

MORE INSIDE HISTORY RELATED BY MURDOCK

Judge Robson Said To Have Talked of Resigning Since Last October—Hugg Letter Precipitated Tense Situation Behind Scenes.

James Murdock, whose announcement of resignation from the board of commerce on Thursday, was accompanied by the laying bare of sensational correspondence, was in the city yesterday and released for publication a letter sent by him to the Dominion cabinet on February 27. This letter, thrown light in quite a different manner on the events leading up to the resignation of Judge Robson as chairman.

As far back as October 11, he says, Robson told him "he did not expect to continue on the position long." On November 11 he again dealt with the possibility of resigning at about the same time as far as dis'ant." Early in December he again said he was going to leave the board soon, and then on January 16, in Toronto, while lunching, "suggested that we resign together."

"The judge, at this time, was very insistent that we could not be expected to consider small matters such as raising insurance rates, etc., and said that there was one important question further that we must get into, and that was the question of the resignation of Judge Robson. He said that he was going to resign and he suggested that it might be a desirable arrangement if we could all three resign together (at least as per controllers) and if thought desirable, as members of the board of commerce, no definite steps, however, were taken in this direction."

Anxious to Resign.

On February 18 Judge Robson suggested that the entire board should request an immediate meeting with the cabinet and that we should state our position on paper control to the cabinet and then resign. He also laid before me a four-page, closely typed, written letter, dated February 17, wherein he had tendered his resignation to the acting prime minister—giving many of the reasons for his disapproval of the intended workings of the act, under which the board was acting, and I told him that I could not agree with his views as outlined in his letter of resignation.

Serving on Paper Mergers.

On February 18, Murdock did meet the cabinet. On February 20, Lieut. Col. Perry Davidson, representing The Montreal Star, called on the board, re paper control, and then made reference to the fact that he was representing an old established English firm that had been asked to enter into a merger arrangement with a Canadian concern of similar manufacture, and that he wanted information as to a written order of the board, which had been instructed all combines or mergers of recent completion, or intended combines and mergers to make report to the board. The lieutenant-colonel expressed belief that it would be undesirable that the facts in connection with the concern he was interested in should be made public, and he wanted to know if he was really required by the order of the board to give to the board all of the essential facts in connection with the intended merger.

Judge Robson, to my surprise, once took the position that the lieutenant-colonel should not do so, and expressed ignorance of any such order having been issued.

"When he was shown a copy of the order signed by Mr. O'Connor and myself, he promptly and plainly told Lieut. Colonel Davidson that it was bad; and that it should not have been made, and that it would only tend to hurt business. I said to the judge: 'Surely this is not the place to discuss the propriety of that order,' and I then advised the lieutenant-colonel that he would, of course, be expected to send in to the board full and detailed information relative to the merger he had in mind, but that there would, of course, be no object in making public all of the facts."

The Hugg Letter.

Mr. Murdock then explains how the Hugg letter, quoted in his statement of resignation, came into his possession. One, MacNichol, who came from the finance department for duty on the board, had on February 20-21 "while the judge, the secretary and myself were absent, asked our Capt. Lindsey, assistant secretary, to go to Victoria Chambers to see if there were any important telegrams, etc., addressed to the judge and referring especially to paper control. It

seems that Capt. Lindsey in that way brought certain papers over to the board of commerce offices and opened the letter in the belief that it was board of commerce business. This letter was later laid upon Judge Robson's desk for his consideration on his return. The undersigned saw and read this letter prior to the time the judge had seen it, and it became apparent shortly after the judge arrived at the office that a very tense situation had developed.

Murdock Forces Issue.

"Late in the afternoon (Feb. 23) we were holding a conference with Colonel Biggar, representing the government re Price Bros. paper control situation. The judge answered the phone and left hurriedly to confer, as I understand, with some government minister, on a matter that could not be delayed for a moment. He returned in about thirty minutes, and shortly thereafter the conference was adjourned."

That afternoon Murdock insisted as forcefully as possible, and at the same time as gentlemanly as possible under the circumstances, that the judge explain certain facts that to me, for the first time, appeared to be matters of severe and serious question."

"In Enemy's Lines."

"I stated to the judge," says Murdock, "that having sent two boys overseas, I would have expected either of them to have been shot if they had ever been found over in the enemy's lines undertaking to help build or repair the enemy's fences. The judge's explanation of the letter at this conference was that Mr. Hugg had been clerk in his office, and studied law with him, and therefore they were on very familiar ground with each other. On Feb. 25, however, just before the judge was leaving for Winnipeg, he came into my office and explained the letter from Mr. Hugg as an unwarranted impertinence."

"I have no charges to make," but prefer to leave the facts as above stated to speak as they may.

Lack of Initiative.

"It seems proper to herein state that personally I at times felt resentful of the lack of business and cohesive effort shown in carrying on the work of the board. The undersigned had been chiefly employed for the first two or three months doing little or nothing, except looking up references, and often felt it was unfortunate that the chairman could not find opportunity to go into the matters that should be dealt with by the board fully and at sufficient and exhaustive length to deal properly therewith. I felt in connection with my duties that it was great necessity for careful discussion and planning as to the workings of the board. Commissioner O'Connor during all this time had been swamped with work, some of which I felt should surely have been handled, at least, to some extent, by the chairman and myself."

Judge's Flittings.

"In this connection it may be of interest to note that from October 2, 1919, when I came on the board, to February 23, 1920, the date of the judge's resignation, 145 days, the judge spent 71 days on route to or from Winnipeg, or returning from Winnipeg, and this only to show the impossibility that existed for detailed and close attention to the work of the board by the entire board."

"Prior to 9:30 a.m. on the morning of February 23, 1920, I held the highest personal regard for Judge Robson as a man. The letter which I saw at that time changed my views entirely, and I now wonder what was really his intention from the date of our first meeting, August 21, last."

The memo in paper control, submitted by the board to the government on February 18, said that the board did not consider itself empowered to seeing that newspapers complied with its orders, and concluded: "It is most inconsistent to suppose that the now oppressive terms of the paper control orders and of the fair prices act should be put into force merely to distribute among the public page after page of advertisements, which encourage extravagance to a most excessive degree."

JAMES R. BRIGGS DEAD; LONG ON POSTAL STAFF

James R. Briggs, of 58 Homewood avenue, who died suddenly on Thursday, had been on the Toronto postal staff for the past 35 years. He was born in Toronto 25 years ago, was a member of the York Pioneers and of Carlton Street Methodist Church since its foundation. He was connected with the A.O.U.W. He is survived by one son, Edward; two daughters, Miss Annie Briggs and Mrs. W. Duckworth; and three grandchildren, Charles, who lived with him, and Betty and Evan.

GRAND TRUNK RAILWAY SYSTEM

Time Table Changes, Sunday, June 27, 1920.

Commencing Saturday, June 26, train No. 55 will leave Toronto 10:00 a.m., daily except Sunday, and run thru to Penetang, Midland and North Bay, making connection at Huntsville dock for all points on Lake of Bays, running via Magnetawan Wharf, Burk's Falls, connection at Scotia Junction for Parry Sound, and Penetang for points on Georgian Bay. Southbound train No. 56 will leave Scotia Junction 9:35 a.m., commencing Monday, June 28, daily except Sunday, making same connection as train No. 55, northbound.

Commencing Saturday, June 26, train No. 47 will leave Toronto 10:30 a.m., daily except Sunday, for Muskoka Wharf, making connection with Muskoka Laker Navigation Company's steamer for all points on Muskoka Lakes.

Commencing Saturday, June 26, and on each Saturday thereafter, train No. 48 will leave Scotia Junction 1:30 p.m. and run thru to Scotia Junction.

Commencing Friday, June 25, train No. 49 will leave Toronto 11:30 a.m., daily except Saturday, with sleeping car for Muskoka Wharf, Huntsville and Algonquin Park.

Commencing Monday, June 28, train No. 48 will leave Muskoka Wharf 12:45 p.m., arrive Toronto 4:45 p.m., daily except Sunday.

Commencing Sunday, June 27, train No. 48 will leave Scotia Junction 4:45 p.m., daily, running via Huntsville Dock and Muskoka Wharf, arriving Toronto 11:25 p.m.

Commencing Monday, June 28, train No. 88 will leave Hamilton 5:30 p.m., daily except Sunday, arriving Niagara Falls, Ont., 7:15 p.m.

Commencing Monday, June 28, train No. 97 will leave Suspension Bridge 4:30 p.m., daily except Sunday, arriving Hamilton 6:30 p.m.

Commencing Saturday, June 26, and on Tuesdays, Thursdays and Saturdays thereafter, Steamship Special, No. 25, leaves Toronto 10:02 a.m., arriving Sarnia (P.O. in Edward Dock), 3:45 p.m., connecting with Northern Navigation Company steamers; and commencing Monday, June 28, and on Mondays, Wednesdays and Fridays thereafter, Steamship Special, No. 22, will leave Sarnia (Point Edward Dock), 9:00 a.m., arriving Toronto 4:40 p.m.

Commencing Sunday, June 27, train No. 5 will leave London 3:20 p.m., daily, for Port Huron and Chicago.

Commencing Sunday, June 27, train No. 110 will leave Port Huron 12:10 p.m. (O.T.), Sarnia 1:35 p.m. (E.T.), daily, arriving London 3:40 p.m.

Commencing Monday, June 28, train No. 94, now leaving Toronto 5:00 p.m., will leave Sunday for Lindsay, Peterboro and Stephentown, will leave Toronto at 4:40 p.m.

Commencing Sunday, June 27, train No. 745, now leaving Toronto 7:45 p.m., daily except Saturday, will leave Toronto 8:45 p.m., daily, for North Bay, arriving latter point at 6:20 a.m.

Commencing Sunday, June 27, The National, now leaving Toronto on 9:15 p.m. Tuesdays, Thursdays and Saturdays for North Bay, Coburn, Winnipeg and Western Canada, will leave Toronto 11:30 p.m.

Commencing Sunday, June 27, The National, now arriving Toronto on 8:15 p.m. Mondays, Thursdays and Saturdays from Winnipeg, will arrive Toronto 9:00 p.m., daily.

Commencing Sunday, June 27, train No. 46, now leaving North Bay 10:30 p.m., arriving Toronto 7:30 a.m., daily except Sunday, will be run daily.

Commencing Sunday, June 27, train No. 26, leaving Toronto 8:45 p.m., will leave Hamilton, Niagara Falls and Suspension Bridge, will leave Toronto 6:00 p.m., arriving Suspension Bridge 9:00 p.m.

Commencing Monday, June 28, train No. 87, now leaving Toronto 5:15 p.m., daily except Sunday, for Hamilton, will leave Toronto 4:30 p.m., arriving Hamilton 6:05 p.m.

Train leaving Toronto 12:45 p.m. Saturdays only for Hamilton and intermediate stations will be discontinued, last trip Saturday, June 26.

Commencing Saturday, June 26, train No. 17, leaving Toronto 12:45 p.m., for Hamilton, London and Detroit, Sundays only, will be discontinued, and train No. 21 will leave Toronto 11:45 p.m., daily, for these points.

Commencing Saturday, June 26, train No. 90 will leave Toronto 2:00 p.m. Saturdays only for Lindsay, Hamilton, and intermediate stations, arriving Hamilton 6:30 p.m., and commencing Sunday, June 27, train No. 91 will leave Hamilton 5:45 p.m., Sunday only, arriving Toronto 11:05 p.m.

Train No. 94, leaving Toronto 4:40 p.m., will make connection at Lindsay on Fridays only for Fenelon Falls, leaving Lindsay 8:15 p.m., arriving Fenelon Falls 1:50 p.m.

Time of trains shown above is Eastern Standard Time.

BRITAIN ON VERGE OF A GRAVE CRISIS

Returned Veteran Says Profiteering Instinct Has Obsessed Everybody.

George Murrell, former secretary of Central G.W.V.A., and one of the best known members of the association in Toronto, has returned from an extended trip to England, where he visited his relatives in Yorkshire. He stated to The World yesterday morning that England was in an industrial and political maelstrom which had limitless possibilities. The term profiteering was difficult to describe, to its fullest degree. It was true that Lloyd George, who, with Premier Clemenceau of France, was more than any other responsible for the victorious march of the allied cause against Germany, responsible in fact for the successful termination of the greatest war in modern history, was fast losing ground among the people of his country because of his apparent support of the profiteers. There were profiteers, however, of all grades. Comrade Murrell recounted the case of fishermen in a well-known district in England and prior to the war, were happy with the ordinary comforts of a fisherman's home of the pre-war days. Today these same fishermen were receiving in many cases \$40 and \$50 for less than five days' work, and many of them went down to work in automobiles, and traveled in comfort everywhere. The same thing held good in many of the other industries.

Continuing, Mr. Murrell criticized the policy of the government in wholesaling sugar and other commodities, ostensibly in the public interest, but really in other interests. When sugar was 7 cents a pound, people had been advised to give orders for canning establishments, later. The public waited for the canning sugar, and when it arrived they were charged 25 cents a pound. In general terms there was every factor in the present situation making for a grave crisis, the end of which could not be foreseen.

Comrade Murrell is by no means well yet, but has made some recovery since he began his holidays some months ago. It will be recalled that he was actively engaged in furthering the interests of the veterans last year, and suffered in health in consequence.

MINING FIRMS AT LAW

The appellate division yesterday adhered with slight variation to the judgment of Justice Ross in the action between the O'Brien Mining Company and Le Rose Mines, Ltd., to determine the ownership of about 3.8 acres of land lying on the boundary between the two properties. The trial judge found that the plaintiffs had not established ownership of the disputed area. The appellate court holds that the plaintiffs retain that part of the disputed territory of which they have been in actual possession unless the defendants can prove ownership thereof.

RICHERS LOSES APPEAL

The appellate division yesterday dismissed the appeal of Major Charles H. Riches from the decision of Chief Justice Mulock, who found Mrs. Olive Adele Riches, his wife, entitled to all the amount to which plaintiff is entitled.

BURWASH FOR FORGER

Convicted in yesterday's police court of forgery, Lewis Bond was sentenced to two years, less one day, at Burwash.

Personal Banking Service

The unusual character of Sterling Bank Service is not extended to a hand-picked clientele, but to each and every customer indiscriminately.

We aim to give personal attention to a customer's business; to study their problems—if need be, in their office; to familiarize ourselves with their work and opportunities; to give matured advice and personal assistance.

This personal application to our customer's business has proved time and again of mutual benefit.

To our customers it has meant better credit arrangements, improved collections, relief from much work and worry.

To us, it has meant bigger business—steady development in proportion to the growth of our clients.

If this is the kind of banking service you need, we will be glad to meet you—in your office or ours.

The Sterling Bank OF CANADA

LAND OF THOUSAND LAKES

There are more than one thousand lakes in Algonquin Park. To the excellence of the fishing to be enjoyed in this region, there is undisputed testimony. Fish caught in the waters of the park have won each year many of the national competitions open to the anglers of the continent. The region is 285 miles west of Montreal, 169 miles west of Ottawa and 200 miles north of Toronto. It is 2000 feet above the level of the sea. All the requisites for a camping, outing or canoe trip may be had at reasonable rates at "The Highland Inn," Algonquin Park station, Ont. Apply to any agent of the Grand Trunk Railway for illustrated literature, or to C. E. Horning, D.P.A., Toronto, Ont.

CAPT. FISHER REMANDED.

Pleading not guilty to a charge of unlawfully wearing a military uniform and military decorations, Capt. Hubert J. W. Fisher was in yesterday's police court remanded till Monday.

JITNEYA NEEDED!

AT NORTH TORONTO STATION.

To meet the C.N.R. picnic party returning from Orillia at 11 p.m. (daylight saving), Saturday, June 26th.

STOLE SOLDIER'S BUTTON.

In the police court yesterday Harold Churchill was sentenced to six months at the jail farm on three charges of theft, one of the charges being that of a service button belonging to Pte. Alexander Kincaid. Prisoner had a criminal record extending over the past 15 years.

"IT'S THE GREATEST EVER DISCOVERED"

Mrs. Napoleon Long Declares Tanlac Has No Equal—Is Now Enjoying Splendid Health.

"After my experience with Tanlac I am ready to believe that it is the greatest medicine ever discovered," said Mrs. Napoleon Long of 1305 St. Montigny street, Montreal, recently.

"I was a terrible sufferer from indigestion," continued Mrs. Long. "After every meal my food would feel like a heavy stone in the pit of my stomach, and for about an hour I would have a persistent nervous cough. I was bilious, too, and my mouth was sore and my tongue was white. I had scarcely any appetite and for more than a month lived chiefly on milk and water. I used to get very constipated, and had most frightful headaches that felt just as if someone was striking me on the temple with a hammer. I lost weight and got so weak that I had to spend entire days on a sofa.

"But I am so different now after taking four bottles of Tanlac. My appetite is remarkable and my digestion excellent. I no longer have that heavy feeling after meals, and the nervous coughing has ceased. I am not troubled with constipation any more and the headaches are a thing of the past. I enjoy restful sleep and get up in the morning feeling fine and dandy. I have recommended Tanlac to many of my neighbors and they, too, have taken it with splendid results.

Tanlac is sold in Toronto by Tamplin drug stores and by an established agency in every town.

ARRESTED FOR SHOPBREAKING.

Mike Riordan was arrested yesterday afternoon on a charge of shopbreaking. Peter Thompson, alleged to have received clothing stolen by Riordan, is held on a charge of receiving. On the night of June 14 Riordan was said to have broken into a tailoring factory at 206 West Adelaide street and stolen 16 suits of clothes. Riordan and Thompson were caught with some of the clothing by Detective Sullivan. Plainclothesmen Greenlee and McArthur.

TERRIER CAUSES COLLISION.

A small terrier dog was unable to cross Queen and River streets last evening on account of the number of motor cars passing and he ran alongside of a motorcycle, causing the motorcycle to crash into a truck and injure one of the passengers in the side-car of the cycle, William Cartley. A Juniper street, driver of the motorcycle, went to kick the dog to get him out of the way of his machine, and in doing so missed the dog with his foot, lost control of the steering gear and crashed into the truck. Mrs. Cartley was riding in the side-car, and she was injured about the head. She is in St. Michael's Hospital suffering principally from fright.

ROOF BLOWN OFF

In the county court yesterday, Judge Ward awarded W. D. Bath & Son, Limited, \$115 damages against W. J. McDermid and George S. McDermid, roofers, in respect of a roof on a building at Cooper avenue erected by defendants, which was blown off.

LARGE DAMAGES ASKED

Action has been entered at Osgoode Hall by the new Ontario Colonization Company against the Mattagami Pulp & Paper Co., Limited, to recover \$200,000 damages for raising the waters of the Mattagami and Muskeg rivers, whereby the plaintiffs alleged their property was flooded.

SECOND DIVISIONAL COURT.

Re Toronto Suburban and C. T. Roome, Geo. J. Ford Appeal dismissed with costs, justices Riddell and Masten dissenting.

TWO MONTHS FOR THEFT.

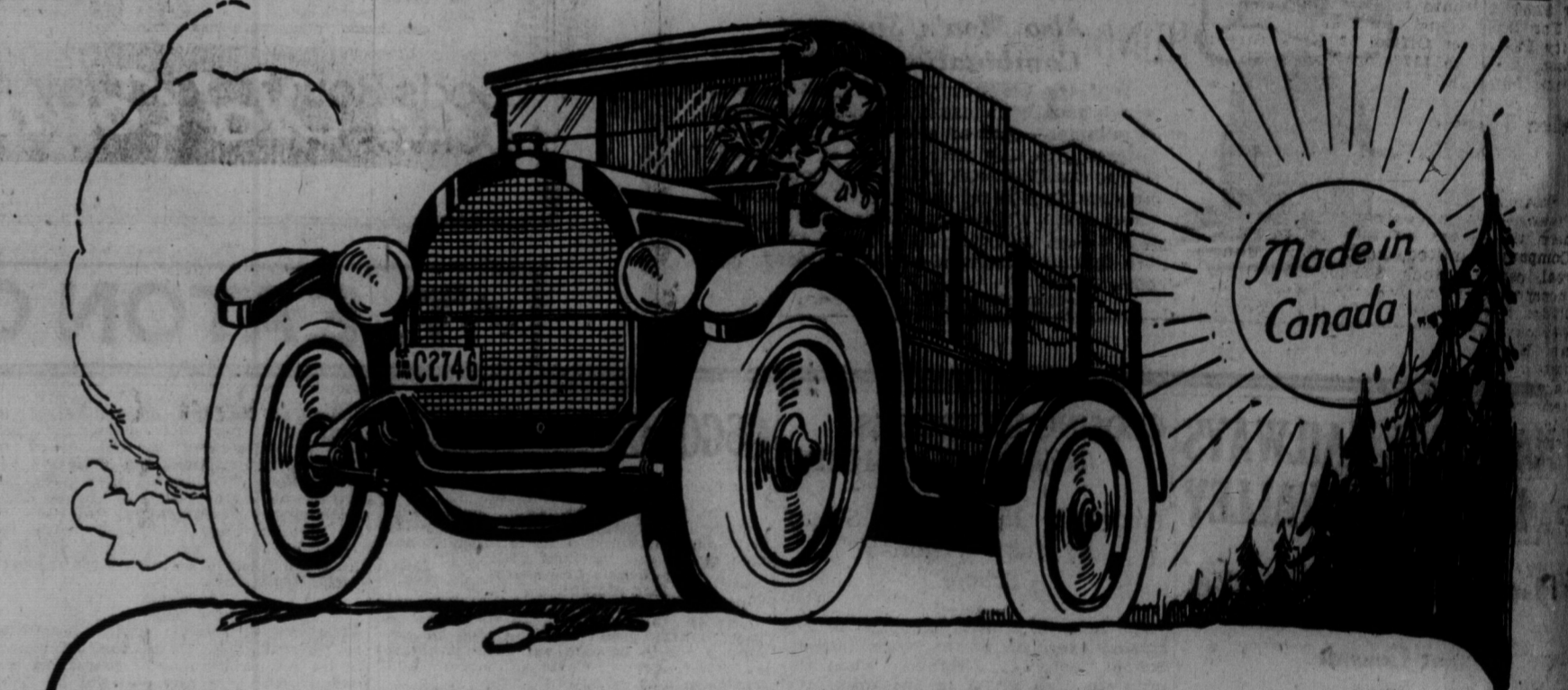
In the county police court yesterday J. Little was sentenced to two months at the jail farm for theft. A former convict stands against him.

DOPE FIEND JAILED.

For being an addict, and of having a quantity of morphine and cocaine in his possession, Frank Overton was in yesterday's police court sent to Burwash for six months.

Napanee Tinsmith Sustains Terrible Burns in Explosion

Kingston, Ont., June 25.—(Special.) Sidney Dryden, tinsmith, employed by Boyle and Sons of Napanee, was the victim of a terrible accident. He was engaged in soldering, when the top of his gasoline torch blew out, throwing the burning gasoline all over his body. His condition is reported critical.



SHIP BY TRUCK Oldsmobile Economy Way

Over two hundred lines of business are now using the Oldsmobile Economy Truck for greater speed and efficiency in getting goods there on time without waste or worry.

This new Canadian Oldsmobile Economy Truck will save your time and money, and pay for itself in a single season.

In deciding what make of truck to buy you should consider the mechanism and specifications. Send for a complete description of the Canadian Oldsmobile Economy Truck and make a study of its inherent quality. And then a demonstration will convince you that the Oldsmobile Economy Truck is the truck for your business.

Now that this truck is made in Canada, you can buy it for \$1945 f.o.b. Oshawa, including Cord Tire Equipment.

OLDS MOTOR WORKS OF CANADA LIMITED, Oshawa, Ontario

Oldsmobile Truck

ECONOMY IS MY MIDDLE NAME

Local Show Rooms: REPUBLIC MOTORS, LTD. Several good territories still open for wide-awake dealers.

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