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# The Toronto World

**"Maltese Cross" Rubbers**

TWENTY-SEVENTH YEAR

TEN PAGES—MONDAY MORNING JANUARY 7 1907—TEN PAGES

ONE CENT

## BARRIE'S DYING COUNCIL INTEND HOLDING MEETING TO-NIGHT TO RUSH THE BYLAW THRU

**Today's Vote Should Prove Favorable—Citizens, However, Are Finding Many Causes For Objection—New Council Could Make a Better Bargain.**

Barrie, Jan. 6.—(Special.)—The Nicholls family is here and it is understood that Mr. Nicholls himself will take charge of the campaign to-morrow. The despatches in The Toronto World have awakened many to the seriousness of the situation, and Saturday night 2000 handbills were printed and distributed by the opponents of the franchise grab, containing extracts from The World and concluding with the sound advice, "if you do not understand what the contract means, vote against it."

The electric crowd, thru their local henchmen, are making the most extravagant statements. One is to the effect that Mr. Nicholls only wished a 25-year franchise, but that the town council insisted upon raising it to 50. Another report represented The World reporter as the agent of a rival street car syndicate. Still another statement attributed to W. A. Boyd, who represents Mr. Nicholls and who, as deputy receiver, is entitled to vote in both the town council and the county council, is to the effect that if the franchise passes, Mr. Nicholls may establish a line of steamboats between Barrie and Jackson's Point. Citizens are urged to vote for the franchise upon the assumption that Mr. Nicholls may develop Barrie as a Senator Cox has developed Peterboro. But there is no longer any pretence that he does not want the Barrie franchise, or that the same is not to be built by the Mackenzie-Mann-Pellatt-Nicholls combination.

**TO RUSH IT THRU.**  
The vote to-morrow is an advisory vote, and the bylaw is to be passed by the council. IT IS STATED, HOWEVER, THAT SHOULD THE POPULAR VOTE BE AGAINST THE FRANCHISE, A SPECIAL MEETING OF THE DYING COUNCIL WILL BE CALLED TO-MORROW NIGHT AND THE BYLAW RUSHED THRU.

The more this contract is examined the more glaring it seems to be in its sacrifice of public rights. (1) The franchise runs for 50 years, with the right to the town, then, and a future period, ten years apart.

**"CITY OF PANAMA" SIGHTED**  
Steamship Ponca, However, Is Still Missing, Tho Probably Safe.

New York, Jan. 6.—No word has been received up to a late hour to-night from the now eight days overdue steamship Ponca. The offices of the New York & Puerto Rico Co. were kept open to-day, in the hope that some coastwise or West Indian vessel might bring up late news of the missing ship. Franklin Mooney, general manager of the line, said to-night that he felt sure the Ponca would be heard from within the next few days.

**SAFE.**  
Mexico City, Jan. 6.—A despatch to the Associated Press from Mazatlan, dated 2 1/2 p.m., from the United States Consul Louis Kaiser, says: "City of Panama sighted. Will land in an hour. Appears all right."

**FOUNDERED.**  
Marshfield, Ore., Jan. 6.—The barque, Big Bonanza, with six men on board, bound from San Francisco to Portland, Ore., is believed to have foundered on Seal Rocks, about 180 miles south of here. The Bonanza was in tow of the tug Sampson, which was obliged to abandon her.

**TO BE SOLD AS RYE.**  
London and Liverpool Corn Traders Ruling on American Mail.

**SLEEPING CAR TAKES FIRE.**  
One Passenger Killed and Three Injured—Others Lose Effects.

## REFUSED A LOAN EXPLODES BOMB

**Crazed Applicant for \$5000 Kills Himself and Cashier in Philadelphia's Largest Financial Institution.**

**OFFICE WRECKED; 6 INJURED**  
**Man Who Tried to Prevent Explosion is Blinded for Life—Had Previously Called for Loan at Trust Co. Office.**

Philadelphia, Jan. 6.—Demanding a loan of \$5000, and failing to get it, a man, who has not yet been identified, dropped a bomb in the Fourth-street National Bank Saturday, blowing himself to pieces, instantly killing Cashier W. Z. McLeer, and injuring six other persons, one of whom may die.

The only clue to the identity of the bomb-thrower was a bunch of keys found in a portion of the clothing, to which was attached a plate, inscribed "R. Steele, Garner, Iowa."

The most seriously injured person is William Crump, the colored messenger, who made heroic attempts to seize the object which the man was about to drop from his raised hand, but was an instant too late. If he survives his terrible injuries he will probably be blind.

The Fourth-street National Bank is the largest financial institution in the city and occupies the greater portion of the first floor of the Bullitt Building, Fourth-street, between Chestnut and Walnut-streets, in the heart of the financial district. The explosion was terrific, and it caused tremendous excitement.

The explosion occurred shortly before 12 o'clock, when the bank is usually filled with persons in a hurry to transact business before the bank closes.

Mr. Dane is very well-known in Toronto business and fraternal society circles, and has frequently been stated for office previously. He is a commercial man of practical experience, gained in wholesale business relations. His broker's connection with the wholesale grocery and tea importers has rendered him well known as representing some very large houses in India, Ceylon and England. He is similarly connected with large interests in France, Spain and Greece.



MR. PRIVATE CITIZEN: I've borne all the expense, responsibility and worry in connection with it long enough.

## FRED DANE GOES ON COMMISSION

**Vacancy on the T. & N. O. Railway Board Filled by the Appointment of Well-Known Torontonian.**

Frederick Dane was appointed on Saturday to the vacancy on the Temiskaming & Northern Ontario Railway commission, made vacant by the resignation two months ago of Cecil B. Smith, J. L. Engelhart is chairman of the commission, and Dennis Murphy, the second member. The labors of the office are recognized by an honorarium of \$1000 a year. The appointment is made, of course, on the recommendation of the provincial government.

Mr. Dane is first vice-president of the Ward Four Conservative Association, and also treasurer of the Triennial Council of the World. He is a past master of St. Andrew's Lodge, A. F. & M. S.

Mr. Dane, who is 46 years of age, is a former favorably known in Toronto, and his selection for the position to which he has been appointed will give him scope for the exercise of his talents in a new field.

**Port Hope Pale Ale helps your food feed your body. Try it today.**  
**YOUR INVENTORY needs attention this time of year—Loose Leaf It. Call Main 874. Universal Systems, Limited, for particulars.**

## FOR MODEL CITY AT SANDWICH

**Steel Trust's Intention in Connection With Establishment of Immense Plant Covering 1000 Acres.**

Detroit, Jan. 6.—Within a few months that rolling stretch of 1000 acres of Canadian countryside below Sandwich, now bare of activity, will be the scene of a wonderful building boom. Graders, carpenters and bricklayers will erect from the ground up the new Gary, which is to be a model iron and steel city of the families of the 6000 employees in the Canadian plant of the billion-dollar American Steel Corporation.

Thousands of men will find employment for months in building the new city, for a city is to be built from nothing and to grow to completion with all the rapidity that limitless resources and invincible energy have at their command in these days.

The great steel corporation has determined upon a model city. The site of the new city will be divided into sections. One section—the factory section—will be devoted to the great ore docks, coal and ore storage bunkers, and the great new furnaces and their equipment, in which 5000 men will be employed.

**THE BAROMETER.**  
Time. Ther. Bar. Wind.  
8 a.m. 30 30.00 S.W.  
10 a.m. 31 29.67 Calm.  
Noon 32 29.50 S.W.  
2 p.m. 33 29.65 S.W.  
4 p.m. 34 29.80 S.W.  
6 p.m. 35 29.75 S.W.  
8 p.m. 36 29.75 S.W.  
10 p.m. 37 29.75 S.W.  
Difference from average, 13 above; highest, 20; lowest, 20. (Saturday, highest 39, lowest 30.)

## NOT FAST ENOUGH TO SUIT DEMAND

**Lord Strathcona's Opinion of Present Canada-Britain Service—Removal of Cattle Embargo Unlikely.**

Montreal, Jan. 6.—(Special.)—"I have not in the least modified my views as to the necessity of a fast steamship service between Great Britain and Canada. Altho the Empresses are very fine boats, they are still too slow to meet my conceptions of a fast line, and without pronouncing upon any particular port, my opinion is that it would be useless to consider any place this side of Halifax for an all-round-year Atlantic port. I think that such a service should not come to the St. Lawrence ports."

Lord Strathcona and Mount Royal, the Canadian high commissioner, gave to-day the above statement on the fast line problem, thus practically confirming Sir G. A. Drummond's opinion of a few weeks ago.

His lordship was then asked if he could hold out any hope of the cattle embargo being removed as far as Canada is concerned, and his reply seems most important. "I do not think," said his lordship, "that there is much chance of an early removal. They will tell you that it is not an embargo aimed especially at Canada more than any other country, but that it is a matter of course."

**BOY FORGER ARRESTED.**  
Name is Wright and He Hails From Uxbridge—Caught at Buffalo.

**"RESOLUTE" BODY FOUND.**  
Remains of Engineer Harris Washed Ashore on Western Sandbar.

## WAR BEGINS ON HILL'S RAILWAYS

**Convention of Shippers Decides to Go to Roosevelt at Once for Special Car Demurrage Legislation.**

**1000 SUITS TO BE STARTED**  
**Car Shortage in Western States is Attributed to Desire of the Companies to Pile Up Larger Dividends.**

Chicago, Jan. 6.—Gigantic shipping interests, thru representatives in session in Chicago, took radical action Saturday aiming to relieve the traffic congestion and car shortage which prevails thruout the western country.

After hearing a bitter and specific arraignment of James J. Hill and his railroad, the national reciprocal demurrage convention appointed a committee to go to Washington and appeal to President Roosevelt to send a special message to congress at once, asking demurrage legislation.

The committee, of which Victor F. Beckman, secretary of the Pacific Coast Lumber Dealers' Association, is chairman, met at the Auditorium Annex, and decided to start for the national capital at once.

The action of the convention, taken unanimously, followed a speech by Mr. Beckman, in which he denounced the Hill railroads for failure to provide adequate facilities for handling their traffic.

He gave elaborate figures to prove his points, and made the sensational announcement that, regardless of what the demurrage convention might do, the association which he represents intend to bring suit to have the Great Northern and the Northern Pacific thrown into the hands of receivers.

His association will also start 1000 suits against these two railroads for damages aggregating \$15,000,000. He said that in order to get justice the Pacific coast lumbermen intend to use both the federal and state attorneys-general, federal and state courts, and the interstate commerce commission and the state railway commissions.

"We are going to stay with them," said Mr. Beckman, "and he was greeted with loud applause. "That is our position irrespective of what this convention may do. We are going to fight it out and find out if the shippers have any rights."

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