

STRIKE BREAKERS VERSUS STRIKERS

Fought Battle in Hamilton and Many People Are Cut Up.

POLICEMEN NOW ARMED

Three Men in City Hospital Victims of Railway Accidents.

HAMILTON, Ont., Sept. 19.—(Special.)—When the strike-breakers employed on Thursday night by the Guest Construction Company reported for work at seven o'clock this morning, near the end of Ferguson street and King street, they were met by nearly 200 strikers. The men came to work in a body and a riot followed. Hundreds of men were thrown, and several were injured. No one was seriously injured, however. Pedestrians were ordered to seek shelter in nearby stores, and it is due only to the arrival of a band of ten policemen that more serious damage was prevented.

Before the masses about seventy-five policemen, employed on Thursday, York street, and West King street, marched in a body to Ferguson street, which they quickly closed off.

Controlled the Mob. Two policemen were previously detailed to prevent any trouble, but when the mob increased to about two hundred, the officers were unable to control the mob. One of the strikers was said to have hurled a brickbat at the policeman who was in the line, and another was said to have hurled a stone. The policeman who was the cause of the trouble was arrested, but Chief Smith is reported to have given instructions that if any more trouble occurred any policeman taken into custody should not be taken into custody.

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Sulzer Bows to Inevitable

ALBANY, Sept. 19.—(Can. Press.)—Gov. Sulzer today, for the first time, formally recognized the right of Lieut.-Gov. Glynn to exercise the prerogatives of the chief executive of the state pending the determination of the impeachment charges. On the advice of counsel a request for the extradition of a prisoner, received by the impeached executive, was turned over to acting Gov. Glynn.

hulton, stated that most of the criminals and degenerates in Canada were recruited from the class of children who were permitted to roam the streets at night.

Karl Lehmann, international field secretary, had something to say regarding church bazaars. He spoke as follows: "I don't believe in holding money shows, or bazaars, or church bazaars in connection with such things as church missions and making Christians lay in giving. There is only one way to raise money, and that is to put your hand right down into your pocket and take out the money. There is no other way."

Accidents on the Rail. As the result of being struck by trains last night and this morning, three men are at the present time lying in the City Hospital in a serious condition. In fact, one is not expected to live.

Major Alan announced today that experts would soon be hired to report on the advisability of doing away with the street lighting, which project the mayor said he would advocate. Also he had the most ardent worship said that he always expected criticism when an effort was made to change a city system.

Expect Recovered Consciousness. Major Alan announced today that two men, Ward and Miles, who were all asphyxiated by coal gas on Tuesday morning, are recovering on Locomotive street, and are expected to be discharged this morning.

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HOW TO PREVENT MANY ACCIDENTS

"Safety First" Movement Explained to Fifteen Hundred Railway Employees.

"As the result of ten years spent in investigating railroad accidents, it is now prepared to say that between sixty and seventy per cent. of preventable accidents are caused by unsafe practices and on the part of forty per cent. by unsafe equipment."

This statement was made last night by George Bradshaw, safety engineer in charge of an audience of railway men in Association Hall. The meeting was called by the Grand Trunk Railway Company for the purpose of introducing the system of "safety first" education which the company intends to establish shortly in their shops and yards.

In order that the meeting might be representative of as large an area as possible special trains were run from nearly every station and full fifty-five representatives of the industry were supplied to attend. Numbers of men took advantage of the opportunity and many of the employees of the road, as well as many of the employees had taken seats in the train.

Mr. Bradshaw in his address, which was illustrated by lantern views, Mr. Bradshaw explained the system of "safety first" education which the company intends to establish shortly in their shops and yards.

"There is a very serious branch of the service," he said, "a class of men who care nothing for the public interest, and nothing for the safety of the public."

"The problem of personal injury cannot be solved by the application of the most perfect equipment. It can only be solved by the application of the most perfect equipment."

"The most important part of a train is the men who are behind the machinery. It is the human element that counts most in railway work."

"It is to reduce the number of personal injuries among railway men that the company has endeavored to cooperate between the men and the officers of the company."

"Discipline is always a serious and unsatisfactory factor. It is so because the principle of it is wrong. Not till the man realizes that he is a part of the whole and that he is responsible for the safety of the whole can discipline be of any use."

"It is the intention of the company to take contracts for the dredges required to a Toronto firm within thirty days. This is in order that they may be in readiness for use early in the spring."

Undeterred by Canadian Government's Understood Intention to Erect Elsewhere.

EARL GREY CLINGS TO ALDWYCH SITE

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NEWS OF WESTERN ONTARIO

NEW INSTRUCTOR FOR COLLEGIATE

W. R. Bocking of St. Catharines Has Been Appointed at St. Mary's.

ST. MARY'S, Sept. 19.—(Special.)—The St. Mary's Collegiate Institute has appointed W. R. Bocking, M.A., of St. Catharines, as mathematical instructor for the term beginning this evening. A committee has been appointed to draw out plans for a new \$1500 gymnasium, including an assembly hall, to be submitted to the department of education at Toronto for approval.

Messrs. John Poole, S. J. Dunnet, Fred Cardwell, William Atkinson and M. Devey attended the installation at the office of D.D.G.M. of Huron district, A. E. A. M. Dr. Crawford of Vancouver, B.C., is the guest of his sister, Mrs. W. D. McLary.

The Young People's Society of St. Mary's gave a benefit concert to Bert Stricker, the injured lacrosse player, on Thursday evening last.

Mr. William Billings of the Royal Bank, Hamilton, has been transferred to Leamington.

Fred Teakley of the Metropolitan police corps, Detroit, who has been with the team week with his father, Mr. John Teakley.

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RIVAL RAILWAYS IN STATE OF WAR

Trouble at Galt Over Construction of Diamond Crossing on C. V. Road.

BRANTFORD, Sept. 19.—(Special.)—Some trouble occurred on the line of the L. E. and N. railway midway between Brantford and Galt today. A man named Johnston, who is one of the special constables sworn in by the Grand Valley Railway Company, is alleged to have interfered with some of the L. E. and N. workmen, and this afternoon General Manager Kellett, of the L. E. and N. called at local police headquarters to secure a warrant for Johnston's arrest.

Mr. Kellett refused to give out any information concerning the trouble, but from other sources it was learned that the special constable merely ordered the L. E. and N. workmen, who were foreigners, to stop work, claiming that they were trespassing on Grand Valley property. Although it is claimed by the other side that the men were on the right-of-way of the L. E. and N. and nowhere near the G. V. property, they promptly laid their tools, and Mr. Kellett ordered them to get out of the line this morning.

Mr. Kellett himself has a charge of trespassing to face in the Galt police court Saturday morning. He stated today that he was simply acting under an order of the Dominion Railway Board for the construction of a diamond crossing over the Grand Valley at Galt.

Local officials of Grand Valley say that the trouble was ordered from E. B. Stockdale, Toronto, to stop the work. Consequently Grand Valley employees were sworn in as special constables.

Before the trouble is finally settled it is stated that the Dominion Railway Board Saturday morning. He stated today that he was simply acting under an order of the Dominion Railway Board for the construction of a diamond crossing over the Grand Valley at Galt.

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MORE CAR LINES NEEDED AT ONCE

Ward Seven Residents Complain of Delay by Suburban Company.

EXTENSIONS WANTED

Floor and Dundas Lines Should Be Built Further Out.

When Ald. Ryding happened into the board of control assembly room yesterday morning he was surprised to see a number of his constituents from ward seven seated at the table and being carefully instructed by Controller Church upon methods for getting street railway accommodation nearer to their homes.

Ald. Ryding is a philosopher when things are going his way, but he can be very aggressive when others butt in on his preserves. He looked at Controller Church with a stern expression and enquired if the aldermen of ward seven had been notified that a deputation from that ward would wait upon the board of control that morning.

A reply to Ald. Ryding's enquiry was lost in the general disclaimer of Controller Church and the deputation of any intention of ignoring the aldermen of ward seven. Ald. Ryding was not convinced that he and his constituents had not been informed. Controller Church kept on being busy in directing the deputation, but Ald. Ryding finally broke in and informed the deputation that Ald. Anderson and he had been and were giving every attention to getting the ward seven transit service at the earliest possible moment.

They Want Sewers. The deputation conceded that ward seven is tied up with a street railway franchise, but they wanted to know if the city is ready to put down sewer lines on Annetta and Pacific avenue at once, so that the Toronto Suburban Railway Company could lay its rails on these streets and give an outlet to Bloor street.

Controller O'Neill was at the informal meeting. He asked if the company had the rails ready to lay if the city sewered the streets and constructed the roadbed for the railway.

The deputation admitted their doubt that the company had even ordered the rails yet.

Someone asked if the residents of ward seven are willing to pay a five-cent fare to the Toronto Suburban Co. and another five-cent fare to the Toronto Railway Co. and Pacific avenue, and were the Toronto Suburban to build on Annetta street and Pacific avenue. The aldermen indicated that the people would walk the distance they now have to walk rather than pay two fares to get down town.

Cancelled the Charter. Then Controller Church urged that a big deputation from ward seven go to the provincial railway board early in the morning and demand that the Toronto Suburban be ordered by that board to lay their rails at once on Annetta street and Pacific avenue, and that the board would not give the order, then that the deputation demand that the city council go to the next legislative session and demand that the Toronto Suburban be cancelled, so that electric lines could be laid on those two streets.

The deputation knew that the railway board had already ordered the Toronto Suburban to lay rails on those two streets and that another appeal to the board would be superfluous. They fell in with Controller O'Neill's suggestion that Corporation Council be first seen about the advisability of a big deputation going to the railway board. Controller Church had to acquiesce in this decision.

At this stage of the proceedings Mayor Hocken entered the room and the deputation gathered around him and told him what had been going on.

Build Civic Lines. "The legislature is not likely to take away the charter of the Toronto Suburban," Mayor Hocken said. "If the company will not lay their rails, then the city will have the right to go ahead with civic car lines there. Any delay by the Toronto Suburban in carrying out the order of the railway board is not the city's fault."

The deputation then retired, but before one of them had stated that the operation of car lines on Annetta

street and Pacific avenue would not be of any advantage to ward seven, and that what the ward needs is the extension of the Dundas and Bloor street lines. With these two lines and the lake shore line, ward seven would be well served with rapid transit facilities.

STUDENT DAY TODAY.

Rev. Griffith Thomas to Speak at Dunderburn Heights.

Today is Student Day at Dunderburn Heights, 850 West St. Clair avenue, and all wishing to attend the social service and missionary lawn meetings are cordially invited.

A special program has been arranged for the 2 p.m. meeting when Rev. M. E. Griffith Thomas, including beautiful pictures reproduced from water color studies in color.

See this beautiful book that would sell for \$4 under usual conditions, but which is presented to our readers for SIX of the above Certificates of consecutive dates, and only the

Regular octave sheet text matter practically the same as the \$4 volume used in the volume contains only 10 photos.

This book would sell at \$2 under usual conditions, but is presented to our readers for SIX of the above Certificates of consecutive dates, and only the