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Colored and Black Dress Silks

55c IMPORTED DRESS SILKS... SATURDAY 58c YARD.

Important Dress Goods Items

Armure Suitings and Wool San Toys... in a deuce of new fall shades.

TRIPLE TAFFETA CLOTHS

Dress Fabrics... Beautiful Silk tates, in a lovely choice.

\$50 a Foot Wells Hill, choice building lot

H. H. WILLIAMS & CO., 24 Victoria Street, Toronto.

DELINNE SENT TO TRIAL

Motive for Assault is Hinted at—The Accused Changed His Clothes.

HAVELOCK, Sept. 23.—(Special.)—After 20 minutes deliberation the jury enquiring into the case of Mrs. Hugh Delinne concluded that she added to her death by foul play.

"We consider that the evidence points strongly towards her husband, Hugh Delinne, having committed the foul play, and warrants him to be sent up for trial for having been the cause of her death."

Coroner Kindred of Havelock presided and Crown Attorney Wood of Peterboro conducted the examination, while G. N. Gordon of Peterboro appeared in Delinne's behalf.

Mrs. Samuel Newell, the first witness, in her evidence indicated a possible motive for the assault, which had ended in death. She lives about half a mile from the Delinne home.

"I didn't examine Body. Mrs. Lytle said she did not examine the body, but thought from appearances that the woman was dead."

Mrs. Lytle said she did not examine the body, but thought from appearances that the woman was dead. She had been awakened at daylight.

Samuel Buchanan said Delinne had worked for his father the day of the tragedy. He had left his place about four any good.

NEW BRIDGE COMPANY

Two Big British Firms Incorporated in Canada. The Ottawa Gazette contains notice of the incorporation of "The British Empire Bridge Company."

DETECTIVE MOFFATT DYING

And Some of His Captures Are Sorry to Hear It. Detective "Buck" Moffatt is dying at his home in Crawford-street.

NEW ELECTRIC RAILWAY

OTTAWA, Sept. 23.—(Special.)—The Niagara, Welland and Lake Erie Railway Company will apply to parliament next session for power to construct and operate an electric railway from Niagara Falls, N.Y., by way of Welland, Port Colborne and Port Dover.

M. and M. After Hudson Bay Ry.?

Reported at Ottawa That Negotiations Are Under Way for Taking Over the Projected Road—Scott Here Today.

OTTAWA, Sept. 23.—(Special.)—Hon. Walter Scott, premier of Saskatchewan, left tonight for Toronto.

TOUR MONTREAL HARBOR

Commission Government is Explained by Major Stephens—Big Works Under Way.

MONTREAL, Sept. 23.—(Special.)—This has been a long and busy day for the special delegation of the city council, the board of trade and the Guild of Civic Art, which came from Toronto to investigate Montreal's harbor facilities.

After an early breakfast at the Windsor, the Toronto party proceeded to the office of the harbor commissioners, on the water front, where they were met by Ald. Dandurand, chairman of the harbor commission.

Major Geo. W. Stephens, president of the harbor board, then delivered an explanatory address. He stated that since its reorganization three years ago the commission had been a standing body of three, non-municipal and non-political, appointed by the federal government to hold office during its pleasure.

The commission's jurisdiction extended southward from highwater mark and over a length of sixteen miles. It has under its control all wharves and freight sheds within this area.

Under the clearance of Major Stephens and his colleagues, L. E. Geoffroy and C. C. Ballantyne, with Chief Engineer W. Cowie, the party next inspected the large grain elevator belonging to the commission.

The commissioners then entertained the visitors at luncheon at the Mount Royal Club. Major Stephens presided and Mayors Guerin and Geary made short speeches.

After luncheon the party inspected the new steamer Royal George, and then attended a special meeting of the Chamber of Commerce, St. Gabriel-street, where an address of welcome was read by Vice-President F. C. Lavoie.

"We in the West," he added, "are in the need of a national, rather than a local spirit regarding the St. Lawrence waterways. Speaking as a 'westerner,'" he added that he did not think there is in the west were opposed to the Georgian Bay canal scheme, but it must be remembered that other improvements were more immediately pressing.

The people of Montreal should realize that the St. Lawrence and Welland Canals must be enlarged at once, or much trade would be lost in view of the imminent improvement of the Erie Canal system and the superiority of New York as a port.

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CROSSED ALPS IN AEROPLANE

Peruvian Aviator Makes a Notable Flight, But Ends It With a Serious Accident.

DOMODOSSOLA, Italy, Sept. 23.—To George Chavez, the Peruvian aviator, belongs the honor of being the first to fly across the Alps.

The daring feat was accomplished today in an attempt to win the prize of \$20,000 offered by the Italian Aviation Society, Milan, for a flight from Briga, Switzerland, to Milan.

Chavez, however, was unable to complete the trip, having sustained painful injuries when he alighted here. His machine was overturned and he was buried in the wreckage, both legs were broken and the left arm fractured.

When he was within about three-quarters of a mile of the aerodrome, Chavez cut the ignition, and was sliding earthwards when suddenly, as he was preparing to alight a wing of the machine tilted and as caught by a gust of wind and the monoplane tumbled to the ground.

Henry Weymann, the American aviator, set out twice to follow Chavez. The first flight, in less than 4 minutes, and on his second attempt he failed to reach the summit of the pass and turned back.

Chavez determined at noon to make his attempt and rose to a height estimated at nearly 7000 feet. It was known that it would be necessary for him to attain nearly this altitude to clear the Simplon Pass, the summit of which rises 6582 feet.

Arriving there, he had left the hardest part of his journey behind him, having escaped the high peaks and the jumble of rocky gorges on this side of the Alpine range.

Chavez's machine broke down. PHILADELPHIA, Sept. 23.—(Special.)—McCurdy, the aviator, who was to have flown from Allentown to Philadelphia and return to-day, broke his aeroplane during a preliminary flight, and was hurt.

THE SUNDAY WORLD

Bright, breezy, every page of interest. The Sunday World this evening will be especially welcome to its big army of readers. Picture and paragraph will tell stories of recent and contemporary events in graphic detail.

THE ILLUSTRATED SECTION. Will feature some interesting illustrations. Some of the more prominent will be two full-page groupings of scenes at recent interesting events in city and suburbs, and also of Saskatchewan and her unsurpassed attractions.

The numerous other illustrations will include scenes at the horse show in connection with the recent exhibition, Army Service Corps at Niagara, St. Mary's (Dovercourt) Sunday school on an outing at Centre Island, Canadian Masters and Past Masters in Masonry, scenes in plays now offering to Toronto theatregoers, nature pictures and other views of unusual interest.

HIS SOLE INTEREST IN THE MATTER



JACK CANUCK: Suicide if you will, but you mustn't take this down with you.

WON'T GIVE ENOUGH CARS BUSINESS BEING KILLED

Rat Portage Lumber Co. Charges C. N. R. With Manipulating Traffic.

WINDSOR, Sept. 23.—(Special.)—The feature of the railway commission's report to-day was the outspoken charge made by D. C. Cameron, president of the Rat Portage Lumber Co., that Mackenzie and Mann were engaged in a deliberate attempt to put his company and himself out of business by their manipulations of traffic on the Canadian Northern Railway.

He stated that he could easily double his plant here, but he is dependent on the Canadian Northern for a supply of cars to carry his logs, and the plant is unable to run more than 255 days in a year now owing to the cold-blooded refusal, he says, of the railway to furnish him with sufficient cars.

He had complained many times to both Mackenzie and Mann. The former had tried to put him off with promises, while the latter had bluntly informed him that he could not have any more cars until the end of the year in the past six years.

He appealed strongly to the railway commission for relief, and said if it were not given he would be forced out of business. The statement came out in his application for lower rates on the C.N.R. between Western Ontario points and Windsor.

Intermediate rates, it seems, are higher than three times from Ratay River, and Chairman Mabee expressed himself as antagonistic to such discrimination.

New License Commissioner. BRANTFORD, Sept. 23.—(Special.)—Notice of the appointment of Frank J. Calbeck, merchant tailor, to the Brantford License Board, succeeding the late Jesse Ash, was received from the Ontario Government to-day.

GUELPH CITIZENS TALK OVER RADICAL BYLAWS

Score of Orators, Mostly in Favor of the Proposition—Vote Will Be Taken Monday.

GUELPH, Sept. 23.—(Special.)—Nearly 1000 ratepayers packed the city hall to-night at a meeting called by Mayor Hastings for the discussion of the People's Railway proposition, which comes before the citizens on Monday in the form of two bylaws.

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DR. HAWKE ONCE MORE TAKEN INTO CUSTODY

Is Accused of Attempting to Procure Abortion on Young Woman.

While the grand jury is deliberating upon one charge of abortion upon which he has been committed for trial, Dr. E. H. Hawke, 21 Wellesley-street, is again charged. This time it is with attempting to perform an abortion upon Maud Adams, a 23-year-old girl, who is now in Grace Hospital and who has told the story of the alleged offence.

Dr. Hawke was arrested at 10.30 last night at his residence by Staff Inspector Kennedy and Detective McKinney, who had secured a warrant before Justice Kingford after interviewing the girl at the hospital in the afternoon. Her story is that the operation was performed at the doctor's office, when she informed him that she was in trouble as the result of an intimacy forced upon her by the doctor himself when she had gone to consult him.

Dr. Hawke was taken to the Agnes-street station, where he was furnished to bail in the sum of \$1000, furnished by ex-Crown Attorney Hartley Dewar.

Yesterday the grand jury was called upon to consider the previous case against Dr. Hawke, and heard considerable evidence, when the matter was adjourned till Monday morning.

POWER FOR NIAGARA FALLS. Council is Looking Over Two Years Ahead for Prices. NIAGARA FALLS, Sept. 23.—(Special.)—General Francis V. Greene, president of the Ontario Power Company, met the city council to-day.

PROF. DAVIDSON GOES TO KNOX Will Succeed McFadyen in Chair of Old Testament Literature. Dr. Richard Davidson, associate professor of orientals in the University of Toronto, was yesterday chosen at a joint meeting of the Knox College board and the senate as successor to Prof. McFadyen in the chair of Old Testament Literature and Exegesis.

FATAL RUNAWAY. Horse Scared by Auto and Farmer Thrown and Killed. WINGHAM, Sept. 23.—A runaway accident occurred here to-day, resulting in the death of Joseph Moir, reeve of the Township of Cullross. Moir, who lived about five miles in the country, was driving into town when his horses took fright at an automobile some little distance ahead. The horse turned suddenly in the road, throwing Moir from the buggy. When picked up, he was found to be seriously injured and was removed to the hospital here, where he died shortly after. He leaves a family of several sons and daughters.

OFFICES FOR RENT

Ground floor, excellent light, Wellington and Scott Streets. H. H. WILLIAMS & CO., 24 Victoria Street, Toronto.

SOMETHING ON BETWEEN BIG RAILWAYS

Arrangements Between Hays and the Government for the Use of Section of N. T. R. Emphasizes Possibility of the C.P.R. Gaining Control of the G.T.R.

OTTAWA, Sept. 23.—(Special to Toronto Globe.)—Arrangements have been practically completed for the use by the C.P.R. of a section of the National Transcontinental Railway between Port Arthur and beyond. The Winnipeg-Superior Junction section has not been taken out of the hands of Contractor McArthur, and probably will not be taken over by the National Transcontinental Commission for some months yet.

This afternoon the terms of a temporary traffic arrangement were discussed at a conference between Sir Wilfrid Laurier, Hon. G. S. Graham, Hon. Wm. Pugsley, Mr. C. M. Hays, Mr. Alfred Smithers of London (chairman of the Grand Trunk Board), Mr. Arthur (the contractor), and Hon. S. N. Parent (chairman of the National Transcontinental Commission). The basis of an agreement was arrived at, and this will be completed in Montreal to-morrow.

OTTAWA, Sept. 23.—(Special.)—The above dispatch was given out here officially yesterday, and confirms a special report from here to The World of a few days ago that the Grand Trunk Pacific (the Grand Trunk) declined to use any part of the National Transcontinental Railway on the original agreement, even if it were necessary to get from Winnipeg to Port Arthur. The National Transcontinental Commission as to Winnipeg to Superior Junction is practically completed according to The Globe here. It is a thru-grain route from Edmonton to Port Arthur—and yet Mr. Hays will not take it out of the government; he is taking it over temporarily from the contractor. He will on contract himself to any acceptance of the road, or share of it, as to rentals on this most expensive railway. The rental was to be on the basis of the cost. And the Mr. Hays is said to have taxed the cost. It is a share of the cost.

Moreover, it is learned that Mr. Hays was in a position to make favorable terms with either the Canadian Pacific or the National Transcontinental, but Mackenzie of the Canadian Northern for running Grand Trunk Pacific cars over either of their lines from Winnipeg to Port Arthur. The National Transcontinental Commission is going on in London, and it is more than likely that Mr. Hays is under instructions not to himself take it out of the government. Is the Canadian Pacific about to get control of the Grand Trunk?

BOWMANVILLE, Sept. 23.—Bowmanville to-day won the silver trophy of the Lake Shore Lawn Bowling Association, defeating Cobourg by 43 shots.

POVERTY NO CRIME. The World has been a Protectionist paper from the day it started. It has given much service from a cause that it always believed in. It never got any line was spoken in recognition of any work. It has seen most of the manufacturers advertising to the professed enemies of Protection.

Some time ago it saw plenty of evidence that a move was afoot to destroy the National Policy of Protection by an agitation in favor of Resiprocity. In manufacture among other things, with the United States. The World connected the Globe and its President, Senator Lafray, with that movement and it determined to fight the movement and has been fighting it as best it can. Inasmuch, also, as the movement to promote Resiprocity was organized and was being forwarded by the same persons who promoted Commercial Union eighteen years ago. The World a couple of weeks ago sent a circular letter to a number of manufacturers asking them to help us make the fight for Protection by a contribution if they cared to give it.

The World is poor because of its policy. It could be rich if it cared to change its policy. The World is not ashamed of that letter. It was not unexpected. It was certainly not helping the movement to turn our factories, our industries over to the crushing competition of the United States and ultimately to drive Canada into annexation.

The Globe has seen fit to publish The World's letter and to attack The World for mendacity and meanness. The World has made the charge that much money, most of it American, was put into newspapers to promote commercial union in 1873-75, and Sir John Macdonald was possessed of some of the facts. Never was a country so near its obliteration as was Canada in those dark days of the Globe's Commerce Commission. Those who saw the inside do not care to confess the facts for the encouragement of those who are at the same game again. But The World thought the gang very much alone and almost single-handed. And knowing how desperate was that struggle and how this paper without help of any kind had to incur a debt which it has since carried as best it could, it thought it both timely and honest to make the appeal it did to a few prominent manufacturers for help in fighting the same unprofitable movement a second time. There was lots of money then and there is lots of money now for papers that will betray public rights or a nation's interests.

The World's only regret is that so far its appeal has been a blank; it will go on, however, as best it can to make what it thinks to be a patriotic fight. The Globe will go on with its advocacy of Resiprocity as it made its advocacy of Commercial Union, either of which means the end of Canadian nationality. It is neither a disgrace nor a crime to ask for help to save a country from the attacks of foes which in aid goes without and if anyone thinks that the fight for our industries and our nationality can be made without organization and without contributions they will find out differently when it is too late. It was nip and tuck eighteen years ago.