

FOR SALE

Close to Yonge and King, choice freehold three-story brick building; well paved; good investment.

H. H. WILLIAMS & CO., Realty Brokers, 26 Victoria St.

PROBS Moderate SENATE P O

The Toronto World

FOR RENT

Centrally located manufacturing flat, 510 square feet, light and passenger elevators, light on three sets.

H. H. WILLIAMS & CO., Realty Brokers, 26 Victoria Street.

Wednesday, Sept. 9

TWELVE PAGES—THURSDAY MORNING SEPTEMBER 10 1908—TWELVE PAGES

28TH YEAR

THE POWER UNION IS GROWING STRONGER

Many Municipalities Represented at Conference, Which Bids the Government Go Ahead.

A strong resolution of support of the hydro-electric power commission plans, moved by Mayor Stevely of London, and seconded by August Lang, was carried unanimously by the members of the Niagara Power Union, at the meeting held in the city hall yesterday afternoon.

Delegates were present from Toronto, Hamilton, Brantford, London, Stratford, Woodstock, Berlin, New Hamburg, Waterloo, Ingersoll, Galt, Guelph and St. Mary's.

Besides these municipalities already in the union, there were representatives present from Oshawa, Whitby, Cobourg, North York, Acton, Wauson, Georgetown and Dundas, places which expect to join the union.

Delegates were present from Toronto, Hamilton, Brantford, London, Stratford, Woodstock, Berlin, New Hamburg, Waterloo, Ingersoll, Galt, Guelph and St. Mary's.

Delegates were present from Toronto, Hamilton, Brantford, London, Stratford, Woodstock, Berlin, New Hamburg, Waterloo, Ingersoll, Galt, Guelph and St. Mary's.

Delegates were present from Toronto, Hamilton, Brantford, London, Stratford, Woodstock, Berlin, New Hamburg, Waterloo, Ingersoll, Galt, Guelph and St. Mary's.

Delegates were present from Toronto, Hamilton, Brantford, London, Stratford, Woodstock, Berlin, New Hamburg, Waterloo, Ingersoll, Galt, Guelph and St. Mary's.

Delegates were present from Toronto, Hamilton, Brantford, London, Stratford, Woodstock, Berlin, New Hamburg, Waterloo, Ingersoll, Galt, Guelph and St. Mary's.

Delegates were present from Toronto, Hamilton, Brantford, London, Stratford, Woodstock, Berlin, New Hamburg, Waterloo, Ingersoll, Galt, Guelph and St. Mary's.

Delegates were present from Toronto, Hamilton, Brantford, London, Stratford, Woodstock, Berlin, New Hamburg, Waterloo, Ingersoll, Galt, Guelph and St. Mary's.

Delegates were present from Toronto, Hamilton, Brantford, London, Stratford, Woodstock, Berlin, New Hamburg, Waterloo, Ingersoll, Galt, Guelph and St. Mary's.

Delegates were present from Toronto, Hamilton, Brantford, London, Stratford, Woodstock, Berlin, New Hamburg, Waterloo, Ingersoll, Galt, Guelph and St. Mary's.

Delegates were present from Toronto, Hamilton, Brantford, London, Stratford, Woodstock, Berlin, New Hamburg, Waterloo, Ingersoll, Galt, Guelph and St. Mary's.

Delegates were present from Toronto, Hamilton, Brantford, London, Stratford, Woodstock, Berlin, New Hamburg, Waterloo, Ingersoll, Galt, Guelph and St. Mary's.

Delegates were present from Toronto, Hamilton, Brantford, London, Stratford, Woodstock, Berlin, New Hamburg, Waterloo, Ingersoll, Galt, Guelph and St. Mary's.

MUNICIPALITIES ARE LOYAL.

WHEREAS: 1. The Hydro-Electric Power Commission have received tenders for the construction of the transmission lines from Toronto to Niagara Falls and from St. Thomas to Niagara Falls;

2. Municipalities have heretofore signed contracts with the commission for a supply of 24,535 horsepower;

3. The arrangements in certain municipalities to take such power have been delayed by special circumstances and actions have been brought against certain municipalities and unnecessary delay may be caused thereby;

4. Since the said contract was submitted to the municipalities, other municipalities have applied to the commission for a supply of power;

5. It is desirable that the plans of the commission for the construction of the said transmission lines should be carried forward expeditiously;

IT IS RESOLVED AS FOLLOWS: 1. The representatives of the municipalities and of the Niagara Power Union present at this meeting affirm the result of the tendering for the said transmission lines as eminently satisfactory;

2. Said representatives urge the commission to use every means within their power to remove all obstacles, and hasten the construction of the transmission lines, in order that the work may be advanced as far as possible before winter, so that a supply of power may be delivered to the municipalities at the earliest moment.

CARRIED UNANIMOUSLY.

DIDN'T KNOW STROKE WAS ON

Glasgow Mechanics, in Affidavit, Tell Why They Refuse Now to Work for C. P. R.

MONTREAL, Sept. 9.—(Special.)—“Nine of the men brought out by the C. P. R. Company are stranded in the city and spent the night in the Bleury Street Mission and 18 more, all blacksmiths, are still inside the Angus shops, but have refused to work.”

“The following affidavit, sworn to by five men, covers in a general way the case of perhaps 100 men brought from Scotland contrary to the British merchants' shipping act.”

“The men are appealing to the government and are entering proceedings against the Canadian Pacific Railway Company for having brought them out under false representation.”

“The affidavit reads: ‘I, the undersigned, solemnly declare: 1st. That I have been induced by the Canadian Pacific Railway agent at Glasgow to come to Canada for the purpose of working for the company without any knowledge that there was a strike here. 2nd. If I had known that there was a strike here I would never have come.’”

“The men are appealing to the government and are entering proceedings against the Canadian Pacific Railway Company for having brought them out under false representation.”

“The affidavit reads: ‘I, the undersigned, solemnly declare: 1st. That I have been induced by the Canadian Pacific Railway agent at Glasgow to come to Canada for the purpose of working for the company without any knowledge that there was a strike here. 2nd. If I had known that there was a strike here I would never have come.’”

“The men are appealing to the government and are entering proceedings against the Canadian Pacific Railway Company for having brought them out under false representation.”

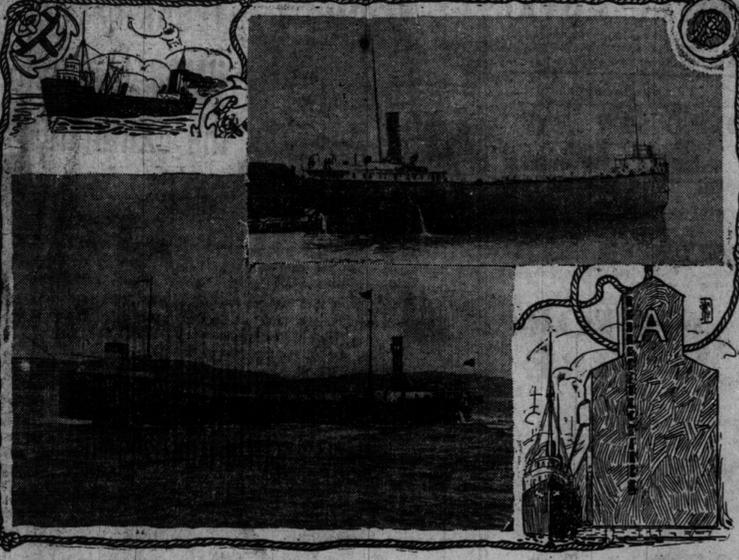
“The affidavit reads: ‘I, the undersigned, solemnly declare: 1st. That I have been induced by the Canadian Pacific Railway agent at Glasgow to come to Canada for the purpose of working for the company without any knowledge that there was a strike here. 2nd. If I had known that there was a strike here I would never have come.’”

“The men are appealing to the government and are entering proceedings against the Canadian Pacific Railway Company for having brought them out under false representation.”

“The affidavit reads: ‘I, the undersigned, solemnly declare: 1st. That I have been induced by the Canadian Pacific Railway agent at Glasgow to come to Canada for the purpose of working for the company without any knowledge that there was a strike here. 2nd. If I had known that there was a strike here I would never have come.’”

“The men are appealing to the government and are entering proceedings against the Canadian Pacific Railway Company for having brought them out under false representation.”

“The affidavit reads: ‘I, the undersigned, solemnly declare: 1st. That I have been induced by the Canadian Pacific Railway agent at Glasgow to come to Canada for the purpose of working for the company without any knowledge that there was a strike here. 2nd. If I had known that there was a strike here I would never have come.’”



TYPES OF CANADIAN GRAIN CARRIERS: The upper picture is that of the Midland Prince, which, excepting the E. B. Osler, is the largest Canadian vessel on inland waters. She is over 500 feet in length and has a wheat capacity of 300,000 bushels. The picture is taken at an angle that does not give the impression of her real length. Below is the steamer Kenora, a typical canal-length steamer, which has a capacity of 110,000 bushels to Georgian Bay ports, and a canal capacity of 75,000 bushels.

THE PART THE LAKE MARINE PLAYS IN MOVING WESTERN GRAIN CROP

Great Fleet Developed From Practically Nothing in Fifteen Years—Some Ships as Large as Ocean Liners.

The development of the Canadian lake marine is one of the most fascinating processes in the evolution of the Dominion.

Fifteen years ago the Algonquin Rowland and the ill-fated Benmoreburn were practically the only steel carriers engaged in grain transportation on the Great Lakes which flew the Canadian flag.

The Sir S. L. Tilley and vessels of her type had a grain capacity of approximately 60,000 bushels to Georgian Bay ports and could get thru the canals to Montreal with about 35,000 bushels.

The E. B. Osler of to-day with a length of 610 feet and a capacity of 310,000 bushels, the product of a Canadian shipyard, cannot get down the canals at all. She is nearly double the length of a Welland canal lock and her operations must be confined largely to the Lake Superior and Georgian Bay business.

With the Canadian grain carriers of this class are the W. D. Matthews, Midland King, Midland Prince and Collingwood. The latter is just about to go into commission and has a capacity of 200,000 bushels of wheat.

The note of Canadian sentiment rings clear with every succeeding year among the men of the Canadian lake marine.

In the meantime, however, several new vessels from England will soon be slipping up the canals to the Great Lakes. One of these is for the Western Steamship Company, and it may be here in time to participate in the fall trade.

While standing on the curb stone on the southeast corner of Strachan-avenue and King-street at 10.30 last night, Mrs. Alexander Mitchell of 72 Bellevue-avenue was instantly killed and her companions, Mr. and Mrs. James Mc-Bain of Desboro P.O., slightly injured by a trolley belonging to Verrill and Company, being thrown on the sidewalk by Bathurst car No. 515, while the driver was crossing King-street.

The trolley, drawn by two horses only to get in the gates, was empty except for the driver, W. R. Reid, 64 Princess-street, and a boy, Roy Shirley, 367 West King-street. The street car was loaded by an exhibition crowd.

Mr. and Mrs. McBain were visiting Mrs. Mitchell and were waiting for a car. Right at the corner, which is being built upon by the Massey Harris Company, there is a pile of bricks, and the corner is fenced off, so that there was no chance to escape.

The driver of the trolley had waited for one loaded car to hurry past, and

LONDON GREETS THE PAPAL LEGATE

Opening of the Eucharistic Congress is a Most Notable Event in the Religious History of Great Britain.

LONDON, Sept. 9.—With all the solemn splendor of the Roman Catholic Church, Cardinal Vincenzo Vannutelli, the pope's legate, was formally received by the prelates who have gathered here for the Eucharistic Congress, over which he will preside.

The reception took place this evening in Westminster Cathedral, a simple but grand structure which the Catholics of England erected at a great cost, but the interior of which is not yet completed.

Long before the arrival of the legate every seat in the cathedral, which is capable of accommodating eight thousand persons, was occupied, and in the streets thousands waited for hours to get a glimpse of the pope's representative.

Cardinal Vannutelli, with the attending priests, walked from the archbishop's house, a block from the cathedral, thru lines of cheering people, including hundreds of priests who came from almost every country in the world to attend the congress.

The service opened with the singing of the Veni, Sanctus and Agnus Dei, which was followed by the recitation of a collect by Archbishop Bourne, head of the Westminster diocese.

Cardinal Vannutelli, having likewise said a collect, took his seat before the altar, while the chaplain read the apostolic letters appointing Cardinal Vannutelli legate of the pope.

The legate then addressed the prelates, of whom there were a greater number present than have gathered in one place in England in centuries. The cardinal spoke in Latin.

Cardinal Vannutelli said that what touched the delegates most deeply was the fact that they were receiving this hospitable welcome in England, a country upon which for centuries past God had bestowed his benefits. In the passage of time painful divergences had arisen, they gradually had been changed into a desire for peace, and so forth.

Two flights of approximately one hour each, another flight in which two men were whirled thru the air for upwards of six minutes, were the achievements of the Wright brothers' aeroplane to-day. That these flights, record-breaking as they were, will be surpassed by Orville Wright during his trials at Fort Myer, is confidently predicted.

The first flight, made this morning, in which the machine circled the drill grounds at the fort 57 times in 57 minutes and 31 seconds, was surpassed this evening when a flight of 62 minutes and 14 seconds was made.

Not satisfied with breaking all distance and time records for a heavier-than-air flying machine, Mr. Wright took Lieut. Frank P. Lahm, the aeronaut of the signal corps, for a spin around the drill grounds, making a new record for a two-man flight.

At 5.16 p.m. the machine rose into space and sailed over the drill grounds. Higher and higher it rose, turned at a slight angle as the aviator brought it around at the far side of the field, and raced along at increasing speed.

There was hardly a quiver of the aeroplane in the first few rounds of the field, Mr. Wright evidently having the steering apparatus well in hand.

Round and round the machine traveled on, cutting short turns, shooting along the stretches, and presenting somewhat the appearance of an automobile racing about an imaginary course in the air.

The maximum height reached was 150 feet.

Aeroplane Flies For More Than An Hour

WASHINGTON, D.C., Sept. 9.—Orville Wright, in three phenomenal flights at Fort Myer to-day, established new aeroplane records that not only assure the success of the official trials before the army board, but indicate that aerial flight is now only a matter of development.

Two flights of approximately one hour each, another flight in which two men were whirled thru the air for upwards of six minutes, were the achievements of the Wright brothers' aeroplane to-day. That these flights, record-breaking as they were, will be surpassed by Orville Wright during his trials at Fort Myer, is confidently predicted.

The first flight, made this morning, in which the machine circled the drill grounds at the fort 57 times in 57 minutes and 31 seconds, was surpassed this evening when a flight of 62 minutes and 14 seconds was made.

Not satisfied with breaking all distance and time records for a heavier-than-air flying machine, Mr. Wright took Lieut. Frank P. Lahm, the aeronaut of the signal corps, for a spin around the drill grounds, making a new record for a two-man flight.

At 5.16 p.m. the machine rose into space and sailed over the drill grounds. Higher and higher it rose, turned at a slight angle as the aviator brought it around at the far side of the field, and raced along at increasing speed.

There was hardly a quiver of the aeroplane in the first few rounds of the field, Mr. Wright evidently having the steering apparatus well in hand.

Round and round the machine traveled on, cutting short turns, shooting along the stretches, and presenting somewhat the appearance of an automobile racing about an imaginary course in the air.

The maximum height reached was 150 feet.

CAR STRIKES BIG TALLY-HO UPSET TAKES WOMAN'S LIFE

Mrs. Alex. Mitchell Killed at King St. and Strachan Ave. While Returning Home From Exhibition.

While standing on the curb stone on the southeast corner of Strachan-avenue and King-street at 10.30 last night, Mrs. Alexander Mitchell of 72 Bellevue-avenue was instantly killed and her companions, Mr. and Mrs. James Mc-Bain of Desboro P.O., slightly injured by a trolley belonging to Verrill and Company, being thrown on the sidewalk by Bathurst car No. 515, while the driver was crossing King-street.

A. A. WRIGHT, M.P., LOSES S. RENFREW NOMINATION

Is Beaten Two to One by Renfrew Lumberman in Convention—Mackie Declines N. Renfrew.

ARNPRIOR, Sept. 9.—(Special.)—South Renfrew Liberals in convention to-day nominated Thomas A. Low, lumberman, of Renfrew, as their candidate for the federal house.

To the surprise of many, the convention turned down A. A. Wright, M.P., Renfrew, who has been the federal member for this riding for eight years.

The vote stood: Low 72, Wright 36, out of 116 delegates in attendance. For the convention 135 were entitled to credential tickets.

Dr. N. McCormick, Renfrew, and J. E. Thompson, barrister, Arnprior, were nominated, but withdrew.

Invitation From Dineen's. Visitors Should Not Neglect to Look in at the Famous Store.

ESCAPED DEATH IN FIRE TO DIE UNDER CAR

VANCOUVER, B.C., Sept. 9.—(Special.)—At a o'clock this morning Charles Dynes, storekeeper of Sapperton, a suburb of New Westminster, was awakened by fire in the store below his room.

He, his wife and five children fled in their nightclothes just in time to save their lives. His wife and her baby of two weeks were both ill. The building and contents were burned to the ground.

This morning representatives of insurance companies decided to immediately pay the damage. Dynes went to New Westminster for his cheque. He received the money and was riding home on the front end of a street car. At a switch the car lurched and threw him off. He was thrown under the wheels and cut in two.

NEW ATLANTIC FLYER

Will Ply Britain to Canada Under White Star Flag.

LONDON, Sept. 9.—The pioneer boat of the new service from Britain to Canada, under the White Star flag, the Laurentic, of 14,000 tons, was launched at Belfast Friday. Great secrecy was observed regarding the speed, but it is expected to be very fast. She is the first passenger steamer fitted with combination high-pressure piston and low-pressure turbine machinery.

FORBIDS THE BANNIS

Police Here Are Asked to Prevent a Marriage.

“Stop the marriage of Frederick Williams and Clara Kaul, as they are not of legal age. (Sgd.) ‘John Kaul, St. Mary's, Pa.’”

This wire was received by the police last night. No trace of the runaway pair has been found.

APPOINTED.

Order-in-Council Makes Lt.-Col. Gibson Lieutenant-Governor of Ontario.

OTTAWA, Sept. 9.—(Special.)—At a meeting of the cabinet council to-day a formal order in council was put thru appointing Lieut.-Col. Gibson of Hamilton to be Lieut.-Governor of Ontario.

LONDON GREETS THE PAPAL LEGATE

Opening of the Eucharistic Congress is a Most Notable Event in the Religious History of Great Britain.

LONDON, Sept. 9.—With all the solemn splendor of the Roman Catholic Church, Cardinal Vincenzo Vannutelli, the pope's legate, was formally received by the prelates who have gathered here for the Eucharistic Congress, over which he will preside.

The reception took place this evening in Westminster Cathedral, a simple but grand structure which the Catholics of England erected at a great cost, but the interior of which is not yet completed.