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August 10

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ONE CENT

Refuse the Lawful Fare Metropolitan is Defiant

Railway Board Still in a Trance —The Tariff of Tolls Filled— Pooling at Hamilton Not Investigated.

"The proof of the pudding is in the eating."
A world reporter presented himself at the ticket office of the Metropolitan Railway yesterday and asked for a ticket to Newmarket. The ticket was produced.

"How much?"
"Eighty cents."
"How many miles is it to Newmarket?"
"Twenty-eight."
Thereupon the reporter tendered 66 cents.

It was refused.

"Do you charge more than two cents a mile?"
"Don't start that two-cents-a-mile game here," said the ticket seller; "our price is 80 cents."
The reporter then explained his mission; the statute was quoted, and tender was made, not only of 66, but of 58 and 60 cents, so as to cover any possible claim as to mileage.

The young man in charge of the ticket office refused for consultation. Indeed, he was warned that this transaction was making copy for The Toronto World. He was very polite about it but he was stiffer than ever after consulting the head office.

"Our rate," he said, "is 80 cents."
No argument moved him. "Our rate," he repeated, "is 80 cents." It reminded one of the little girl in Wordsworth's poem who kept repeating, "We are seven."

How Foolish.
His Majesty, by and with the consent of the legislative assembly of the Province of Ontario, enacted:

"Notwithstanding anything contained in any agreement, contract, or other provision contained in any special act or otherwise, the fares to be taken by the Metropolitan Railway Company, or by electricity, for each passenger, shall not exceed five cents for any distance not exceeding three miles, and where the distance exceeds three miles, then not exceeding two cents per mile, or fraction thereof, for the distance actually traveled."

The King and his loyal legislature evidently thought that their will and pleasure carried weight in Ontario. How foolish! They have another thought coming. The railroad kings broke no brooms near the throne, and the legislature is not in session.

Another Point.
The legislature, however, did not rest with passing the law. It created a board to exercise the authority conferred upon it. It was intended that they should be the railway companies sit up. While they have some quasi judicial functions, their duties are largely administrative. They are supposed to have some initiative. They are not justified in taking their present position that "they will not skin the snake and someone else has killed it." Indeed, the statute provides that:

"The board may, of its own motion, or shall, upon the request of the lieutenant-governor-in-council, enquire into, hear and determine any matter or thing which, under the act, or the said act, (Railway Act, 1906) it may enquire into, hear and determine upon application or complaint, and may exercise the same powers as may be exercised by the court, or the said court, in the hearing of an application or complaint, as if it were a court of law."

That is to say, the board has the same jurisdiction—power to hear and determine—when it acts of its own motion, as when it is stimulated by a complaint filed. Yet when the attention of a majority of the board is called to the fact that the Metropolitan Railway is charging in excess of the legal rate of two cents a mile, they can only insist that the passenger should pay the excess, or a hundred dollars in recovering the excess fare of which he is made. Some of the twenty or twenty-five railway companies laughs when the inter-fering passenger tenders, at its ticket office, the maximum fare prescribed by law.

Evidently "His Majesty" by and with the consent of the legislative assembly of the Province of Ontario, "have no terrors for the Metropolitan." One has moved to enquire:

"Is civilization a failure, or has the Caucasian played out?"

The commissioners are in doubt as to whether the act provides any penalty to punish the railway company that charges above the maximum fare prescribed therein. Section 243 of the Railway Act, not only gives a right in action to the injured party, but it further provides that "if a penalty is provided, for any such act or omission" (the company) "is liable for the same." It is not clear from the act, provided, for any such act or omission, whether the penalty is to be paid to the injured party, or whether the burden of recovering this penalty is cast upon the attorney-general, who

ASSEMBLY FOR PERSIA TO PROMOTE WELFARE.

Washington, Aug. 10.—For the first time in her history Persia is to have a national assembly. This information was conveyed to the Persian minister here to-day in a cablegram from the grand vizier and minister for foreign affairs, who stated that in view of the desire of his imperial majesty the shah, for the entrance of the national tranquillity and for the welfare of Persia and all its inhabitants, and in order to fortify the government, it had been deemed necessary to give certain reforms and a constitution, suitable to the country and for the administration.

The immediate organization of a national assembly for the realization of these reforms accordingly was ordered.

The assembly will be composed of equal parts, namely, the princes of the blood, the chief of the religious dynasty, Qadjar, high dignitaries and personages, merchants and representatives of corporations.

CAUSED BY CARELESSNESS TOO MANY BOSSES IN YARD

Kenneth Campbell's Death Due to Negligence, Says Jury—That Smash-up at Mimico.

At the conclusion of the coroner's inquest last night into the death of Kenneth Campbell, fireman on Grand Trunk express train No. 49 early in the morning of July 30, at Mimico yards, the jury, after detailed deliberation, rendered the verdict that deceased came to his death thru a collision of the engine and train No. 49, "caused by carelessness and a negligent manner in which cars are handled in the Mimico yards."

The evidence indicated that there were too many "bosses" in the yard, and that on an occasion like that when the accident happened where two "green" men composed the yard engine crew, the possibility for mistake was augmented to a degree which should compel the railroad to remedy its system as that a repetition of such fatal occurrences could not happen in the future.

Coroner J. H. McConnell went carefully through the evidence, and then sending the case to the jury, and the assistant County Crown Attorney T. L. Monahan, who acted as the investigating road examination in the investigation, T. H. Barton represented the relatives of the deceased fireman, and W. E. Foster, representative of the Grand Trunk, gave lucid assistance to the crown.

Yard Master's Anxious Time.
The evidence of last night's inquest was, substance, as follows:

Stephen Griffin, assistant yard master at Mimico yards, sworn, said he personally cut the first thirteen cars from train No. 49 from York, and helped the car back to the yard, and the engine, which was to go with train No. 49, then instructed the crew of Engine 78 to recover the excess fare of which he is made. Some of the twenty or twenty-five railway companies laughs when the inter-fering passenger tenders, at its ticket office, the maximum fare prescribed by law.

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PUZZLE PICTURE.



Locate the gentleman who is solving the servant girl problem.

Some Chance of Settling Carpenters' Strike Soon

Proposal to Form New Organization of Employers to Deal With Situation is Favorably Looked Upon by the Labor Men.

"The strike will be called off, for that sort of thing just a little too long."
Not more than ten union men are working, and it is expected that more than half of these will be at the meeting this morning, when the whole force of pickets will be withdrawn before all the strikers. The meeting will be in attendance. Every strike will be in attendance.

The Mayor Once a Carpenter.
The striking carpenters are willing to have Mayor Coatsworth take upon himself the duties of mediator between themselves and employers if the latter are not. Possibly the mayor would be a carpenter. The mayor himself proclaimed this fact at an election campaign meeting in the Labor Temple, and possibly the circumstance has not been forgotten. A letter to the mayor from the secretary of the United Carpenters and Joiners' Association, dated after his workshop had departed for Hamilton.

"You valued favor of Aug. 8 received and duly submitted to the committee. I am instructed to accept your kind offer to act as mediator between the master carpenters and the United Carpenters. We wish this letter to convey to you our appreciation of your prompt attention to this matter, and any effort on your part to effect a settlement of this trouble will be fully recognized, whether successful or otherwise."

His Worship Would Come Back.
The master carpenter's office, however, wrote Mr. Poynt, exploring that the letter had arrived too late to be collected by the mayor. Reference was made to the receipt by the mayor of a communication from Secretary Phillips of the builders' exchange, stating that body would not submit to arbitration. The letter went on:

"Should there be any probability of the master carpenter's office, however, wrote Mr. Poynt, exploring that the letter had arrived too late to be collected by the mayor. Reference was made to the receipt by the mayor of a communication from Secretary Phillips of the builders' exchange, stating that body would not submit to arbitration. The letter went on:

CANNED PORK AND BEANS KILLS INGERSOLL MAN

H. H. Ellis, Son of Furniture Manufacturer, Dies From Potomaine Poisoning.

Ingersoll, Aug. 10.—(Special.)—Potomaine poisoning, caused by eating canned pork and beans this morning, caused the death of H. H. Ellis, eldest son of A. H. Ellis, furniture manufacturer.

The unfortunate young man ate the pork and beans yesterday afternoon, and shortly afterwards became violently ill, and two physicians were summoned and did all in their power without avail.

REACHES HOME TO DIE.

Montreal, Aug. 10.—Ald. C. E. Carter, prominent member of the Montreal City Council, died on the Allan liner "Victoria" at Rimouski to-day, when on his return voyage, taken for the sake of his health, which had been under-estimated for a long time.

Ald. Carter was in his third term as alderman, and was elected to the Quebec legislature in 1904. One of the biggest questions now before council is consideration of Alderman Carter's by-law for extension of franchise of the street railway for fifty years.

TWO FATALLY HURT.

Calgary, Alta., Aug. 10.—A swinging scaffold on the new public school fell to-day, with four men upon it. The distance of 40 feet. J. I. Bristow, stone-mason, hit his head against the stone sills, sustaining a fracture of the skull, and died in a few minutes. J. MacDonald sustained fracture of the spine, and will probably die. Two others escaped with light injuries.

DROWNED IN ST. LAWRENCE.

Brockville, Aug. 10.—(Special.)—A boy named Sturtevant, aged 15 years, was drowned yesterday at the cottage of Dr. Sherry, on Grindstone Island.

DROWNED WHILE BATHING.

Niagara-on-the-Lake, Aug. 10.—Arthur Lyall, aged 10, of Hamilton, was drowned while bathing near Fort Missauga, this afternoon. The life saving crew from Port Niagara, N.Y., worked over him for about two hours, but without avail.

BANK TELLER SUICIDES.

Chicago, Ill., Aug. 10.—Frank Kowalski, paying teller of the failed Midway Savings State Bank, of which Paul C. Chamberlain was president, shot and killed himself this evening at his home. No charges had been brought against him in connection with the failure of the bank.

Criticism by neighbors and friends, who accused him of a share in the downfall of the bank, was believed to have driven Kowalski to suicide.

The same of his trouble was reached last night, when a woman he had known for years, accused him on the street and accused him of being responsible for the failure of the bank.

ABDUL-HAMID SICK.

Sultan Must Undergo Operation and There is a Deep Interest.

Vienna, Aug. 10.—According to a message received here from Constantinople, the sultan's indisposition made necessary the cancelling of to-day's Zeilamluk. The foreign representatives who had assembled to witness the ceremony withdrew when this became known and the yield much better, perhaps twenty-two bushels per acre, is a fair estimate for the district as a whole.

The weather is fine.

LYNCHER GETS 15 YEARS.

Charlotte, N.C., Aug. 10.—George Hall was to-night convicted of conspiracy in connection with the lynching at Salisbury of the three negro murderers of the Lyerly family, and was sentenced to fifteen years in the state prison.

"A Daisy! A Daisy! A Daisy for me!"

And he bought this great bottle immediately.

Clane's Chemical Hair Food, the medicated shampoo for hair and scalp.

For "Better Tailoring," MacLeods Yonge and College Street.

A Preventive From the Effects of August Weather.

August weather in a crowded city is apt to be very depressing to many busy men, and to cause them to take stimulants, which, after all, only exaggerate the suffering from hot weather.

Nothing is better in the way of an invigorating pick-me-up than a cold bottle of sparkling radon water, coming as it does from the depths of the grand old Laurentian rocks.

Radon bottles at this time of year, should be in the best possible condition, should be buried in broken ice, and if the ice should melt, the bottles should be replaced in the refrigerator to be next to the ice.

Micmac Crib, Excursion to Barrie

Saturday Afternoon, August 19. Fare \$1.15 and return.

W. P. Godson & Company, Chartered

Terrestrial Street, Phone Main 4881.

ST. THOMAS FLOODED

FOOT OF RAIN FALLS.
St. Thomas, Aug. 10.—(Special.)—A heavy fall of rain accompanied by lightning, paralyzed all business here this afternoon.

Twelve inches of water fell, and the streets were small rivers, the sewers not being able to carry the water away fast enough.

The power-house was tied up. The merchants suffered loss by flooding of basements. The Journal office cellar was flooded and a large amount of paper ruined. A foot of water was in Mickleborough's dry goods house basement.

The observatory states that 12 inches of rainfall is "quite improbable." Four or five-tenths of an inch, it was stated, would be considered heavy. Nevertheless a telephone message from the chief of police of St. Thomas stated that precipitation was unprecedented, and that there was "three or four feet of water" on the streets.

WOULD PULL DOWN BARS

CHINESE LABOR WANTED

Organized Effort to Be Made to Abrogate Federal Restriction Act.

Victoria, B.C., Aug. 10.—(Special.)—Tangible indications are reported from several sections of British Columbia of an organized and practicable effort at an early date to secure the practical abrogation of the federal restrictions act, under which a per capita tax of \$500 is collected upon Chinese immigrants.

This law was passed some three years ago at the behest of organized labor, and has proved effective, completely stopping Chinese immigration. Now various large interests, railway and agricultural, are seeking to insert the thin edge of the wedge of a repeal law, the Kootenay fruit growers having led the movement, and O. C. P. having virtually endorsed their attitude in a careful interview given here yesterday, in which he suggests the recruitment of Chinese immigrants intended for farm gardening or industry.

Efforts are promised at the next session of both the provincial and Dominion parliament in the direction of opening at least a crack in the gate now barred against Chinese.

LAXITY OF P.M. OFFICIALS

PRIME CAUSE OF ACCIDENT

Jury on St. Thomas Wreck Also Blames Conductor Drake for Negligence.

St. Thomas, Aug. 10.—(Special.)—The jury brought in the following verdict relating to the collision on the P. M. R. R. on Aug. 4:

"That the laxity of the P. M. Railway in enforcing the rules, especially in displaying the telegraph signal, which, we consider from the evidence, to be necessary to avoid accident, was the prime cause of the accident."

"That Conductor D. Drake failed to examine the register sufficiently close to ascertain positively whether train No. 131 had arrived. If the signal had been displayed the accident would not have occurred."

"That the M. C. R. train crew, No. 131, were not to blame in any particular."

NO VISIBLE SUPPORT.

Goldwin Smith Fails to See Chamberlain Sentiment.

(Canadian Associated Press Cable.) London, Aug. 10.—In a letter to the Tribune, Goldwin Smith, says Mr. Chamberlain's special policy of imperialism within the empire has no visible support in Canada, altho his duties on foreign banks are far from their thoughts than he is to the people in general in Canada, to make broad appeals to think imperially is absurd. Besides, French nationality, which does not spare British dreams. The contingent to the Boer war was sent by deception.

READY FOR CUTTING.

Rosy Reports of Crops in Lloyminster District.

Winnipeg, Aug. 10.—A Lloyminster correspondent wires to-day: Crops here are practically all ready for cutting; indeed, considerable cutting has been done, and there are only a few green stalks. Generally speaking, crops are excellent. Straw is strong and clean, and heads generally of fair size and well-filled. While many fields are likely to yield much better, perhaps twenty-two bushels per acre, is a fair estimate for the district as a whole.

The weather is fine.

BIRTHS.

TORRINGTON—On Aug. 10th, to Dr. Mrs. H. Mansfield Torrington, a daughter, BERTIE AUGUSTINE, born to Mrs. Thomas Burke of a son.

HAYNES—At 60½ Adelaide-street East, on Friday, Aug. 10th, to Mr. and Mrs. Walter Haynes, a daughter, BERTIE AUGUSTINE, born to Mr. and Mrs. John Kingsford, a daughter. Both doing well.

DEATHS.

BINGLEY—On the 9th August, 1906, at 355 Spadina-avenue, Mrs. Kate Bingley, beloved wife of Bert Bingley, in her 19th year.

Funeral service at the above address at 4 p.m. Saturday, Aug. 11th, hence to Mount Pleasant Cemetery.

BURT—On the 10th August, 1906, at his late residence, 248 Huron-street, James Burt, aged 91 years and 2 months. Funeral from above address Monday, Aug. 13th, at 2.30 p.m. Interment in Mt. Pleasant Cemetery.

GRAHAM—At his home, Burnside, Manitoba, on Friday, Aug. 3rd, 1906, Thomas Graham, formerly of Markham, Ont., aged 84 years.

Interred at Portage la Prairie Cemetery on Sunday, Aug. 5.

MARR—On Aug. 10 in his 23rd year, Alexander, youngest son of John Marr, of Toronto Junction.

The funeral will take place from the residence of John Marr, Jr., 220 Pacific-avenue, on Saturday, at 2.30 p.m., to Victoria Presbyterian Church, thence to Mt. Pleasant Cemetery. Friends and acquaintances please accept the sympathy of the church.

POLLTON—On Friday, Aug. 10th, Henry Marsh Pollton, native of Leamington, Herefordshire, England.

Funeral will take place from the residence of his brother-in-law, 238 Carlton-street, on Monday, Aug. 13th, at 4 o'clock, to St. James' Cemetery.

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OKVILLE BYLAW CARRIES.

Town Will Spend \$50,000 on Water Works and Electric Light.

Okaville, Aug. 10.—A \$50,000 bylaw to install a system of waterworks and electric light was carried by the property owners of Okaville to-day by an overwhelming majority, very few voting against it.

FURS IN AUGUST.

A Quick Encouragement for People to Buy for Next Winter.

The idea of a fur sale in August seems almost ludicrous. But is it? The dry summer goods make a big pot-voov over August in fur, and that means that there is no good reason why people shouldn't anticipate their fur needs and save 25 per cent. by buying now, and save 25 per cent. of the minimum trade by allowing 25 per cent. off regular prices for immediate purchase, and already they have broken all records for fur selling in August. The Dineen store has a reputation for the best of everything in fur, and that name on a garment is an absolute guarantee that it is full first-class.

COOLER TO-NIGHT.

Minimum and maximum temperatures Vancouver, 60-70; Calgary, 48-60; Edmonton, 60-80; Qu'Appelle, 48-80; Winnipeg, 60-70; Port Arthur, 64-80; Ottawa, 68-78; Toronto, 62-80; Montreal, 68-82; Quebec, 60-84; St. John, 62-80; Halifax, 58-74.

Forecasts.
Lower lakes and Georgian Bay: Moderate to fresh westerly winds; days and warm; with few showers, a little cooler by night.
Ontario Valley and Upper St. Lawrence: Moderate to fresh westerly winds; days and warm; with some showers.
Superior-Northwestern: Windy and warm.
Manitoba, Saskatchewan and Alberta: Fine and very warm.

STEAMSHIP MOVEMENTS.

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| London | London |
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