

PRICE OF ONE. Opportunity for men. Save out-ripes these to sock-making demands it.

AND \$13.50 TWEED \$6.95. Suits, dark grey, self and fancy colored styles; splendidly Friday \$6.95.

WORSTED PANTS, in a large assortment. Sizing. Sizes 31 to 44.

ES \$2.98. Red, blue, pink or grey stripe patterns. Sizes.

ASH SUITS 49c. Russian Navy Suits, shirts, thoroughly fast. Friday 49c.

WAISTS 49c. Madras Cloth, with neat fancy. Friday 49c.

AT THESE PRICES. Year, in medium sizes. Balmberg Unshirred. Friday bargain.

red stripes, black and attached collars, some each. Regular prices.

ts, reversible collars, wing, cricketer, etc.

resys, in plain navy, navy trimming; good. 50c and 75c. Friday.

and Derbys, reversible, medium and dark. Friday bargain 18c, 3.

white kid cast-off ends, Regular \$5.00. Friday.

se Hat Prices. Antion braids, curling. Regular \$1.00 and \$1.50.

plit and sennit braids, large 89c. Small, large shapes, fine. To \$5.00. Friday \$2.45.

REATLY REDUCED. Pama, in white, 25c. 25c. Regular 35c.

Braid, Jack-Tar Style. Regular \$1.00. Friday 75c.

cut" for a. T, EACH 25c. Quality and the marked them, you will at bustling round the. Come early.

at on Friday. All odd from headquarter, four at, each, Friday.

One" of price, double day chain sell.

inter-cut of a large polished, all linen requir- "selling. White en- made, Regular prices \$6.50.

he "Regular" DAY PRICES. 41. The next deliv- .70 .25 .25 .25 .15 .7 .10 .25 .25 .15 .9 .15 TEA 50c. of uniform quality. ck or mixed, 2 1/2 lbs.

DOCTORS! Excellent location, corner Bloor and Major, only \$125 per foot.

PROBS: Variable winds, fair and warm to-day; showers at night.

ONTARIO'S CALL ON HAYS TO END IT

Various Municipalities, Led by Toronto, Send Messages to G.T.R. President, Asking Him to Settle the Trainmen's Strike.

Mayor Geary "acted promptly" yesterday after reading The World's suggestion that this city lead in calling on Ontario municipalities to impress upon President Hays the absolute necessity of terminating the strike.

The city's own expression of opinion was despatched late in the afternoon to President Hays and Vice-President Murdoch at Montreal, a copy also being sent to Vice-President Berry of the G. T. R. at his home in this city.

"We do not wish to suggest the terms of settlement, but do urge you as strongly as it is possible, as we also urge the trainmen, to renew the negotiations with both parties, looking to a settlement."

"The following are expressions of opinion of various Ontario municipalities, many of them sent to Mr. Berry here:

Mayor McLaren, Hamilton. "I believe representation should be made to both sides along the following lines," said Mayor McLaren of Hamilton last night.

London's Resolution. Mayor J. H. A. Beattie of London wired The World last night: "Council has passed the following resolution: That this council hopes that the Grand Trunk Railway and the Order of Railway Trainmen may find some way of reopening negotiations looking to the speedy settlement of their differences at present existing, and I have wired a copy to both parties and to the minister of labor. All is quiet here. Passenger trains are running, also a good many freights."

Situation at Sarnia. Albert Johnson, mayor of Sarnia, wires The World: "The strike situation here remains unchanged since its beginning, passenger trains arriving fairly on time, but very little freight moving. The Northern Navigation boats from this port are carrying practically no freight, but local. There is no disturbance on the part of the men. Business throughout the town is being greatly stagnated. This afternoon the mayor sent the following telegram to C. M. King, Jas. Murdoch and Hon. MacKenzie King in view of the general stagnation of business and the extreme uneasiness of the traveling public here, we, the municipal council of the Town of Sarnia, respectfully urge the renewal of negotiations towards settlement of the strike."

Mayor A. M. Patterson, Brockville. "The following was sent Chas. M. Hays, president of the G. T. R. Railway: 'We respectfully urge a renewal of negotiations with conductor and trainmen in the way of arbitration, with a view of settling the strike in the interests of industry and commerce, which is most important.'"

At the request of Mayor Geary of Toronto, the Brantford City Council and Board of Trade held a joint meeting last night, when the following resolution was adopted: "That this joint meeting of the city council and board of trade deprecates the unfortunate dispute between the Grand Trunk Railway and a section of its employees, and calls upon the parties to put an end to the disaster which threatens to overwhelm the industrial and business life of the country, whether by arbitration or otherwise."

It was the consensus of opinion at the meeting that local industrial interests were already seriously affected by the strike, while the day train, which would be out of work. At

The Toronto World

TWELVE PAGES—FRIDAY MORNING JULY 29 1910—TWELVE PAGES

TORONTO LEADS THE WAY

To Mayors of Municipalities and Secretaries of Boards of Trade:

Believing interests of province require settlement of the Grand Trunk trainmen's strike, we respectfully suggest to municipalities and boards of trade that they individually and immediately communicate with both parties, urging that they recommence or renew negotiations looking to a settlement. This municipality will forward its communication to the parties to reach them this afternoon. Please do likewise. Also send copy of your communication to minister of labor.

G. R. GEARY, Mayor of Toronto. Toronto, July 28.

HAYS SEEMS RELENTLESS

Ontario Telegrams Reach Him, But He Wants to Know Why They Didn't Pour in Sooner.

MONTREAL, July 28 (Special).—Hon. MacKenzie King is in the city this evening, but will say nothing as to what is up in strike circles. About the time, however, the minister arrived telegrams from all over Ontario began to pour in upon Mr. Hays, asking for the Grand Trunk to arbitrate, which the president of the Grand Trunk will decline to do.

"The attitude of all concerned locally has been most exemplary." Mr. King says he knows nothing of the Ontario telegrams, which have also been sent to Mr. Murdoch.

Vice-President Murdoch of the Brotherhood said to-night: "Hurried by telegraph this date, numerous questions have been received from mayors of principal cities and towns and chairmen of boards of trade, deprecating a continuance of the existing conditions and suggesting that in their opinion negotiations should be reopened, or arbitration resorted to. We have replied that the representatives of the men and of the company should settle the points of difference by arbitration or other equitable methods."

A COMPLICATED TRAGEDY. Inquest Continued on Enos, Murdered in Chatham Brawl.

CHATHAM, July 28.—(Special).—The coroner's inquest into the cause of death of Jacob Enos, who was murdered in this city on the night of July 18, was resumed to-night, and again adjourned to receive the evidence of Caste Vincent and Louise Hills, who are at present locked up in Windsor on a charge of vagrancy.

WHERE TRAFFIC IS GOING. The C.P.R. express from Montreal yesterday morning had 13 coaches instead of the average of about nine before the strike; while the day train, arriving last evening, had 10 coaches instead of six.

Acquitted on Both Charges. BELLEVILLE, July 28.—Ernest Little, who was charged with marrying Ethel Povey, a girl of 16, without the consent of her parents, and of obtaining a marriage license by perjury, was today acquitted on both charges by Magistrate Masson.

CLEAR-CUT CASE PRESENTED BY STRIKERS

Messrs. Garretson and Lee Issue Statement Explaining the Fairness of the Application of Employes for Increased Wages.

Toronto yesterday became the centre of the Grand Trunk strike, so far as the brotherhoods are concerned, with the arrival of President Lee of the Brotherhood of Railway Trainmen and President Garretson of the Order of Railway Conductors.

Mr. Hays explained to us, said Mr. Lee, "that he had offered to apply the award of the board of conciliation, and put the standard rates of pay into effect on Dec. 31, 1913. And we said: 'Can you afford to do less now than then? Can't we now take up the question and dispose of the disputed points?'"

On board steamer Montrose, by wireless, via Father Point, Que., July 28.—Suspected person answering police description of Crippen and Miss Le Neve on board. No arrests made.

WIRELESS SAYS CRIPPEN'S ON BOARD. Expected to Reach Father Point Late on Saturday, When Officers Will Go on Here—Arrest May Take Place on Way to Quebec.

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FATHER POINT, July 28.—Scotland Yard Detective Dew, coming on the Laurentide to-morrow afternoon, will be allowed to land here to board the Montrose when she turns up here Saturday night or early Sunday morning.

COLLEGE IN PROSPECT FOR NORTHERN ONTARIO. Rev. Father Paradis Announces His Intention of Building a Big One.

MONTREAL, July 28.—(Special).—Rev. Father Paradis, whose name was on everyone's lips at the time of the Mercier regime in this province, in connection with the colonization movement, but who has transferred his field of labor to Northern Ontario, is here to-day and told of a project to give the boys of that district a great college, where 500 will get a strong, scientific education.

Battering the Roads. By an order-in-council Prince Edward county has been granted an expenditure of \$50,000 more than was before authorized for roads improvement.

THE G.T.R. SITUATION AS IT REALLY IS

THE WORLD reviewed the strike situation yesterday from the best possible sources of information, and it believes the men will win all along the line. Statements have been made that to uphold the weak point of the Lennox act, the men because they are unfairly used. There has been no weakening. The officials of the brotherhoods in charge are growing more and more confident.

Public opinion is largely with the men. There is the only case where a body of organized workmen are asked to take less money than the recognized and standard pay because of the financial mistakes of the company in the past. The Grand Trunk men are simply asking for standard pay—what the Canadian Pacific is paying and the other eastern roads are paying. The Pennsylvania Railway and the Canadian Pacific have conceded standard pay and treatment.

There is a lot of bogus public opinion being manufactured by a portion of the press, and undue prominence is given to the statements of the company. Mr. Hays has not been fair in his assertions that the men are rushing to get back. Their chiefs have held out the hand of conciliation, and this act has been given to the public as a sign of surrender. But where is the sign of surrender?

Nor can the government afford, closely as they are identified with Mr. Hays and the Grand Trunk, to uphold the weak point of the Lennox act, that part of it which enables the company, while appearing to settle under the act, to actually get ready

for a strike. Nor was it quite accidental that the immigration laws (against the entrance of foreign workmen without \$25 in pocket) were suspended so that strike-breakers, among others, might come in. And the Grand Trunk lately got from the government large sums on account of the Grand Trunk Pacific, which may be used to the detriment of the men. The government has gone as far in these directions as it can go. The public think, too far.

The public do not condemn Canadian workmen for asking for recognized standard wages, and they do not approve of any bias on the part of the government in favor of a company as against workmen.

The Grand Trunk is not handling the passenger business—the Canadian Pacific is getting a lot of it—and it is not handling more than a small percentage of freight. Other lines are getting the business, and some of them are getting it for good. Whatever is carried, is carried under great strain, cost, and for the moment.

Nor is there any reason for believing that the owners and directors in London are satisfied with the situation and the loss of business? They do not want a situation of this kind.

The one clear, outstanding thing in the situation is the buldog determination of Mr. Hays to beat the men, to ignore public opinion, and to establish himself as a Caesar. He is trying to win a struggle that he may have to start against the government and people of Canada in the matter of the Grand Trunk Pacific and National Transcontinental.

The great light of the future is to be the Hays-Laurier struggle in regard to what is the real meaning of the Grand Trunk Pacific deal. Mr. Hays' version will be the most surprising that was ever set up in railway history, and in the history of political transactions.

WHO IS A LOSER IN ROCK ISLAND COLLAPSE?

Impression Locally is That Dr. Pearson Has Not Gone Broke Over it, Although Other Speculators in it Have.

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The failure of Dr. F. S. Pearson to make good in American enterprises has lost him many friends in Ontario, and this was the reason yesterday for the heaviness in Rio and Sao Paulo stocks, in which he is supposed to be a dominant factor.

Dr. Pearson's elaborate system of finance is shown by the following offices which he holds in companies in which Canadians are heavily interested:

President of the Mexican Electric Light Co. President of the Mexican Power Co. President of the Mexican Tramways Co. President of the Mexico and Northwestern Railway Co. President of the Rio de Janeiro Tramway, Light and Power Co. Director of the Sao Paulo Tramway, Light and Power Co. Former director of the Dominion Steel and Dominion Coal companies, now merged.

A Montreal despatch last night says: "Please state," said William Mackenzie this evening, "that I had not a dollar of interest in the alleged Pearson group, which is reported in the papers as having been obliged to let securities go by the barrel on the New York market, to have suffered whatever to do with either of the Mexican concerns, neither have I one dollar interest in the combination mentioned in the despatches from New York."

Who's Been the Loser? The story from New York in regard to Rock Island and some of the other railroad securities in the New York market, to the effect that Dr. Pearson and his Canadian associates had been wrecked by attempting to build up a transcontinental institution in Toronto, is a subject of considerable comment in Toronto financial circles yesterday.

The New York story would indicate that Dr. Pearson and some of his allies had been broken because of their wild ventures into American railroad enterprises, but those who are in "the know" in Toronto believe that the doctor was too astute to have been landed himself, and also too considerate to those who were in close affinity with the formation of the market, to have suffered such a loss. In fact, it is the belief here and his friends made a fine clean-up at the expense of the Pearson group, and the Englishmen by the way, who had been in an enquiry by the Exchange into the doings of some of the members of that exchange, owing to the rapid fluctuations of the stock, which advanced in one day over 30.

Continued on Page 2, Column 2. HIGH RATES IN THE WEST. From The Winnipeg Free Press. The Toronto World quotes this enlightening paragraph from a recent statement by Chas. M. Hays, giving his reasons why the Grand Trunk cannot pay the wages demanded by its employees: "A general discussion of the situation took place during the week which advised them that we were not prepared to do more than had been offered in our former proposal, giving the men an increase of approximately 10 per cent, with the promise that they should be given the same standard rate of pay as the Canadian Pacific as soon as the Grand Trunk, thru its relation with the Grand Trunk Pacific, is in a position to participate in the high rates obtaining on traffic in the northwest, by reason of the completion of that road and the obtaining of thru rail connections between the Grand Trunk and the Grand Trunk Pacific, which should be accomplished within two years."

CAN. NORTHERN WANTS TO GET THE I.C.R.

Will Be the Natural Extension of the Mackenzie & Mann System, Says President Mackenzie in Discussing Policy of His Company.

MONTREAL, July 28.—(Special).—William Mackenzie announced this evening probably the first time for publication, that the Canadian Northern Railway wanted to get possession of the Intercontinental Railway from Montreal to Halifax and Sydney.

The president of the C.N.R. stated that they had laid 263 miles of track already this year in the Provinces of Alberta and Saskatchewan. Besides the sixty-mile contract from the Pacific coast eastward, he stated that they had also given a contract for the construction of 140 miles of road east of Edmonton, and that they would now push the main line vigorously from both ends, till the tracklayers, say three years hence, meet somewhere in the mountains, thus completing their connection between the waters of the Pacific Ocean and Lake Superior, if not the St. Lawrence.

During four and a half years, Mr. Mackenzie said, the Canadian Northern had done nothing on the main line, but during that time they have been building up a network of branch lines, which will be the natural extension of the branch lines well along, comes the success attending the Canadian Northern's purchase of the Grand Trunk Pacific and from that policy of keeping the branch lines well along, comes the success attending the Canadian Northern's purchase of the Grand Trunk Pacific.

Being asked what his company intended doing in the east Mr. Mackenzie said: "We want the Intercontinental, which will be the natural extension of the Canadian Northern from here to the Atlantic seaboard."

Are you not afraid some of the other fellows will get there first, you?" the president of the Canadian Northern was asked.

"There is not the slightest danger of the kind," said President Mackenzie as he left to catch his Toronto train.

SUMMER VERDURE. The verdure of spring is its first charm; a day comes when it begins to ripen and lose its freshness. Then summer. But every now and then with a repetition of showers like we have had for a week there appears a summer verdure almost the equal of that of spring. To-day our trees are as fresh and as green as three months ago; the cedars, which are now growing their annual extensions, are a picture of green tones and fresh beauty; the fields of clover that have been harvested are a mass of green and the timothy fields have started in to follow the same way. But the paramount green verdure is the green of the corn, which is planted stalks begin to overhead what is better than any measure of early ripeness is easily secured. A picture with a green corn alongside of a field of golden wheat in the west and stock. So that whoever walks the fields of woods these days thinks it is spring and rainy. But these days are not the days of change all day and the yellow of August predominate in all directions.

NO CALL FOR TROOPS. General W. H. Cotton said last evening that no appeal had been made to him from either Niagara Falls or Fort Erie for troops to protect the property of the Grand Trunk along the Niagara River against the strikers.

A RETROSPECT. July 29, 1858: Spanish Armada was finally defeated by the English. July 29, 1887: Card money was first issued in Canada.

OFFICES FOR RENT

Choicest location in Toronto; modern building and equipment; King and Jervis. H. H. WILLIAMS & CO., 26 VICTORIA ST.

30TH YEAR

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