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NAVAL BILL KILLED IN THE SENATE ONE BOLTER FROM EACH PARTY VOTE REACHED AFTER MIDNIGHT

Motion of Sir George Ross That Mandate of People Be Secured Before Proceeding Further Carried by Majority of Twenty-Four—Senator Montplaisir Votes With Liberals and Senator Ellis With Conservatives—Sir Mackenzie Bowell Makes Vigorous Imperialistic Speech.

OTTAWA, May 29.—(Special).—As anticipated, the naval bill was killed in the senate tonight by the adoption of the amendment offered upon the second reading by Sir George W. Ross, declaring that the bill should not be proceeded with until the people of Canada had expressed their judgment.

VOTED AFTER MIDNIGHT

The debate was resumed at the afternoon session and continued until well after midnight. Mr. E. D. Smith smashed all senatorial precedents by participating in the debate.

BOWELL'S STRONG APPEAL

One of the best speeches of the entire debate was delivered by the veteran statesman, Sir Mackenzie Bowell. "At Trafalgar," he said, "the message was flashed to loyal British subjects that 'England expects every man today to do his duty.'"

VIGOROUS SPEECH APPLAUDED

The floor and galleries of the senate were crowded in anticipation of the final struggle upon the naval aid bill, and his colleagues, irrespective of party, applauded the former prime minister upon the conclusion of his speech. It was a vigorous effort, a speech occupying nearly two hours, which would have done credit to a man sixty years younger than Sir Mackenzie Bowell.

No Mandate Yet

Senator Legris resumed the debate on the naval bill. He challenged the statement of the government leader that the government had a mandate for this measure.

"In no shape or form was this the case," said he. "It was carefully hidden from the electors and no mention of it was made by the leader of the government or the leader of the opposition in their manifestos."

Quoted Telegrams.

Not in Quebec alone were the people opposed to a naval policy until they had been consulted. There were ridings in Ontario where the people had taken the same view of it and it had been recognized. In support of this contention he read the following telegram:

"Mattaia, Ont., Sept 8, 1911. 'I certainly am opposed to reciprocity pact and the naval policy of the government, and will support a request for repeal of naval policy and a referendum to the people, no matter who is premier.'

Senator Cloran: "Who is George Gordon?" Senator Legris: "I believe he is the man who was elected to represent Nipissing, and who is now a member of the senate."

Senator Legris read a similar telegram signed by R. W. Smythe, M.P., for Algoma. He did not want to be disagreeable, he said, but merely read the telegram in order to show that in Ontario as well as in Quebec there was a feeling against the navy without a referendum.

Not One-Sided.

Senator Legris said that Canada had

EARLY ELECTION MAY BE RESULT

Government Supporters Indignant Over Senate's Action, Eager to Accept Challenge Given.

OTTAWA, May 29.—(Special).—When the final vote on the Sir Geo. Ross resolution killing the naval bill was recorded, Hon. Bruno Nantel, minister of inland revenue, stood behind the speaker's chair and many prominent Conservative members of parliament were also present.

A good many other people are asking this question of the government. While the action in the senate was anticipated, it does not seem to have been thoroughly discounted. The large crowds in attendance and the talk in the lobbies indicate that many supporters of the government were not seized of the situation.

These men tonight are mad thro and thru, and there is among them an unmistakable disposition to pick up the gauntlet. Indeed if redistribution was a thing of the past instead of the thing of the future there would be a tremendous pressure brought upon the government to appeal at once to the country.

Dr. Fisher is Ill

The many friends of Dr. Edward Fisher, director of the Toronto Conservatory of Music, will regret to learn that his illness has taken a very serious turn and the attending physicians entertain little hope of his recovery.

PARCEL POST TO BE EXPEDITED IN HOUSE

Pelletier Rather Discomfited by Announcement That Bill Will Go Thru This Session Unless Liberals Obstruct—Will Expend Fifty Millions on Welland Canal.

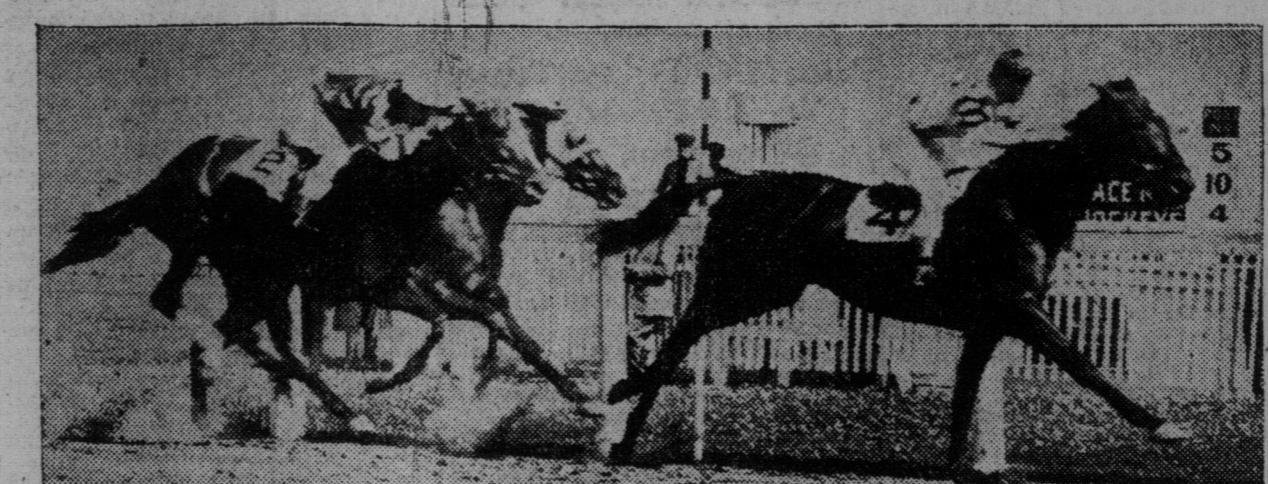
OTTAWA, May 29.—(Special).—There was an attempt today by Hon. Rodolphe Lemieux to do some clean skating in a political way about the proposals of the government to establish a parcel post. Upon the orders of the day this morning, he asked Mr. Rogers, who was then leading the house, whether or not it was true that Mr. Pelletier had resigned as postmaster-general, and, if so, who would be designated as the sexton for the burial of the parcel post.

LONDON, May 29.—(Can. Press).—The treaty of peace between the Balkan allies and Turkey, which will be known as the Peace of London, will be signed at noon tomorrow at St. James' Palace unless some unexpected hitch occurs.

Fifty Millions for Canal. Mr. Cochrane put thru estimates for his department today aggregating nearly thirty million dollars, and providing for the completion of the national transcontinental and further work upon the Quebec bridge and the Trent Valley Canal.

Welland Canal Plans. When an item was reached appropriating the sum of \$2,000,000 for the Welland Canal, Mr. German enquired if the canal was to cross the Welland River.

FINISH OF THE MAPLE LEAF STAKES



Sarolta has crossed the finishing line a length in front of Lindesta (No. 5), and Ondramida. By the picture, Ondramida, on the inside, looks to be second.

Three Thousand Wait on Pontiff

ROME, May 29.—(Can. Press).—Three thousand persons were admitted to the presence of the Pope in the court of San Damaso this evening. The pontiff stood in the central balcony of the first Raphael loggia above the fountain erected by Pope Innocent. He was surrounded by archbishops and bishops, among the number being Archbishop Noul of San Domingo, formerly president of that republic.

PEACE TREATY SIGNED TODAY

Ceremony Expected to Take Place at Noon—Strife Among Allies Now Feared.

LONDON, May 29.—(Can. Press).—The treaty of peace between the Balkan allies and Turkey, which will be known as the Peace of London, will be signed at noon tomorrow at St. James' Palace unless some unexpected hitch occurs.

Irish contingent, consisting of five cabin and 75 steerage passengers, left Quebec at noon to meet the Haverford. News of the accident was delivered to the tugs conveying them to Roche's Point, and they were the first to reach the Haverford and give assistance.

DEMAND RELIEF FOR DEPOSITORS

Some Conservative Members May Oppose C. N. R. Subsidy if Bank Victims Are Not Indemnified.

OTTAWA, May 29.—(Special).—It is known that there was another conference of Conservative members last night from Ontario districts affected by the Farmers' Bank failure, and it is said that the meeting was addressed by Hon. T. W. Crothers and Hon. J. D. Reid, Attorney Weldon of Lindsay, representing the depositors, and William Laidlaw, K.C., of Toronto, representing the shareholders, are to be here tomorrow.

An Ontario Conservative M.P. is responsible for the statement that the Canadian Northern subsidies may be held up by some of the government supporters in the Farmers' Bank zone unless some relief is granted. The proposition is to reimburse the depositors for their losses without interest, amounting to about one million dollars, providing they indemnify the shareholders against the enforcement of their double liability.

THREW LIFELINE MADE COUPLE HAPPY

Author of Famous Hymn Officiated at Wedding of Light-house Keeper.

Special to The Toronto World. ROCKLAND, Maine, May 29.—Because he wrote the hymn "Throw out the Lifeline," the Rev. E. S. Lford, pastor of Galesburg Temple, was today called to officiate at the wedding of Alonso Maker, for thirty-five years keeper of the Whitehead life-saving station, and Fannie Philbrook.

STEAMER HAVERFORD ON ROCKS ALL PASSENGERS TAKEN ASHORE LINER IN PERIL OF FOUNDERING

During Dense Fog American Boat-Outward Bound From Liverpool With Nearly a Thousand Persons Aboard Struck Rocks Off Cork's Head—Wireless Brought Aid From Queenstown.

QUEENSTOWN, May 29.—(Can. Press).—The American line steamer Haverford, which sailed yesterday from Liverpool for Philadelphia with 134 cabin and 850 steerage passengers aboard, went on the rocks westward of Cork's Head this afternoon while feeling her way cautiously in a dense fog.

The wireless again demonstrated its efficiency. By its aid what might have been a disaster was converted into a mere accident. Within a few minutes the ship was in communication with Queenstown. Her position and needs were explained. First aid in the form of great tugs which ply between the port and passing liners with passengers and mails were going to the rescue as fire engines respond to an alarm.

Before dusk all the passengers with light baggage had been safely brought ashore at this point. The company has arranged to forward them to their destination. When the last passenger was taken off, there was fifteen feet of water in the forehold of the vessel. Most of the passengers thought that the position of the Haverford was hopeless because of the big hole in the forward compartment. But shipping men are most optimistic and an attempt will be made by the aid of powerful tugs to tow her off at high tide at midnight. Pumping and salvage gear are already on the way from Liverpool.

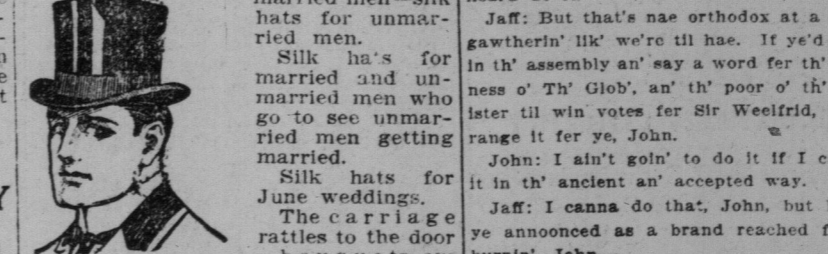
The admiralty station received the first message of distress, which it transmitted immediately to the American office, and at the same time despatched the big government tugs Heleppent and Stormcock to the liner's assistance.

The company's Queenstown agents soon afterwards sent three of the Clyde Shipping Company's tugs, which with the tender, immediately to the American passengers who expected to board the Haverford under command of Captain Smith, soon arrived at the scene of the accident. Thus the stranded vessel was in a short time surrounded by a fleet.

Anxiety, But No Panic. There was considerable anxiety about the American liner as she was shrouded in the densest fog, but nothing resembling a panic. The officers, however, wasted no time and had 400 of the passengers aboard these tugs before the Heleppent and Stormcock arrived. The transfer was made in perfect order. Quarters were found for the shipwrecked people, the cabin passengers being housed at the large hotels and the steerage passengers in the smaller hosteleries. The captain and crew remained on the ship.

The heavy baggage of the passengers is likely to be lost if the ship breaks up. When the passengers were ordered to debark, one of the women refused to leave until her husband was brought up from below.

Silk Hats for June Weddings. Silk hats for married men—silk hats for unmarried men. Silk hats for married and unmarried men who go to see unmarried men getting married. Silk hats for June weddings.



floor—he lifts his hat—her feelings choke her, and all the guests throw taploca. Two a Dineen Silk Hat—sole agents for Henry Heath & Sons of London, England, hat makers to English royalty. Dineen's—140 Yonge street, corner Temperance. Established 1864. Leather Suit Cases, Hat Boxes, Club Bags, Umbrellas, Raincoats.

CATTLE, GRAIN ON UNITED STATES FREE LIST?

Sub-Committee of Senate Is Understood to Have Decided on Step so as to Give Uniform Treatment to Raw Materials and Their Products.

WASHINGTON, May 29.—(Can. Press).—Whether to put cattle, wheat, and oats on the free list or to put a duty on their products is one of the absorbing problems of the senate finance committee just now in revising the Underwood tariff bill for senate consideration.

Senator Simmons, chairman of the committee, John Sharpe Williams, chairman of the sub-committee, handling the agricultural schedule, and Representative Underwood, chairman of the house ways and means committee, discussed the matter with President Wilson today. The president is reported to have agreed with Senator Williams and Senator Simmons that the raw materials and their products in the agricultural schedule should be equalized in the bill, instead of placing raw products on the dutiable list and making meats and flour free as in the bill at present.

Whether the president agreed to free listing of the raw materials or argued that the agricultural products should be made dutiable in conformity to the Underwood rates on raw materials was not disclosed after today's conference, but Democratic senators were resigned to the possibility of a conference that all these articles would be placed on the free list. They were also generally in accord with the definite announcement by Senator Simmons after his conference with the president that the five per cent. tariff discount on imports in American ships would be stricken from the bill.

Representative Underwood and other house leaders, however, are not satisfied that the discount conflicts with treaty provisions and they are expected to make a fight to have the clause reinstated when the bill reaches conference. Free wool and free sugar as provided for in the Underwood bill might be regarded to be in a stronger position than ever, and the tightening of the strings on these administration measures is reported to be the target to President Wilson's recent attack on the efforts of lobbyists to change the sentiment as to these schedules.

"DOCTOR, YOUR AUTO IS BEING BURNED"

And "Doc" Jumped From Witness Box to Help the Firemen.

"Dr. Harris, your auto is on fire!" This startling statement broke up the proceedings of an inquest at the morgue last night when Dr. W. H. Harris, of College street, who was in the witness box giving evidence, was told that his motor car, which he had left standing outside the building, was ablaze.

Seeing the blazing car the firemen of Lombard street fire station, which is only a few feet from the morgue, rushed out a line of hose and soon had a stream of water playing on the burning machine. This did not appear to have any effect on the flames, but finally one of the firemen exploded. The fire was at last put out by smothering the flames with some wet rags that were laid over the burning portion at the front of the car.

The auto, No. 3282, a four-passenger car, did not suffer greatly from the blaze as might be expected, and Dr. Harris was able to drive it to a garage.

IT ALL TAKES TIME. Toronto News: No one will deny that Canada owes a real debt to the enterprising men (Mackenzie and Mann) who have built railways across the country, thus rendering possible the development of the Dominion's resources and the peopling of its land. But there is now no doubt that a mistake was made years ago in practically building private railways with government cash, credit and land grants. With little more expense the same roads could have been constructed, owned and operated by and for the people. It is impossible to estimate the advantages that would have accrued to the nation, and particularly to the farming population, if the Canadian Northern or the Grand Trunk Pacific, or both of them, had been built as a public-owned extension of the Intercolonial to Georgian Bay, Lake Superior, the prairie provinces and the Pacific.