

ON COMPANY, LIMITED MONDAY, JULY 1

minion Day Sir!

of those traveling fully to the fact that expense. the cheapest to the for you. brass lock, neatly made on steel frame, and clasps, size sheet iron bottom, neatly lined, tray

an Bank

to individuals, firms and corporations through modern and efficient handling banking correspondents in the United States.

AT from date of deposit

er Eyes

ple, let me help you by will enable you to see as the right glasses.

REFRACTING OPTICIAN

ET WEST CE LICENSES

SOPER WHITE

ALIASTS

LOWING DISEASES

Constipation, Epilepsy-Pits, Rheumatism, Skin Diseases, Chronic Ulcers, Nervous Debility, Bright's Disease, Varicose Veins, Low Manhood, Salt Rheum, and Women.

ER and WHITE

ED OF ITS TERROR

PROBS. Fresh north westerly winds, fair and cool.

27TH YEAR CLOUDS AND RAIN BUT HOLIDAY ENJOYED

Torontonians Flock to Places of Recreation --Big Railway Traffic--In Other Places.

The Dominion Day weather provided for Toronto wasn't altogether ideal. The brisk shower that descended, about 8 a.m. probably had the effect of nipping in the bud many early morning excursion plans, and while there was no further downfall during the day or evening the sky was overcast most of the afternoon and the little sputterings and a menace of a thunderstorm in the air sufficed to keep the more timorous spirits within the shelter of the friendly roof-tree.

But for every individual whose bump of caution thus indicated itself, there were many scores who were not to be deterred by the prospect of a brush with the elements, and who sallied forth in their tens of thousands with or without umbrellas in quest of recreation. They swarmed into the street cars till they made the familiar comparison of sardine receptacle or the plague of locusts appear weak and meaningless.

The Dominion Day weather provided for Toronto wasn't altogether ideal. The brisk shower that descended, about 8 a.m. probably had the effect of nipping in the bud many early morning excursion plans, and while there was no further downfall during the day or evening the sky was overcast most of the afternoon and the little sputterings and a menace of a thunderstorm in the air sufficed to keep the more timorous spirits within the shelter of the friendly roof-tree.

With the exception of the unfortunate drowning accident at the island, the day with its tremendous traffic by street car, lake and rail and its hundreds of more or less skilled small craft navigators on the bay and the harbor passed off without serious incident. The jostling crowds returning from the island, the nervous crossing at the Esplanade at Bay-street, and many an anxious mother breathed more freely when her particular brood had all reported safe casualties on the safe side of the network of tracks. But the shanting went on all day long, and the ill-tempered crossing was often blocked, there were some misadventures.

The Railway Traffic. The incoming visitors by train just about counter-balanced the exodus, approximately 18,000 arriving at the Union station.

Over 200 trains have been run from the Union station since Saturday to accommodate the large number of holiday seekers leaving the city. Many of the regular trains have been run two sections, and in addition special trains have been put on.

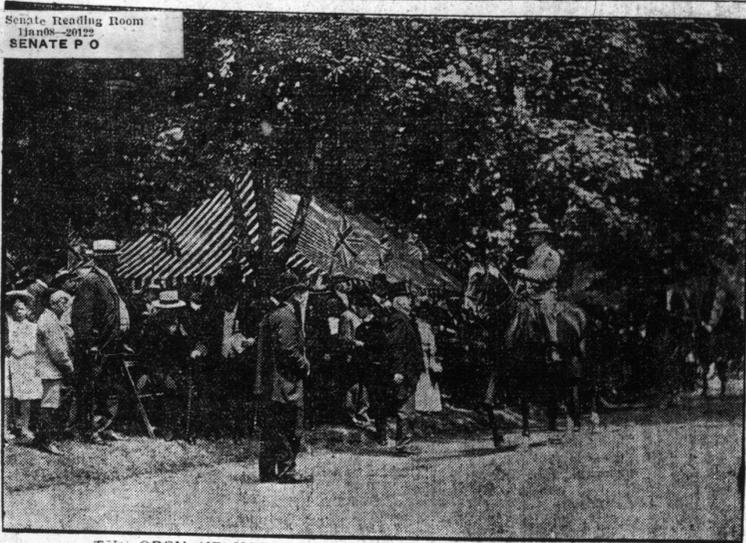
Yesterday morning the 8:30 and Lindsay trains went out in two sections, and a special took a large party to Lorne Park. At 7:15 a.m. a special train of 13 coaches, the 43rd Regiment boat, taking the 43rd Regiment boat to Ottawa. Early this morning the 13th returned by special from St. Catharines to Peterborough.

A passenger on the G. T. R. train from the east complained last night of the overcrowding. "We," he said, "at Cobourg the coaches were crowded and at Whitby the aisles were jammed and even the platforms, with men, women and children. Even the lowest seats couldn't get thru to collect tickets. If even a slight accident had happened, serious injuries would have surely been caused to scores."

"This overcrowding is about the same, too, on Saturday afternoon on eastbound and Monday morning west-bound loads."

By the Water Route. The number who sought the cool lake breezes, the water front here to-day, Dalhousie or Hamilton, is estimated at about 15,000.

The Toronto World



THE OPEN-AIR HORSE SHOW'S Presentation of Prizes in Queen's Park.

Table titled 'Holiday Crowds' listing various activities and their estimated costs. Street cars carried (estimated) 350,000. Witnessed Open-Air Horse Parade 35,000. At island 45,000. At Scarborough Beach 25,000. Left city by rail (yesterday) 18,000. Left city by rail (since Saturday) 90,000. To Niagara 10,000. To Hamilton 5,000. To St. Catharines 2,000. Baseball (morning) 8000, (afternoon) 7000 15,000. Regatta at island 5,000. Lacrosse (Rosedale) 3,000. Lacrosse (Island) 2,000. Lambton Park 2,000. Dufferin Park races 1,000.

TORONTO'S HORSE PARADE MODEL FOR OTHER CITIES

Buffalo and Winnipeg Visitors So Pleased With Yesterday's Show that They'll Encourage Imitation at Home.

When Toronto gets away from ward politics and takes up a public-spirited idea like the open air horse parade and show, no city on the continent can excel the result. Yesterday morning's exhibition of horse flesh was a wonder and delight to all who had the good fortune to see it. In the five years of the association's work the standard has been steadily rising, and the average was very high among the animals shown. There were between 700 and 800 entries, estimated to be worth well up to \$250,000, and third-prizes were scarcely to be found.

The weather was perfect, a smart shower at 8 o'clock settling the dust, and other conditions until 12:30, when the last of the awards was distributed. Very ideal. Crowds thronged the Queen's Park, where the military bands played during the morning, and lined the route of the parade down town. It took forty minutes for the long line to pass the corner of Yonge and College-streets.

The prizes were presented by Premier Whitney, who handed out the envelope dollars to the drivers, Mayor Coatsworth and Dr. Goldwin Smith, who is not so active as when he used to ride to hounds twice a week half a century ago.

Class 41, for single horse and outfit, open to all trades not otherwise specified, drew the huge entry of 69 competitors, and was divided into two, for lights and heavies. E. W. Gilbert was taking the first for the lights, and M. Doyle Fish Co. first in the heavy-weights. The display in this class was very fine. The heavy draught geldings showed up in splendid style, and English critics might modify their views of Canadian breeding or examining the displays in these classes.

Butcher Boys in Line. One of the keen competitors was among the butcher boys, and the judges had a long trial before distributing the rosettes, the Clayton Meat Co.'s Brownie leading the score. Class 21 brought out some handsome equipages and the ponies and pony pairs were very attractive. Little Miss Norris was a picture in a breezy hat and blower riding costume. In the laundry class all four rosettes were taken by the Chinese laundries, and the tradition of the stolid Mongolian was quite upset by the smiling faces in the handsome delivery vans.

Simpson's horses were a troop of beauties, and the milk wagons pre-eminently in line was won by Canton No. 7 of Toronto with twenty-seven.

ALL-RED ROUTE CANOE UPSETS IN LAKE MONTREAL YOUTH DROWNS

Thos. Gilbert, Aged 21, Victim of Holiday Fatality -- Companion Leonard Hartie Rescued in Nick of Time.

Carelessness in a canoe cost Thomas Gilbert of Montreal his life off the island sandbar yesterday afternoon. In the same accident Leonard Hartie, 221 Palmerston-avenue, came close to death by drowning owing to the frenzied efforts of Gilbert to clamber upon the overturned canoe.

Gilbert's body is not yet recovered, altho the spot where he sank was plainly marked and hours were spent in dragging for it. Gilbert, who was 21 years of age, had come to the city Sunday to spend Dominion Day with Hartie and his brother Frederick. These three and William Cave, 141 Wright-avenue, went to spend the day at the island. They paddled up the lagoon, getting off near the Wick Children's Hospital and portaging the canoe, a large basswood craft, to the lake-side.

There the quarter sat down to lunch and Gilbert and Leonard Hartie finishing before the others, went out for a short paddle. Gilbert, who was unused to canoes, was paddling in the bow and Hartie in the stern. The lake was a little choppy, but not dangerously so. When they had reached a point 200 yards from the shore, Gilbert raised from the thwart upon which he had been squatted, and, having his balance turned round to see how far they had gone from the shore.

"Be careful," "Sit in the middle," warned Hartie. "All right," replied Gilbert, turning carelessly. The next instant they were struggling in "the water."

Both reached the canoe in safety, and once there, rested their weight upon it, reading water and keeping well above the surface. "Just hang on and keep quiet," instructed Hartie. "All right," was the reply. "Cave, who was looking out at the men, saw the craft upset. "They're in the water," he cried, and doubled for a boat about 200 yards down shore, calling to a man nearby. The man heard, and when Cave, close to the boat, reached the water, he was followed by Fred Hartie, who reached the boat the man had at the water's edge.

Ten minutes after the canoe had upset the boat was alongside. It was within ten feet of the overturned craft when Gilbert, who had lost his nerve and was wildly trying to climb on to the canoe, gave it another turn and pulled it over on top of himself. Hartie was seized and pulled into the boat, while the lads reached for Gilbert, but he was not again seen.

Hartie fainted from exhaustion as soon as he felt the rescuing hands upon him and was taken to Dr. Charles Sheard's house on the shore, where it took nearly three-quarters of an hour to revive him. Meanwhile a small fleet of boats gathered and a number of men dived in the 20 feet of water, but failed to recover the boy.

Thomas Gilbert, the dead man, was 21 years of age. He was a clerk in the wreck department of the C. P. R. head offices at Montreal, where he was to have been at work at 8 o'clock this morning. He had been out from Durham, England, only ten months. Leonard Hartie is prostrated with the shock. He says that he thought all along that the other's chance looked better than his own, but that he lost his head and wore himself out trying to climb on to the canoe. "I begged of him to be calm, but he was simply wild with fright," he says.

GARBAGEMEN BACK TO WORK. NEW YORK, July 1.—The striking drivers of the garbage teams voted today to return to work and then submit the grievance to Mayor McClellan. The mayor had previously told them he would give them no consideration until they returned to work. When two wagons, driven by strike breakers, drove from the company's pier on the East River to-day a crowd of men set upon the drivers. Clubs and stones were hurled and the police charged the crowd, which finally fell back. Two policemen were then escorted to each wagon. More trouble occurred on Avenue C, when a score of men set upon a driver, but were beaten off by the police.

TRUSTEE LEEVE IMPROVES. Trustee L. S. Levee was reported as resting easier last night. Dr. F. N. G. Starr has hopes for his recovery.

COBOURG RESIDENCE. Published to let for the summer; rental \$100.00. F. J. SMITH & CO., 61 Victoria St. ONE CENT.

APPEAL OF LAURIER

At Dominion Day Dinner in London Premier Urges Britain to Assist Scheme.

(Canadian Associated Press Cable). LONDON, July 1.—The Dominion Day dinner was held in the grand hall of the Hotel Cecil, and there was a record attendance in point of numbers. For the twelfth consecutive time Lord Strathcona presided, having Sir Wilfrid Laurier on his right and the Duke of Argyll on his left. Among those present were Hon. A. Birkell, Lord Tweedmouth, Mr. MacNamara and McMaster, K.C., the masters of several of the city companies, a number of members of parliament, the agents-general of many colonies, Sir Charles Rivers Wilson and the lord mayors of London and Bristol. The guests in all numbered 400.

In enthusiastic reception was given the toast, "Dominion of Canada" and "Governor-General," proposed by the chairman, Lord Strathcona, who traced the growth of the Dominion, indicated the strength of imperial connection and interest, and trusted that the bonds be drawn closer by an interchange of letters between the residents of the homeland and her chief daughter state, expressing the further hope that ministers also might catch a brief period in their busy lives to familiarize themselves with the conditions and circumstances of the great Dominion across the Atlantic.

Laurier Welcomed. Sir Wilfrid Laurier was received enthusiastically. In his response he made an eloquent appeal for the all-red route. He paid a tribute to the fathers of confederation, those far-sighted statesmen who builded better than even they knew, and remarked that the confederation which in 1867 was a bond on paper was now a union of hearts. The premier directed attention to the growth so ably directed and assisted by Lord Strathcona, of the Canadian railways.

"The next step to which we shall devote our enterprise," said Sir Wilfrid, "is to build an imperial scheme, for the time has come when the all-red line must encircle the earth. For that scheme the people of Canada are ready, the people of Australia are ready, the people of New Zealand are ready, the people of the British Empire are ready. It is not for us to suggest, still less to insist, that shall be the policy of the English people, but it is not out of place if I remind you that the British people five years ago undertook heavy financial responsibilities to assist a line of steamers running between Liverpool and New York. I am not here to blame the British people, but for the contrary, I might approve it if an Englishman, but may I not ask the British people and the British parliament, whether what has been done for former years can not be done for people who fly the British flag?" Here the speaker was loudly cheered.

Should Not Hesitate. Continuing, Sir Wilfrid urged that the British parliament should not hesitate to assist the all-red route. He referred to the governors-general, he said that Canada had been most fortunate with all its viceregent, in the loyal peroration he declared that while he loved the British Isles one place took first place in his heart—Canada, covered by the British flag (Loud cheers).

Augustine Birrell, in responding to the toast, "Our Guests," proposed by Donald McMaster, expressed the hope that Ireland, which lay across the emerald isle, might not be left out of any scheme for its advancement. It was not for him to express any opinion, but if County Mayo, for instance, could be brought within three and one-half days of the glorious Dominion across the Atlantic, it would be a great thing for Ireland and a great thing for the empire.

T. P. O'Connor, M.P., also responded, indulged in the dream of a great free trade government, and declared that the greatest security for the unity of the empire was the full liberty of its component parts, with the health of the chairman, eloquently proposed by Lord Tweedmouth.

After the dinner Lady Strathcona held a reception. Press Opinions on the All Red Route. (Canadian Associated Press Cable). LONDON, July 1.—The Daily News, which voices the opinions of the more extreme Radicals, publishes a "somewhat alarming rumor" to the effect that the government is "seriously considering a request for a subsidy for the all-red route." It says it is seriously suggested that a free trade government, if elected, upon economy, should spend £1,000,000 a year upon this proposition, an extravagant scheme. The News declares no one knows the pay would answer for the division if such a proposal were brought forward in the House of Commons.

The Morning Post editorially assures Sir Wilfrid Laurier that public opinion here is steadily settling in the imperial direction he desires, but for the moment it must be confessed the prospects are none too bright for the all-red route. The Liberal Impetualists, Chronicle hopes the government will assist in carrying out the all-red route.

DROWNED WHILE BATHING. ST. HYACINTHE, Que., July 1.—A young boy, aged 15, son of J. H. Mailloux, was drowned while bathing this evening.

HORSE V. ENGINE IN 5-MILE RACE

Runaway Equine on Railway Tracks Finally Falls Thirty Feet Into River.

Chased by a locomotive for five miles, crossing half a dozen trestle bridges and finally tumbling from one 30 feet into a river bed, and emerging with one cracked rib and the loss of four shoes—that is the record that was made by an ordinary every day sort of a horse yesterday.

One Pendrake is a poultry farmer in Davisville. Driving near the Don River, he was tempted by the "wagging waters and Taylor's Dam and went in for a swim, in the meantime hitching his horse and tying it to a nearby tree.

One of the Canadian Northern Ontario trains, northbound and shrieking enthusiastically, came along and scared the equine, which, with a sudden jerk, broke loose. Curiously enough it took the railway track for its speedway and sped away with the train in close pursuit. Along the ties and over trestle bridges galloped the beast. Several times its legs went down between the bridge and the ties and once it fell into the water. Twice the engineer slowed up and attempts were made to catch the excited horse, but in vain.

Finally, after five miles had been covered, while crossing a trestle bridge, the horse swerved, stumbled and fell over and splashed into the river 30 feet below. There was enough water to break the fall—and the horse landed comparatively unharmed.

ROUND UP 14 YOUTHS IN EARLY MORN GAME

Posse of Parkdale Police Break Up an Alleged "Crap Game."

There were sounds of revelry by night in a hayloft in rear of 225 Sorauren-avenue at 2:45 o'clock yesterday morning. This attracted the attention of Police Recruit Smith, who prowls that beat in the wee small hours. He secured reinforcements. Approaching the humble structure by means of a lane P. S. Hines, Acting P. S. Dent and Recruit Smith pounced upon their prey.

The roster of the pinched fellows: Samuel Leeson, 15 years, 225 Sorauren-avenue; Ernest Kemp, 20 years, 12 Fern-avenue; John Darrell, 17 years, Norfolk-place; Abraham Staunton, 24 years, Rideau-place; William Goddins, 20 years, 225 Palmerston-ave; Harry Thompson, 17 years, 48 St. Clarens-avenue; William Pierce, 18 years, 77 Garden-avenue; William Nescott, 19 years, 20 Fuller-street; John Collins, 22 years, 55 Lansdowne-avenue; Robt. McLean, 20 years, 64 Lansdowne-avenue; John Brennan, 24 years, 14 Rideau-place; Samuel Shea, 19 years, 59 Garden-avenue; Thomas Griffin, 28 years, 27 St. Clarens-avenue; William Scott, 20 years, 35 Howard-place.

REPORTS OF DETECTIVES EVIDENCE FOR HAYWOOD

One Wrote That He Was Going to Get Him in Trouble With Men.

BOISE, Idaho, July 1.—The defence in the trial of William D. Haywood began the second week of direct examination of its witnesses, and to-day, Morris Friedman, the young man who was at one time the stenographer in the Denver office of the Pinkerton Detective Agency, was recalled to the stand.

The first of the detectives' reports show that R. operative named A. W. Gratas handed the Federation relief funds at Globeville during the strike, and that Gratas cut down the relief in order to create sentiment against Haywood. The succeeding reports dealt with the Federation convention in Denver in May and June, 1904, the actions and sentiments of the miners and the proceedings of the district convention of the United Mine Workers of America, in Colorado, in 1903.

Gratas, in order of his reports, wrote that he had told the men the strike would continue for a long time, and that unless it was ended by fall the union probably would have to give up. After telling of his intention to carry out his instructions to cut down the relief, in an effort to cause dissatisfaction among the men, Gratas wrote: "I will put the blame for not giving relief on William D. Haywood, by saying that I carried out his instructions."

BIG EARTHQUAKE SOMEWHERE More Severe, Comparatively, Than the Shock Which Destroyed Kingston. WASHINGTON, July 1.—The coast and geodetic survey service reports that an earthquake was recorded at the Cheltenham, Maryland observatory this morning, beginning at 8 hours 15 minutes and 53 seconds and lasting an hour. The principal disturbance was from 8.22 to 8.25 o'clock, the largest motion being in a north-south direction. The shock was comparatively greater than that at Kingston, but not so great as the San Francisco earthquake.

Who is J. W. Burns? A brown leather card case thrown away by the quartet of circus followers arrested a week ago in Peterboro, charged with picking pockets, was given to Inspector Duncan by a Peterboro police official. Identification of "J. W. Burns" and containing cards bearing addresses in this city, also several small photos taken here.

Oscar Hudson & Company, Chartered Accountants, 6 King West M. 4987.