivery are piled roof nigh. Merchants are clamoring for delivery of goods that have lain in Toronto for weeks. One official in the freight department of one of the roads declared that influences could be brought to bear that would bring about a prompter delivery of goods. He was of the opinion that merchants will simply have to wait their turn, and share with the railways the inconvenience resulting from good times and the phenomenal growth of the freight business this year.

GENERAL MANAGER C. M. HAYS OF GRAND TRUNK.

**For Use in Emergency.**

The prosecution in the Gamey investigation yesterday applied for and received thirty original subpoenas and thirty copies from Registrar Grant. This does not mean, however, that the prosecution intend to bring on a great many more witnesses than was expected when the commission resumes next week. They were obtained as a matter of precaution, to be used if it was found necessary to summon more witnesses.

Try the decanter at Thomas', three for a quarter.

Mr. J. H. Rogers, Fordwich, has installed Siche Gas in his store and lights the store next door with same plant.

**FOOT AND MOUTH DISEASE.**

Montreal, May 7.—The Evening Star published a cable message to-day from Argentina, stating that the foot and mouth disease had again broken out in that country.

SANDERSON'S MOUNTAIN DEW SCOTCH
An old and delicious Whiskey.

The Siche Gas Co., York-street, is about to remove to larger premises. The Company is also opening a branch office in Montreal, to cover the Summer Residence business there.

## MINISTERS INTERVENE IN MONTREAL'S STRIKE

**Sir William Mulock and Hon. Mr. Prefontaine Closeted With Both Parties at Midnight.**

Montreal, Que., May 7.—(Special.)—Sir William Mulock and Hon. Mr. Prefontaine, who reached here this evening from Ottawa, with a view to confer with the shippers and longshoremen, and if possible bring about a settlement, have been closeted with both parties up to midnight, and so far the result is unknown. The men, however, appear most anxious to get to work, while the shipping men are getting more independent, having no less than two thousand men to work to-day on the wharves. In the first case they refused absolutely the conditions submitted by the men this morning.

**Shipping Companies Firm.**

The following statement was given out by Peers Davidson, legal adviser of the shipping companies, after a meeting held by the principal ship owners: "The steamship companies have received no direct communication from the longshoremen as to the alleged new terms offered. An unsigned memorandum only was received without written explanation. As far as known the longshoremen have adopted no new proposals.

"With the exception of wages, this memorandum entirely ignores the other clauses already agreed upon.

**Won't Accept New Terms.**

"The alleged new terms will not be accepted by the shipping interests if presented.

"The clause respecting foremen is a transparent attempt to obtain a preference for union men in another form. The terms already agreed upon provide that the men shall return to work so soon as places may be vacant. This covers the point. There is and has been no dispute with the foremen. Their strike, such as it is, is a purely sympathetic one. They now ask a guaranteed preference for themselves, and thru them a preference for their fellow union men.

"No doubt the greater number of the foremen will be re-employed, but the steamship companies must retain the right of employing whom they please.

"As to the presentation of grievances, there can be no objection to a clause, giving the opportunity to employes of stevedores of the respective companies addressing the company interested in the matter."

## OPPOSITION TO POWER BILL FROM BOTH SIDES OF HOUSE

**Conservatives Say It's a Poor Substitute for Government Utilization of Water.**

Premier Ross' bill to permit municipalities to develop and transmit electric power was read a second time in the legislature yesterday afternoon and developed an interesting situation.

In moving the second reading the Premier said there had been some agitation in the press and on the platform on the question of the government placing within the reach of the manufacturers of Ontario the electrical energy stored at Niagara Falls. Three franchises had been granted, each providing for a development of from 100,000 to 125,000 horse-power, but the bill was proposed to enable municipalities, either singly or jointly, to embark in the enterprise. It was proposed to put them in the position of installing their own plant, and building transmission works in order that they might place electrical energy within the reach of their own people. The municipalities are empowered to appoint three commissioners to report on the scheme, as to the cost of the work, the expenses of maintenance, the productive capacity of the works, the probable demand for power, the cost to consumers, the amount of power in use, the proportion of contribution by municipalities, the desirability of the undertaking, time required to complete the works, and the extension of existing works to other municipalities, and in the event of any of the commissioners being favorable to the undertaking the municipalities are empowered to submit a bylaw to the ratepayers. In the event of the passage of the bylaw by the various municipalities, the bill provides that a board of commissioners shall be appointed to carry out the work.

If any of the municipalities vote against the proposal it is provided that the remaining municipalities may go ahead, providing it is shown to the satisfaction of the Chief Justice of Ontario that the acquisition and construction of the works so modified shall not have the effect of increasing the liability for the cost of the work more than ten per cent. beyond the amount assented to by the ratepayers.

**Principles Very Simple.**

Mr. Ross said the principles of the bill were very simple, but the chief difficulty would be the working out of the scheme by the municipalities. The question would arise whether the municipalities desire sites at Niagara Falls for their own use. The report of the Park Commissioners, which was laid on the table a few days ago, dealt with the available sites remaining at Niagara Falls for power plants.

Mr. Whitney complained that the members of the opposition had been unable to lay hands on the report.

Mr. Ross, continuing, said there were still four sites equally as good as the ones already granted. The estimated cost of transmission was $3600 a mile and the cost of maintenance $185 a mile.

**Mr. Whitney Replies.**

Mr. Whitney commented on the position of the members as being face to face with the problem without having seen the report of the Park Commissioners and without a practical explanation of the bill by its promoter. The House would like to have understood what they might expect would be the benefits to accrue from the carrying out of the proposition. It appeared to the speaker that the gov-

Continued on Page 5.

## UNITED STATES STEEL IN CANADA.

**Director of the Corporation Talks of Proposed Plant Here.**

Boston, May 7.—A director of the United States Steel Corporation states that no consideration has been given to the establishment of a plant in Canada beyond the preliminary discussion stage. When the Dominion government first brought up the subject of a tariff in steel and iron products, the Steel Corporation secured an option on the Hamilton Bridge Works of Canada, with the intent of establishing there a plant for the manufacture of structural steel in case the government placed a prohibitive tariff upon imports. The duty finally enacted was $7 per ton upon steel rails. This is to become effective only when the steel mills of Canada are able to manufacture enough to supply the home demand. That condition has not yet been reached.

## ADMIRES CANADA'S LIBERTY.

**Famous French Bard Tells Quebec Audience Nice Things.**

Montreal, May 7.—(Special.)—The famous Botrel, the French bard, who has been delighting Quebec audiences of late, made a speech before leaving Quebec, in which he said:

"I wish to state once for all, at the beginning of this long tour, that it shall never come into my mind to be disagreeable towards the great nation whose King my compatriots are honoring in Paris at this very moment. Besides, the more I see of Canada the more I hear the confidential utterances of the French-Canadians, whether they belong to the clergy, liberal professions or agricultural class, the more also I admire that monarchy which is one hundred times more republican than certain republics, since it has given you, of Canada, that almost divine thing, of inestimable value, without which it becomes impossible for man to expand and be perfectly happy, that thing which is called 'liberty.'"

Big Rapids, Mich., May 7.—Mrs. Nellie Perrigo, aged 28, had a cold sore on her lip. She picked it with a needle; blood poison set in, and she died this forenoon.

## Twelve Killed in Wreck On C.P.R. at Ft. William And Bodies Incinerated

## INADEQUATE EQUIPMENT CAUSED FATAL WRECK

**Result of Coroner's Investigation Into the Michigan Central Disaster.**

St. Thomas, May 7.—The adjourned inquest into the West Lorne collision on the Lake Erie and Detroit River Railroad, which happened April 29, killing three men, was resumed to-day at West Lorne, five witnesses were examined, employes of the road, and their testimony coincided on the point of the inefficiency of the road's facilities for the protection of trains. They were unanimous in the opinion that had the road been equipped with semaphore signals the collision would not have occurred.

The inquest was again adjourned until to-morrow, when the crew of the gravel train and the despatcher at Ridgetown will be on the stand. Mr. Hanna of Windsor appeared for Austin, engineer of the gravel train. Mr. Coburn, solicitor for L., E. and O. R. R.; St. Clair Leith of Duton for the relatives of McNeil, and Lutch, killed in the wreck, and Crown-Attorney Donahue for the Crown. Dr. Dorland is conducting the inquest.

**TELEPHONE BILL AMENDMENTS.**

Ottawa, May 7.—(Special.)—The telephone bill came before the sub-committee this morning. Fullerton was present on behalf of Toronto. Mr. Maclean proposed an amendment declaring telephone companies to be for the general advantage of Canada.

J. A. Ritchie, for the telephone company, objected to the legislation as retroactive. Markey of Montreal, representing an independent telephone company of Montreal, asked for an amendment reserving vested rights conferred by legislation. This was carried on division against the protest of the promoters of the bill, and the general advantage clause was inserted with this modification.

**Eight Others Fatally Hurt as Result of the Frightful Accident.**

Fort William, May 7. — Twelve men were killed and eight fatally hurt to-day in one of the worst accidents in the history of the Western railroads of Canada.

The disaster occurred at 1 o'clock this morning on the main line of the C. P. R., near Dexter Station, 52 miles east of Fort William. A tie train, running at a high rate of speed, was derailed and thrown wholly into the ditch. In the boarding car atached to the rear end of the train, and filled with employes, twelve men were burned to death, being unable to extricate themselves from the upturned caboose. Eight others were so seriously injured and burned that a number may die.

Advices of the terrible affair were rushed to Fort William, and all the available medical aid, with nurses and appliances for the relief of the injured, were despatched to the scene, arriving about 4 o'clock. The injured were given first aid, and then taken to Fort William Hospital. The scene that presented itself to the more fortunate on the train, who hastened to render what assistance they could, was appalling in the extreme.

The cries of those confined in the burning car were plainly heard, but the fierceness of the flames made all attempts at rescue abortive. For a time it seemed that all the occupants of the car were doomed, when, by some accident, one of them fell thru a window, and he was quickly followed by six or seven others. All of them were fearfully burned, and their recovery is doubtful. It is very difficult so far to get details. Those who accompanied the injured here can offer no cause for the wreck. They all agree, however, that the victims suffered very little, some of them being dead before the flames reached them.

**Caused by Broken Wheel.**

The wrecked train had been distributing ties along the track, and was coming back, when, about a mile out of Dexter Station, a boarding car, with 20 men on board, jumped the track. The cause is supposed to have been a broken wheel. A flat car telescoped the boarding car, which overturned and caught fire, the flames spreading so rapidly as to hamper any rescue.

Dr. Hamilton, the C. P. R. surgeon, went up immediately by special train, and two more doctors followed after, but, later, returned on the delayed express, without reaching the scene of the accident, there being no need of their services.

**List of Killed and Injured.**

FRED FULK,
G. D. ANGLUK,
IVAN HUDENA,
MURG KURUC,
A. WATIN,
G. SUNMARK,
F. BYSTROM,
L. L. LARSON,
F. HOKMAN,
A. JOHNSON,
B. RICKSON,
A. KUNDELL.

Injured — Joe Dupont, head hurt; E. Eliard, half scalp torn off, very weak from loss of blood; J. Gagne, back and side hurt; B. K. Udell, leg broken; E. Jakobson, badly scalded on face, arms and body; A. N. Olin, badly hurt back and spine; S. R. Walsh, hip dislocated.

All the above were employes on the tie gang.

**Story of a Survivor.**

James M. Reid of Ashburn, Ont., traveling as a passenger, had an arm broken and shoulder dislocated. He said the car in which the men were was the sleeping car, and a flat car was between it and the caboose. When the accident occurred, there was a big fire in the stove in this car, and immediately after the crash, the entire inflammable contents, straw and bedding, burst into flames. He states that moans were heard from the men who perished. In a few minutes, but long enough for seven men to crawl out, there was hardly anything left of the car, and only a few charred bones remained as witness to its human freight.

The dining car, which was ahead, was thrown clear across the ditch on the opposite side of the track, three of its occupants being slightly injured, but not enough to be brought down to Fort William.

**What's New in London in Silks.**

In London and New York are where the big things are found—for it is these two big centres that rule the Empire of Silks. London has the high crown, flat brim,—New York, the sharply turned, large bell crown, but flat withal. Both are good to look at—both are right and stylish. Some look well on some people, some on others, and a Hatter, to be up-to-date must keep both. That's what Dineen does, and he is sole Canadian agent for Dunlap and Heath, the biggest hatters in the world. Store open until 10 o'clock Saturday night.

**FINE AND WARMER.**

Meteorological Office, Toronto, May 7.—(8 p.m.)—Rain has fallen to-day in British Columbia and scattered showers have occurred in Eastern Ontario and in the Maritime Provinces. Elsewhere the weather has been fine. The temperature has been between 70 and 80 in Manitoba and portions of the Territories and somewhat higher temperature is now indicated for Ontario and Quebec.

Minimum and maximum temperatures: Victoria, 42—48; Kamloops, 38—56; Calgary, 40—50; Qu'Appelle, 42—72; Winnipeg, 44—76; Parry Sound, 42—64; Toronto, 44—60; Ottawa, 44—64; Quebec, 38—66; Sydney, 36—60.

**Probabilities.**

**Lakes and Georgian Bay—Easterly winds; fine, with a little higher temperature.**

Ottawa and Upper St. Lawrence—Light to moderate winds; fine and moderately warm.

Lower St. Lawrence and Gulf—Moderate winds; fair, with a little higher temperature.

Maritime—Light to moderate winds, mostly fair with a little higher temperature.

Superior—Southeasterly winds; fair and a little warmer.

Manitoba—Westerly winds, becoming cooler; local showers or thunderstorms.

**Smoking Perfection Mixture, nothing to equal it. Alive Bollard.**

The Siche Gas Co. is completing a contract for the C. P. R. for two gas outfits. One remains in Toronto, and the other goes to Montreal.

**STEAMSHIP MOVEMENTS.**

| May 6. | At. | From. |
|---|---|---|
| Graf Waldersee | New York | Hamburg |
| St. Paul | Southampton | New York |
| Minnfton | London | New York |
| Columbia | London | New York |
| Celtic | Queenstown | New York |
| Aurania | Queenstown | New York |
| Algeria | Lisbon | New York |
| Pretorian | Moville | Halifax |

## TEST POOL ROOM'S STANDING.

**Charge Against Junction Joint Will Be Pressed Monday.**

Hugh Guthrie, K.C., M.P., of Guelph, acting Crown-Attorney, is likely to press an indictment against the Toronto Junction Recreation Club when the Criminal Assizes open on Monday. The point to be tested is whether betting on horse races in a club is within the law or not. Betting on horses is permissible, under the act, upon a race course, whilst the race is in actual progress. The pool room authorities claim to be betting while the race is in actual progress, having the positions of horses transmitted to them by wire at stated points in the race.

**THINKS END IS NEAR.**

At 1 o'clock a.m., Sir William Mulock gave out a statement to the effect that he had made certain propositions to the shippers, which they would consider to-morrow. If they are accepted, the Postmaster-General will then submit them to the men. The impression generally prevails that to-morrow will see the end of the strike. Sir William would not indicate the nature of his propositions to the shipping men.

**DEATHS.**

GIBBONS—At his late residence, 180 Sumach-street, on Thursday, May 7, 1903, Leke Gibbons, in his 38th year.

Funeral from above address on Saturday, May 9, at 8:30 a.m., to St. Paul's Church, thence to Mount Hope Cemetery.

ROOME—Thomas F. Roome, on May 6, 1903, in his 83rd year.

Funeral from his son's residence, 84 McKenzie-crescent, Saturday, May 9, to Mount Pleasant Cemetery, at 2.30 p.m. Friends kindly accept this intimation.

MACORQUODALE—Daisy, fifth daughter of Mr. and Mrs. D. S. Macorquodale, Thursday afternoon, May 7.

Funeral private, from 61 Shannon-street, Saturday, May 9, at 2.30 p.m. Friends please accept this intimation.

ROBINSON—On May 6, 1903, Susan Jane Robinson, late of Whitby.

Funeral from J. A. Humphrey's, 205 Yonge-street, to-day (Friday) at 3 p.m., to Mount Pleasant Cemetery.

STEVENSON—Suddenly, at his residence, 70 Laughton-avenue, Toronto Junction, on May 7, 1903, William Stevenson, in his 58th year.

Funeral on Saturday, May 9, 1903, at 2 p.m., to Prospect Cemetery.