

DECEMBER 7 1910

**FOR SALE**  
Large detached residence, near Queen's Park, contains twelve rooms, good heating and plumbing, lot 52x100.  
**H. H. WILLIAMS & CO.**  
88 King St. E., Opp. King Edward Hotel.

**PROBS:** W. and N.W. winds; colder, with light local snowfalls, but mostly fair.

**THE TORONTO WORLD**  
FOURTEEN PAGES—THURSDAY MORNING DECEMBER 8 1910—FOURTEEN PAGES

30TH YEAR.

**OFFICES TO RENT**  
Quebec Bank Building, singly or en suite; newly remodeled.  
**H. H. WILLIAMS & CO.**  
88 King St. East - Toronto.

**Beautiful**  
Tie up to it. Remedy of it. Then act for the lady already a factor in the com.

**Price of One**  
ear \$1.50  
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wear to go at half price. Our broken lines of cotton underwear, as Britannia, St. and winter weight velvet ribbed underwear, be here sharp at \$1.25 and \$1.50. To .49

of Suspenders, one Garters; a most These are easily .59

Garters; hundreds; new patterns and Christmas boxes. Your .25

and House Coats with Robes, in handsome, blue, green and red and girdle 5.50

made from all-wool Australian, in rich drapes, showing neat stripes with girdle 6.75

Dressing Gowns, effect; the shades are floral designs; cut long with fancy silk cords 36 to 44. 10.00

Smoking Jackets; a medium plain grey and in the latest single cuffs, made from cord on edges, 5.00

25 per cent. off to everyone these. Though the winter should be boots as we offer day's selling. 3.48

black box calf, black vealate kid lined, chrome Goodyear welt sole wearing. All 3.48

Christmas stockings were a pair ready for the emptied. Of course in Montreal. Holiday can a considerable

Appers, American pat from black and chag; hand-turned sole Thursday. 1.49

paper at Less

values below cost. Rooms and bedrooms, magpies, greys, reds. .21

22

23

ries  
Choice Sugar Cured Ham, single brand, 3 tins 25c, 2 lb. jar 25c. One can Choice Red Salmon, White Beans, 6 lbs. 25c, Macaroni, 3 packages 25c.

tea anywhere. Thru

**14 DAYS MORE**

# The Toronto World

## Street Cars Stoned for Hours After Massey Hall Meeting

### CITIZENS PROTEST FOR INSTANT RELIEF FROM TYRANNY OF STREET R'Y CO. AND JUDGMENT OF ONTARIO R'Y BOARD

**Mayor Geary and Other Leading Citizens Tell of the Injustices Forced Upon the Public, and Demand That They Shall Cease.**

**"PUBLIC TOO DOCILE" WAS MAYOR'S REMARK**

In the civic history of Toronto it is doubtful whether, with the possible exception of the meetings in support of hydro-electric power, has a popular demonstration been held which was marked by so strong an expression of undivided sentiment as that in Massey Hall last night, with denunciation of the street railway's latest assertion of its powers as the theme and inspiration. Impressive as was the large assemblage the fact that several thousand citizens were unable to gain admittance, emphasized further the extent of the popular uprising.

A significant note was struck by more than one speaker. Controller Spence, looking beyond the immediate grievance, that of the P-A-Y-E car, announced that the acquisition of the railway by the city and its municipal operation, was the only far-reaching remedy. The sentiment was echoed by the Controller, Church, W. K. McNaught, M.L.A., and W. F. Maclean, M.P., and more or less distantly suggested by other speakers, who admitted that, with the railway retaining its franchise, there was no hope of a satisfactory service. That the declarations met the full sympathy of the audience, was attested by the spontaneous applause which greeted the advocacy of public ownership which was received.

While it was essentially a masculine assemblage, the feminine element was not lacking, and the occasion produced its hero in the person of Augustus Stove-Guilch, whose plea for the right of women to be fairly treated by the railway, was of all appeals most sure and certain in its response.

With such a gathering it was apparent early that the mayor's resolutions calling for a fresh application to the Ontario Railway Board to compel the railway to discontinue the pay-as-you-ride system until properly equipped cars were provided, would carry with the irresistible sweep of a cataract. And it truly did.

To-morrow morning the Ontario Railway Board will be face to face with a crisis such as it has never yet been called upon to encounter. The city's application will stand behind it the weight of such stalwarts in the confidence of Sir James Whitney, as Hon. Thomas Clafford, Hon. W. F. Maclean, M.L.A., and W. D. McArthur, M.P., and the mass of an irresistible force something is bound to happen.

**Oratorical Platform**  
The first to appear on the oratorical platform were Ald. DeLoach and Weston, whose hearty was the applause, but the real oration was reserved for Mayor Geary, whose entrance a moment later was hailed with a tumult of applause and cheering. His worship took the chair and soon found himself the centre of a group of parliamentarians, prominent citizens and nearly all the members of the city council.

The mayor said he did not propose to go into details of the long continued ill-treatment of the citizens by the street railway. Nineteen years ago the company had got its charter and the people had been captives ever since. It had appeared that the city had something to say with its own council had shown otherwise. It had seemed a short time ago as if better times were in store for the Ontario government had enacted legislation that was supposed to be a bulwark thrown around the citizens, but the outcome had been disappointing.

The mayor cited the powers given the railway board, including the right to determine equipment and appliances. It was perfectly clear that the whole situation had been left practically unchanged in the hands of the board.

**The P. A. Y. E. System.**  
The company had had under consideration for a year the pay-as-you-ride system.

"It was designed for the convenience of what Mr. Fleming calls the dear public," commented the speaker, while derisive laughter and applause sounded, "but to-day the company is in no better position to begin that system than when he began talking about it. But for some occult reason he has elected to do what the public would feel the discomfort the most," declared the mayor.

So self-assured was the railway that before its orders had been approved, it had put them into effect. H. L. Drayton, whose efforts in behalf of the public there, was every possible means to convince the board that the changes should not be carried out at the present time, but without success.

So arrogant was the railway that on the eve of its application, it had asked a rider so that the trailers could be bolted up and ingress and egress allowed only by the rear door.

**Demonstrated by Charts.**  
With the aid of large charts, the mayor gave a visual demonstration of how the system worked.

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The second showed an "open" P. A. Y. E. car, with a broad platform built to accommodate three or four people abreast and big enough for 50 people at a time, and called off so that per-

### UNIONIST TURN IN SINGING OF PENDULUM

**Made Six Gains in Yesterday's Polling Against One Each for Liberal and Labor—A Turn-over in Plymouth Gains Unionists Two Seats—Cardiff a Notable Gain—Beresford Unbeatable.**

**How the Parties Stand.**

Government Coalition	128
Liberal	28
Nationalist	28
Labourites	28
Total	192
Unionist	170

**UNIONIST GAINS.**

Cardiff  
Bridgwater  
Plymouth (two seats)  
Lancashire (Newton)  
Leicester (Belton)

**LIBERAL GAIN.**

Tower Hamlets (Stepney)

**LABOR GAIN.**

Tower Hamlets (Bow and Bromley)

**INDEPENDENT NATIONALIST GAIN.**

Cork City (Tuesday)

LONDON, Dec. 7.—The Unionists secured six gains in yesterday's pollings, and suffered a loss of only two seats. They thus return to the position held previous to yesterday's voting. The Unionist total gains for the last four days are eighteen; the Liberal gain eleven, and Labourite four. The O'Brienites (Nationalists) hold five seats.

The most notable Unionist victory was in Cardiff, which has gone Unionist only once in a quarter of a century. This victory was largely due to the personal popularity of Lord Clifden-Stuart, who overcame a Liberal majority of 1555, winning by 280, and the withdrawal from politics of the old member, D. A. Thomas, who was replaced in the Liberal interest by Sir C. Hyde.

**Won Both Plymouth Seats.**  
There was an even greater surprise, however, in the carrying of Plymouth by Waldorf Astor and A. Shirley Bonn, John Burns' old opponent in Battersea, who took Sir M. Durand's place as the running mate of the young Anglo-American. They put up a good team, and the work that Mr. Astor had done in the constituency was shown in his success in replacing C. E. Wood, the financial secretary to the war office, who is the first minister to be defeated. The Unionists also captured the Melton division of Leicestershire, and their other two gains were made from Labor. Duncannon was contested by Unionist until 1906, returned to the fold, and Viscount Wolmer re-captured Newton, in Lancashire (G. W.), which Labor had held in two parliaments.

A most everywhere in the county the Labourites and Liberals voted, and the Unionists are more pleased with their gains here than anywhere else in the country.

The government gets some comfort from London, all the districts of which are now polled. To-day the Liberals are asking what the government will do, if it has to face a stronger Unionist opposition, with a strong fighting force of Irishmen on its flank. The fight between O'Brien and Wm. Redmond, the strongest candidates of the respective factors of the National party, to represent Cork City, resulted in a sweeping victory for O'Brien, who not only heads the poll with a majority of 83, but takes with him to the house of commons Maurice Hesley. A together 64 members were voted for to-day, but only 36 results were announced.

**Balfour Admits Defeat.**  
Speaking at Wrexham this evening.

Continued on Page 7, Column 2.

**Porcupine Bulletin**

FORCUPINE, Dec. 7.—The road from Kelso will need another foot of snow before heavy machinery can be handled over it. Forty freight teams are daily coming thru. Things are moving rapidly; fifty buildings under construction in each of the three towns; almost every claim is being copiously prospecting, and is making good. The recently reported find in Langmuir transpires now to have been made in Thomas, near the Lanmuir line. Daily coming on the Smith's Veteran has shown up a thirty-five foot lead of gold quartz, carrying considerable gold. This is the first message over the phone for many months. It is now in first-class working order, having been entirely reconstructed. Patrons will now get at once a good telegraphic phone service, connecting with the T. & N. O. at Matheson.

### THE RESOLUTIONS ADOPTED AT CITIZENS' MEETING.

That this meeting of citizens records the emphatic protest against the Toronto Railway Company's disregard of the convenience and safety of the public, and its high-handed exercise of arbitrary power, in attempting to enforce regulations which cannot be carried out without annoyance and danger to passengers, most of the company's cars being unsuited, and the car service insufficient, for operation of the pay-as-you-ride system.

That this meeting earnestly urges the Railway and Municipal Board to rescind the order approving of the Toronto Railway Company's bylaws, which have caused so much discomfort, danger and annoyance to the citizens, and calls upon the board and the provincial government to take whatever action may be found necessary to immediately stop, and entirely prevent, any recurrence of the indignity and inconvenience to which so many citizens have been subjected.

That the railway company's unreasonable exercise, to the public disadvantage, of the power delegated to it by the Ontario Legislature, clearly shows the danger of entrusting a private corporation with such authority, and in the interests of the rights and comfort of the people, that legislation ought to be repealed.

That copies of these resolutions be forwarded to the Toronto Railway Company, the Railway and Municipal Board, and Sir James P. Whitney, premier of the province.

### 8 ARRESTS, MANY INJURED

"If the people were not so docile, there would have been brasses of the peace before this, in their exasperation, the people may be said to be in a state of lawlessness, which I would rather see not permitted."

"I want to know whether the people are prepared to let down and stand for this thing indefinitely."

—MAYOR GEARY.

**ARRESTED**

GEORGE JONES, 185 Beverley street, aged 30, lively stable employee; following stones at King and York streets.

ARTHUR OUBERT, 18 years, 70 Lombard street, laborer; threw brick at pass wagon at Queen and Yonge streets.

ARCH BODDY, aged 22, 113 Bolton avenue; pulled out trolley pole at Queen and Queen streets.

CLAS SMITHSON, aged 21, 533 Christie street; throwing stones, Queen and Yonge streets.

SAMUEL PRINCE, aged 18, 18 Braithwaite street, throwing stones, Queen and York streets.

WILLIAM BLOUNT, aged 22, 42 Oak street; throwing stones, Queen and Yonge streets.

WILLIAM LALAN, aged 23, 72 Arthur street; throwing stones, Queen and Yonge streets.

FRED ALLEN, aged 30, 317 East Gerrard street; throwing stones, Queen and Sherbourne.

**INJURED**

WILLIE COPELAND, aged 13, 588 St. Andrew street; nose and cut lip, at Queen and Yonge streets.

ALLEN MARTHUR, aged 32, 33 Devonport road, two stitches in head.

WILLAS ATKINSON, aged 37, 114 Wellesley street, three stitches in head.

ALLEN LOVE, aged 23, 8 Barr street, two stitches in head.

GEORGE HAINCHEN, aged 25, 54 West Charles street, street car conductor, bruised face.

DAVID STEINHAUFF, aged 20, 169 Niagara street, cut head.

**POLICE.**

INSPECTOR CUDDY, hit by brick on chest, Queen and Yonge streets.

PATROLMAN SERT GRIFFITHS, cut jaw.

P.S. BOND, hit by brick on shoulder.

P.C. RAINY (256), struck on jaw, sent home.

P.C. ANNE, struck on chest.

P.C. GRIGG, nose and face bruised.

P.C. HAVITT, mouth injured.

P.C. HOLMES (189), shoulder and nose injured.

PROBATIONER SMITH, cut face.

### RIOTERS ATTACK AND STONE CARS AND FOR 2 HOURS DISORDER REIGNS OVER LARGE SECTION OF THE CITY

**Climax to the Protest Meeting in Massey Hall—Trouble Broke Out at Queen and Yonge and Lasted Till After Midnight.**

**8 ARRESTS ARE MADE LIST OF 14 INJURED**

The worst spontaneous riot in Toronto's history broke out last night to compass the sentiments of the city at large as towards the Toronto railway Co.

For three or four hours after the Massey Hall meeting had concluded, street cars were the targets for missiles that wreaked many windows in over a hundred cars and broke glass windows in a number of downtown stores, as well as in the offices of the Toronto Railway Co., at Adelaide and Victoria and at King and Church streets.

Six citizens had to go to St. Michael's Hospital for attention, due to injuries from broken glass and flying iron-ore, bricks and frozen earth, and eight policemen were also injured.

Eight young men were arrested for throwing stones or discharging trolley poles. They are charged only with disorderly conduct, as with the far more serious offence of rioting.

The disturbance, beginning at Queen corner, and then, as the crowds began to scatter, hewed back Church, Queen and York, and King and Yonge streets, and spread to nearby streets, Queen and Sherbourne and Superourne and Carlton streets. At 1:30 this morning a car was stoned at Queen and Bathurst streets.

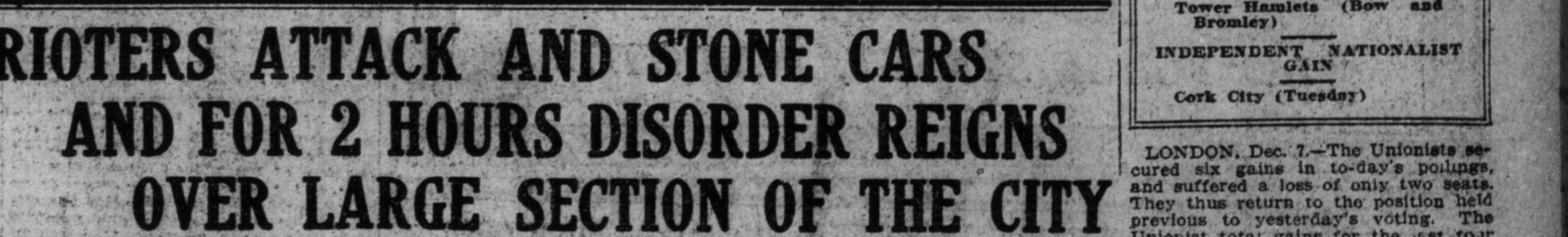
When the Massey Hall crowd emerged a crowd of about 4000, nearly all men, enthused by the address of the evening, were cut loose on Yonge street, and the "big public," as the mayor said, would suddenly become a raving giant and no extra police precautions had been taken, and, owing to the few streets of duty, no reserves were available in the station. Consequently, the crowd was for a while, almost immune from interruption, while they volleyed at the car windows. Unfortunately, little heed was paid to the passengers of the cars, and many women were in grave danger of serious injury. Not a few prostrated themselves on the seats to avoid the showers of stones.

Then when the police did begin to mass at Queen and Yonge streets, and to handle the crowd, they, for the occasion seemed to go about it in a much too gentle fashion. Certain it is, American police would not have hesitated to slam-bang with their clubs a great deal more freely.

Inspector Cuddy was the hero of an exciting incident at Queen and Yonge, when, after he had knocked out a rioter and was threatened by the crowd, he told them to back up or he'd draw his revolver. They fell back without further argument.

**Forerunner of Trouble.**  
Before 8 o'clock there was a forerunner of the later events, when a College car, southbound, failed to stop at Shuter street, where many of the passengers wished to alight, and was threatened by the crowd. Instantly the bell was rung and the car was stopped at so many places that it broke, while somebody managed to pull off the wire stopping the car, and putting it in lameness. In the

### UNCLE WILF: What's a gemmen ter do wid a fool mowl dat yo' caint coax an yo' caint cow?



### THE BIG PLAY OF TORONTO

The big thing in the policy of Toronto, Ontario, of the east, is improved transcontinental services with the west and the Pacific.

The parties of first importance concerned are: The Dominion Government and the Grand Trunk Pacific, The Canadian Northern, The Canadian Pacific.

The Canadian Pacific is big in the business now. It has one express train each way daily between Toronto and Winnipeg, via the short line, Toronto to Sudbury (the best piece of track on the system), and over the new double track between Port Arthur and Winnipeg. Sir Thomas Shaughnessy says this is to be increased by another train each way from Toronto to Vancouver—clean across the continent! That is going some, and means that the business between Toronto and these two cities of the west is growing rapidly. This is independent of the C.P.R.'s Montreal-western service by Ottawa. Furthermore, The World believes that the Toronto western expresses will run from North Toronto, saving an hour in the time and 140 feet of a climb. Other cut-offs and higher speed are promised.

As for the Canadian Northern they are planning also to start their new line from North Toronto and go out by Leaside and Duncan to Parry Sound and Sudbury. But they have a gap of 500 miles about Lake Superior. It is to fill in this gap before New Year's, 1912—two years! That Messrs. Mackenzie and Mann will devote their immediate energy. They see the importance of connecting Toronto and Ontario with Winnipeg and the west. They will have a surprisingly large amount of mileage in southern and eastern Ontario by the time they get the gap all planned. They believe in this Ontario-western business. They, too, have big plans for North Toronto, and lines leading therefrom to the east and to the west.

Most important of all are the plans of the Grand Trunk. The Dominion Government is urging the Transcontinental Commission to rush its contractors to completing the grading and rail laying from Cochrane to Superior Junction before Dominion Day, 1912. This unfinished division will carry nearly ten thousand men from now on in order to get it finished. Sir Wilfrid Laurier wants this as his big exhibit in the next election. It will be the fastest and most modern railway in Canada, and will do a big trade from the start.

There will be more business between Toronto and the west than even the three lines can handle!

And this is just one feature of the immediate railway development of Greater Toronto.

But three great transcontinental services out of Toronto must mean a lot to us all.

### ESTABLISHED NEW RECORD

**French Aviator Flies More Than 100 Miles in 10 Minutes 55 1/5 Secs.**

MEMPHIS, Tenn., Dec. 7.—Rene Barrier, a French aviator, established a world's record this afternoon, when he flew a distance in excess of sixteen miles in 10 minutes 55 1/5 seconds, thereby winning a prize of \$5000 offered by the Memphis Commercial Appeal for the flight.

Charles K. Hamilton, in his heavier biplane, missed "death by a half's breadth." In an exhibition flight he had reached a height of 200 feet, when his motor went dead. Then he started to glide, eventually striking the earth with a thump, his machine a wreck, but his bones whole. Painful cuts and bruises about his face and body, however, he retained as a memento.

**SUITABLE GIFTS FOR XMAS.**

The question of a suitable gift for Christmas giving is one that bothers many of us to-day. What about a fur garment of some description? Nothing better from any standpoint. It is always appreciated, and in Canada a fur tie or muff goes a long way towards making a cold day comfortable. The Dineen Company are showing some splendid designs just received from the workrooms. If you can't call, write for new catalog.

### MAY HAVE CAUGHT MINTOSH

**Young Man Arrested in New York on Suspicion.**

NEW YORK, Dec. 7.—A young man was arrested in New York this afternoon, suspected of knowing something of the theft of 400 half-signed notes of the Canadian Government currency. According to the New York police the notes were stolen while in transit from the government printing offices to the Traders' Bank of Toronto.

An ammonia pistol was found on the prisoner, he was held on a charge of carrying concealed weapons, pending investigation.

It is supposed the young man is Edward McIntosh, for whom a warrant has been issued. Ross Rogers of the "moving" party has not been informed of the arrest late last night.

**Chauncy O'cott Coming to the Princess.**

"Princess of Pallymore," Chauncy O'cott's new Irish comedy, is said to be the best in which he has ever appeared and has added new luster to the name of the author, Roda Johnson Young. "I Love the Name of Mary," "My Land," "In the Sunshine of Your Love" and "Mother Machree," are some of O'cott's new songs. The sale of O'cott's begins this morning.

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