ndard screw sole; all

ept., Main Floor n Floor. )

very high class Paris e are what are term-and are worth any-up to \$2.00 per pair, 5c each. ris Dress Garnitures, ersian colorings. Reg-50, \$12.50, \$15.00 and

sample Lace Robes, u, all high class goods ike. Regular \$12.50, 00. To clear Friday

all the Family ck, Tan, Lisle and Cot-ular 25c. Friday 15c.

cy Patterns and Black, ncy Lisle Hose, Reguriday 25c.

in Black Cashmere 30c. Friday 19c. ancy Lisle and Cotton ir 20c. Friday 10c, 3 ris' Fine Ribbed Cotton k, sizes 8 to 9; tan, 81/2

r 25c. Friday 10c. rls' Ribbed Black, Tan ckings, broken sizes. Friday 18c, 3 pairs 50c. al French Kid Gloves, wn, grey, mode, navy, r 75c. Friday 49c. sle Gloves, , black, tan, ar 35c. Fri-

Silk Gloves, Il sizes. Regular 750. and Fancy Lisle and Regular 25c. Friday

twelve - button

Black Cashmere Socia. Friday 12½c. oad Gauntlet Gloves, egular 75c. Friday 50c.

Chinaware Items

d B. Plates and Fruit ware, floral design. Fri-Meat Plates and 7-inch y 4c each. and Saucers, Cream

wls, English ware, floral y 5c each. etable Dishes and 16atters. Friday 29c. eces. Friday's special

pieces, best Bavarian inty natural color floral Friday \$3.25. iner Sets, 97 pieces, rich ne, hard porcelain Friday's bargain

are, beautiful clear white i in rich coin gold de Friday \$47.32. Glass Sugar and Cream sparkling colors. Friday Jugs. Friday's special

own grounds, with tton single breasted sack \$7.50 to \$12.00. To clear

Friday at \$6.95. closely woven material. preasted style, full length m rain. Sizes 35 to 42. Fri

Friday at \$1.29. e assortment of neat dark raist. To clear Friday at

ar Friday at \$3.95.



cost \$23,000,000.

To provide for a temporary system, north and south, will be a good beginning and will cost \$9,375,000.

These are the estimates announced in the \$5000 report of Forgie, Jacobs & Davies, the New York engineers, as handed yesterday to Mayor Geary by Mr. Forgie. The report is quite bulky, and is accompanied by a large number. and is accompanied by a large number of maps, plans and sketches.

favor of municipal construction of the railway, but against municipal management, declaring that better results are obtainable under private management, and recommending that the Toronto Street Railway Co. be given an opportunity to extend its franchise and opportunity to extend its franchise and the control of the cont

en the question of the construction of the proposed diagonal thorofares, to-gether with simultaneous construction of subways beneath them.

(4). We recommend for present consideration the north and south route only, with consideration held over pending decision as to the diagonal

its, the time of transit will be little

(6). We are convinced that the entire subway system as outlined, if operated in conjunction with the surface lines, including both those within the city limits and those outside (in-cluding new radials to districts at present unserved), if operated under one management, would be self-sustaining, and even profit-returning by 1921, as

(7). We recommend that if the subways are favorably considered, the city's credit be pledged, but only for construction, and that the equipment and operation be let to an out operating company under suit-safeguards. We further recomnd that, if this be done, the operas to strain its prospects of paying a

Oppose Public Ownership.

SENATE PO

# e Toronto World

OFFICES FOR RENT

Wellington & Scott--- \$15 up. H. H. WILLIAMS & CO., 24 Victoria Street, Toronto.

30TH YEAR.

## IDEAL TUBE SYSTEM \$23,000,000 Should Be Operated With Surface and Radial Lines

# BUT ALTERNATIVE PLANS LESS

New York Engineers Submit a Report Advising City's Consideration of New Transit System, But Suggesting a Number of Difficult Problems To Solve.

ISLAND RESIDENCE FOR SALE

recom: situated on Lake Front; runs through to Lagoon; choice location; exceptional opportunity

H. H. WILLIAMS & CO.,

PROBS: Light to moderate winds; fine; not much change in temperature.

SAY CITY SHOULD BUILD BUT COMPANY OPERATE

To provide Toronto with "an ideal system" of underground railways will

of maps, plans and sketches.

In submitting the report resommending the "shallow" type of subway, it is emphasized that, in their opinion, a tube system of railways cannot be made a financial success unless run in connection with the surface street car and radial systems. It also advises in favor of municipal construction of the

conclusions:
(1). Serious attention should be giv-

(2). We are convinced that before the lapse of twenty years Toronto will feel acutely the need of some means

of exclusive traffic.

(3). We recommend that this provision should take the form of subways of shallow depth, comprising an east and west route to a north and

(6). We do not think this north and south subway route would prove self-sustaining if operated in competition with or in opposition to the present surface lines, nor do we believe that any subway system would, thus oper-ated, serve the best interests of the public, as, if it is to act as a distribubetter than on the surface lines, and would in most cases lead to the pay-ment of a second fare on the surface

well as of great benefit to the growth and convenience of the city and that on the basis solely of physical valua-ticn—it would be self sustaining even

(8). We are opposed in general to the numicipal operation of transit facilities and are in favor of all these facilities ing operated by one corporation un-

# A Summary of Estimated Subway

Costs. 

NORTH AND SOUTH ONLY. Yonge-street depot to St. Clair.... Via Teraulay-street and Avenue-road Via Victoria-street .....

BLOOR AND DANFORTH. From Yonge to Broadview, including viaduct .................. 1.325 \$ 2,613,000

The estimate last year of J. W. Moyes for four miles of subway system (on Yonge-street, from Front to Rosehill, and on the street, Yonge to the proposed viaduct) and eight miles of surface. Silais in connection (on St. Clair-avenue and Danforth-road), including blost of viaduct and equipment for operation, was \$4,885,000.

WESTERN COALINDUSTR

KILLED BY THE BAILWAY

of Excessive Charges-Last

of Laurier's Tour.

railways, however, are the worst sin-

STRIKE DECLARED OFF

gerheads.

An arbitration board finds that Ly-

all-Mitchell have no connection with Peter Lyall & Sons of Montreal. A

Mr. Lemieux Tells Britain Nothing in

Free Trade Movement to Interfere.

(Canadian Associated Press Cable.)

about the 7th or 8th.

## DISCHARGED EMPLOYE \*KILLS HIS EMPLOYER

opportunity of steel failway construction is controlled in the con

the hay and he would be paid in

SLATES MONTREAL'S MAYOR Taken to Task for Assisting in Pro testant Ceremony.

MONTREAL. Sept. 1.—(Special.)— Le Devoir, Henri Bourassa's paper, takes Mayor Guerin to task for taking part in the laying of the corner stor of the First Presbyterian Church on Saturday last. That paper claims that the act of the mayor was reprehensi-ble, because Catholics should not take

part in a non-Catholic worship. "It is not without a sentiment of good feeling," adds Le Devoir, "that we protest against the conduct of the Mayor of Montreal. He has given so many proofs of his devotion to the church in the organization of the Eucharistic Congress, and, we also say with pleasure, that he had refused to distribute the prizes to the Lycee des Jeunnes Filles, an institution presided over by a Freemason."

### CRASHED INTO STREET CAR Auto Swerved Across Tracks to Avoid Running Down Carriage.

OTTAWA, Sept. 1.—Dashing in to-wards the city along Sussex-street today at a high rate of speed, an auto-mobile, in which were Percy Shaver. chauffeur, and Percy Harris. suddenly swerved across the car tracks to avoid running down a carriage, in which Mrs. Edwards, wife of Senator Edwards, was seated, and crashed into street car No. 231, badly damaging the latter, and also the automobile. which finally brought up at the railing of the high embankment. None of the passengers on the street car were injured, but Mrs. Harris sustained severe contusions on his right leg. Mrs. Edwards' coachman managed to control the horses, and, beyond getting a bad fright, Mrs. Edwards was uninjured.

## A TRUE BRISTOLIAN.

No better exemplar of West England sterling sturdiness occurs to us than Arthur Hawkes, publicity man for the At the fair yesterday he was C.N.R. easily king of the West Angles. He is a true Bristolian, and a credit to his

der official regulation.

(9). The Yonge-street subway, if considered ahead of the other parts of the system, should be designed to carty radial surface cars as well as its own special rolling stock. While subway traffic was being built up, surface cars would operate thru it in addition to its own stock.

(10). We recommend that, following any decision of the city to construct

Continued on Page 9, Column 1.

Tage.

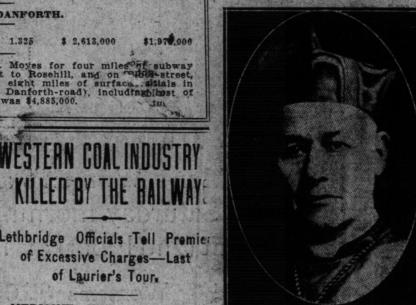
Duniap Hats Saturday.

Duniap Hats Saturday.

In New York to-morrow the fall designs for Duniap hats will be on salest represented Canadian opinion exactly. The British preference. Laurier's speech as cabled Wednesday, represented Canadian opinion exactly. The British preference. Laurier's speech as cabled Wednesday, represented Canadian opinion exactly. The British preference. Laurier's speech as cabled Wednesday, represented Canadian opinion exactly. The British preference. Laurier's speech as cabled Wednesday, represented Canadian opinion exactly. The British preference. Laurier's speech as cabled Wednesday, represented Canadian opinion exactly. The British preference. Laurier's speech as cabled Wednesday, represented Canadian opinion exactly. The British preference. Laurier's speech as cabled Wednesday, represented Canadian opinion exactly. The British preference was the cardinal feature of the tariff, but Canada was united to the motherland in heart and life, independent of all tariff arrangements. American immigrants in Canada were just as pround to call themselves Canadians, as anyone. The talk of annexation was utter nonsense. It was strange that the talk of annexation was only heard in England.

FOURTEEN PAGES\_FRIDAY MORNING SEPTEMBER 2 1910\_FOURTEEN PAGES

Tremendous Crowds and Picturesque Scenes Mark the Arrival of Cardinal Vannutelli, Who Brings a Message From the Vatican at



CARDINAL VANNUTELLI. QUEBEC, Sept. 1.—(Special.)—Car-dinal Vannutelli arrived at Quebec this This time the city council and coal operators of Lethbridge pointed out to the government that reciprocity with the United States would enable the operators to find a market for their surplus supply in Montana. The United farmers, seizing upon the premier's presence again, stated that they were satisfied with his utterances with reference to the tariff, but claimed that Hon. George P. Graham's idea of railway liability was not acceptable.

The coal industry around Lethbridge has attained a large growth, and, aithouthe present supply is equal to the demand, new mines which are now openthat Gitches has ever Albassed. The gorgeously attired bishops and high dignitaries of the hurch, the robed civic authorities, the array of papal zouaves, the cheering multitudes, the thronged thorofares, the historic basilica, packed to overflowing, all combin-

Of Fine Appearance. Above all the pomp and brilliance of the scene, the personality of the legate will be remembered the longest. No more striking personage has ever visited Canada. Some had wondered how a man 74 years of age would stand the fatigue of the ceremonies, but a glance at this tall, virile, resolute figure set all doubts at rest. In stature head and shoulders above the assembly that welcomed him, his strong, deci-sive, but kind features proclaimed him cannot so closely be estimated, but the one in question has sufficient coal the one in question has sufficient coal in sight to keep the plant busy producing 1800 tons per day for 20 years. A farmer may drive up to the pit mouth and receive dusty diamonds for \$3.85 per ton. The dealer in Lethbridge gets \$4.50 per ton delivered, while Winnipeg is said to pay \$8. The railways, however, are the worst sin-

a veritable king of men.
Without the slightest trace of pom posity, but with the easy grace o magnanimous power, he dominated the scene, a prelate, who, to judge by the clue of physiognomy, would have a heart for any crisis and a widom that

ners, and it virtually costs more to carry coal than to produce it. Local officials told the premier plainly that exclusive railway charges were killing Irish Primate's Humor The cardinal was obviously delighted with the warmth of his reception. On the industry.
Sir Wilfrid expects to be in Ottawa Frontenac, two throngs had been here, one for the legate and the other for

Cardinal Logue.

The Irish primate contributed a Welcome touch of humor to the scene by taking a pinch of snuff at an opportune And Winnipeg is Saved a Costly Building Tie-up. moment. His action was cheered by the Irish element, who cheered at once WINNIPEG, Sept. 1.—(Special.)—The lockout which resulted from the international executive of Bricklayers' and the mayor of Quebec. Around the throne sat Bruchesi, Archbishop of Masons' Union ordering the men to Montreal, who had met the cardinal quit on the Lyall-Mitchell contract, legate at Father Point, Mgr. Birgin, was settled to-night and the threat-ened tie-up of the building trades for Roy, Auxiliary Bishop of Quebec; Mgr. guit on the Lyall-Mitchell contract, Mathieu, Mgr. Northrs, Mgr. Boleau, Mgr. March, Bishop of Havre de Grace, Newfoundland; Mgr. Legal, Bishop of a considerable period averted. It was asserted that Lyall-Mitchell were connected with Peter Lyall & Co., of Montreal, with whom the union was at log-St. Albert, Sask.; Mgr. Tetu, Mgr.

Continued on Page 7, Column 1.



Primate of All Ireland.

## The Ontario Boom is On.

At last the Montreal managements of the two big railways doing business in Ontario have wakened up.

The Canadian Pacific has got actually busy and, as we understand, the improvements in service announced yesterday are only the beginning of a large development and of a large series of much-needed and, what we hope will be, successful and aidful

· Perhaps The World wakened them up, perhaps The World's campaign just happened to keep time with these new things. We do not say; but we notice that our able and sometimes somnolent contemporaries are all very busy now in urging reform in Ontario

But the basis of it all is, or ought to be, this: That this year is Ontario's year, and Ontario is now coming into her own. There will be developments in this province from now on that will be, we imagine, the real wonder-march of Canada.

We have determined on a new or a deepened and widened Welland Canal, so that a boat drawing 25 feet of water will be able to come into the harbor of Toronto from Port Arthur and from any port on the upper lakes.

In other words, Toronto should and ought to have lake freight at a rate a shade over that of Buffalo at the very most. We also think we ought to be able to draw supplies of coal from the Ohio coal fields, if we cannot get it in Canada. Perhaps also, we can bring ores here, if we had the Buffalo rate, for smelting purposes. Certainly we can bring the wheat of the west from Port Arthur to Toronto by the Welland Canal, and grind it in Toronto. Toronto can be a great milling centre.

But we are also to have something else for the benefit of Ontario, and that is, if possible, we purpose having ocean steamships come up to Toronto. This involves the deepening of the St. Lawrence canals; but until we are told that this cannot be done, we will carry a feather in our hat labeled, "Toronto, an ocean port."

And with all the facilities and the benefits that undoubtedly will come from these improvements of navigation, both above and below Toronto, there will be unlimited opportunity for business for the three great railways, even for four railways if the Intercolonial is extended hitherward. Ontario now needs double the railway accommodation it has, for it has started to grow in a phenomenal way.

With cheap power, the Province of Ontario; this southern section and the section adjacent to the Falls, is to be the great manufacturing headquarters of Canada. The situation is ideal in every respect. The canal improvements above suggested mean a revolution for Southern Ontario. It has a railway service at present and a better one in sight, it has a factory population at hand, there is an abundance of food for millions of people right at the doors of factories, and there is, as the great lever, a sufficiency of electric power provided, if we are not foolish enough to export it

to the United States. Still further, there is to be an enormous uplift in the value of farm lands in this Province of Ontario, which will mean a great increase in the farming population. It means that farmers with capital will flow into Ontario from now on and that some of the abandoned farms will fall into the hands of men of enterprise and

thrift and who are not afraid of work. It is hinted that a large number of Italian small farmers could be induced to come to Ontario both to farm small places and to labor on the fruit and vegetable farms in the southern portions. There seems also to be a big development in Northern Ontario in sight, especially if the clay belt is opened up and the settlers are

given needed encouragement. Ontario doubtless will and can raise three times the live stock that it now raises and the move made by Mr. Flavelle certainly ought to be supplemented by the Ontario Government in many directions. Sir James Whitney has got to liven up his policy in regard to immigration, in regard to settlement of the new country, in regard to railways, most of all in regard to farming in this

So also have our public men got to keep in line with the new movement for a Greater Ontario, for better services by the railways, for more public works instituted by the federal power in the way of canal and harbor improvement and in a thousand other directions. Public men from now on must construct themselves

and their policies in keeping with the new expansion of Ontario. There is room in Ontario for millions and millions more of capital, for millions more of people, for new industries; and in this development there will be more opportunities for the young, for the enterprising, for the go-aheads than in any other place in

North America at the present time. People must have faith in themselves, must have faith in their country, and must have faith, above all, in public rights. respect for public rights. That improvements should benefit the many and not the few is the underlying, and ought to be the underlying, principle, guiding the people of this province.

## ADMITTED FREIGHT CONGESTION

Watch business boom in this province from now on!

### And Both G. T. R. and C. P. R. Promised to Try and Do Better in the Future.

The World hit the nail on the head all right in its articles on the congestion of fright on the rallways. Of course, the transportation companies declined to make public admissions. all right in its articles on the congestion of fright on the rallways. Of course, the transportation companies declined to make public admissions, but the cat came out of the bag at the recent secret conference with the council of the board of trade. And the proof is found in the official circular to board members just sent out by

Secretary Morley, which says:

"The council of the board met in friendly conference on Friday, August 26, with the following representatives of the railways: David McNicoll, James Oborne and W. M. Kirkpatrick of the C.P.R. and Lorne McDonald and J. H. Gordon of the G.T.R.

"The conference with the C.P.R. officials, they admitted the correctness of the board's contentions, but claimed indulgence on account of the strike situation and because they had already been laying plans to meet the situation in Toronto by the purchase of property and the enlargement of their yards and tracks at points in the eastern, western and northern districts of the city, and also intimated that inside a few weeks they would the conversation to the city that the content of the city and also intimated that inside a few weeks they would that inside a few weeks they would the content of the city that the council is encouraged to hope that, from now onward, both lines of rail-road will give the merchants a more adequate rail and a more prompt delivery service, and, therefore, if from now onward, both lines of rail-road will give the merchants a more adequate rail and a more prompt debuyer service, and, therefore, if from now onward, both lines of rail-road will give the merchants a more adequate rail and a more prompt debuyer service, and, therefore, if from now onward, both lines of rail-road will give the merchants a more adequate rail and a more prompt debuyer service, and, therefore, if from now onward, both lines of rail-road will give the merchants a more adequate rail and a more prompt debuyer service, and, therefore, if from now onward, both lines of rail-road will give the merchants a more adequate rail and a more prompt debuyer service, and, therefore, if from now onward, any member of the board falls to receive satisfactory service in these regards, they are requested to make the facts known in writing to the undersigned. Who will then take the matter up that inside a few weeks they would make a proposition to the city that would, if accepted, give them the abilwould, if accepted, give them the abliity to very greatly enlarge their Esplanade yard, tracks and warehouse
capacity on the water front and in
connection with which they had already made very heavy real estate
purchases. In the meantime, they
were advertising for more checkers
and teams for transportation and pro-

contentions with regard to incoming local or way freights, the they be-lieved they had been giving satisfactory service with incoming freights from the seaboard. They also promised to improve their service.

"In view of the promises, therefore, of these rathway representatives, the

Asiatic Company is projecting a steam-ship line between British Columbia and South America, carrying British Co-lumbia timber and returning Quelque-brache and Quelquebrayo rallway ties.

Mr. Hyman's Condition Unchanged LONDON, Sept. 1.—The condition of Hon. Charles S. Hyman, who was injured in an auto accident on Tuesday night, remains about the same. He had a good night under the influence of

65th Regt., on Parade, Thrilled the Spectators-Gentlemen From the West of England Have a Pleasant Reunion-Day's Attendance About

While the manufacturer admits that it is wealth extracted from the soil that is the chief basis of a country's greatness, he is disposed to consider that the powers by which the raw material is converted into the finished article, is not an unimportant factor in building the national substructure. He is right, and the Canadian National Exhibition would not be a true reflex

in building the national substructure. He is right, and the Canadian National Exhibition would not be a true reflex of Canada's growth if it did not attempt to tell the story of evolution in industries as faithfully as it does that of advancement in farming. But to give the directors their due, they have shown a proper understanding and manufacturers' day is one of the outstanding events of the fair.

It was a typical manufacturers' gathering at the directors' luncheon yesterday, the event having an added interest in the presence of the members of the chamber of commerce of Bristol. But while it reflected prosperity and a disposition to look forward to trade a disposition, a note of uneasiness was struck by R. S. Gourlay of the board of trade. It had its origin in the requests by sections of the western provinces for a lower tariff. Mr. Gourlay made it clear that the manufacturers are keeping a wary eye on Sir Wilfrid Laurier.

Laurier.

Fifty-five Thousand People on Grounds
Duil skies in the morning didn't
promise favorable weather, but in the
early afternoon the sun's rays brightened up the grounds which grew more
animated each hour until they took on
a "second week" aspect. The attendance was about 55,000, or 5000 ahead of
last year's.

Naturally, much interest centred in
the manufacturers' and process buildings. The glimpse behind the scenes
industrially was so fascinating that the
process building was densely thronged
by three o'clock, in fact, almost impassable in places. In the manufacturers' building was a jostling, elbow-

ing, good-natured crowd.

The varied special attractions thruout the grounds kept the human tide in constant ebb and flow. There were the harness horse races before the grandstand and the horse judging in the ring, while all the afternoon the grand plaza was an eddy of humanity, as well it might, seeing that when the fine 65th Regiment band left at 4 p.m. after a two hours' concert, it was to make way for the Grenadier Guards, and at 6 p.m. the 65th paraded on the plaza in the presence of many thousands of cheering spectators.

Fine Parade of 65th.

This event was probably one of the most novel in the history of the exhibition. The entire corps, 640 strong, are, with the exception of a company from Jamestown, Buffalo volunteers, and constitute one of the crack regiments of New York State.

At 6 p.m. the men turned out in dress uniform—navy blue coats with white and gold trimmings and light blue trousers. With its stalwart Drum Major MacLeay in the lead, the band came first, followed by Col. Welch, his staff and Lieut-Col. Haffa, while the three gallant battalions, under the direction of Adjutant Nursey, took up

the three gallant battalions, under the direction of Adjutant Nursey, took up

the rear. Fired Sunset Cannon. Proceeding to the broad plaza along the waterfront, the rank and file were formed into line by the adjutant and brought to the "present arm." The sunset cannon was then fired, and, while the band struck up the "Star Spangled Banner" the American ensign was lowered from the camp flag-

This over, the adjutant turned the parade over to the colonel, who put the men thru a series of evolutions and exercises in the manual of arms. The soldiers were then reviewed by Col. Welch. After his inspection directions were read out for the morrow and more detailed instructions given to the officers. Finally, to the accompaniment of the Grenadiers' Band, who played the "Star Spangled Banner," and their own band, who played the "Queen's n band, who played the "Queen's

Continued on Page 8, Column 1.

## PRESS DAY.

8 a.m.—Judging poultry and stock.
9 a.m.—Judging Cotswold and Shropshire sheep.
9 a.m.—Judging Berkshire and Chester White awine.
9 a.m.—Judging Guernsey grade

9 a.m.—Judging Guerasey grade cattle.
10 a.m. and 2 p.m.—Butter making in Dairy Building.
1 p.m.—Grenndier Guards' Band, plaza stand.
2 p.m.—Judging horses, breeding classes, small ring.
2 p.m.—Judging harness horses and hunters in front of grand beand.

2 p.m.—Judging narness norses and hunters in front of grand stand.
2 p.m.—Vaudeville.
2 to 4 p.m.—20th Regiment Band, Berlin, entrance stand.
2 to 4 p.m.—65th Regiment Band, Buffalo, plaza stand.
4 to 6 p.m.—Grenndier Guards' Band, plaza stand.
3.30 p.m.—Japanese freworks.
5.40 p.m.—Parade 65th Regiment on waterfront.
5 p.m.—Blowing up ships on waterfront.
6 to 7.30 p.m.—29th Regiment Band, plaza stand.
7 p.m.—Vaudeville.
8 to 10 p.m.—65th Regiment Band, plaza stand.
8 p.m.—Tattoo and British Army quadrille.
9 p.m.—Naval review at Spithead 9.45 to 10 p.m.—Closing display of fireworks.