

Company Limited

May 30, 1910



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EGIAL FOR BOYS

WOOL SWEATER

ATS 98c.

WOOL SWEATER

and Oxfords

\$4.00. Tuesday

and Oxfords, three

6 1/2 only, patent

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rubber soles, all

49c. girls', 43c.

Bags

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Bags, suitable for

\$5.15, \$2.00, \$2.50,

Meesh Bags, all

\$0.33, \$0.40, \$0.60,

\$0.70, \$0.90 and \$1.00

Meesh Bags, with

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Papers

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ST. GEORGE ST.

gentleman's residence containing...

PROBS: West and northwest winds; cool...

FOUND GUILTY OF CONSPIRACY

But Jury Recommends Mercy for Robertson—Addresses of the Judge and Counsel.

"We find the prisoners guilty with a strong recommendation to mercy for Robertson," reported the foreman of the jury...

Immediately on the return of the verdict, Mr. Hodgins, partner of Mr. DeWart, counsel for De Lhorbe, and W. J. Henderson, counsel for Gurofsky, asked for a polling of the jury...

Judge Winchester, in addressing the jury, had explained what the code termed conspiracy as an agreement between two or more persons to commit an unlawful act...

A third person coming in after the common design had been originated was equally responsible according to the code.

Contradictory Evidence. "In this case," he said, "the evidence has been lengthy and very contradictory. De Lhorbe says he has been the first interested. He had property in West Toronto and went to Robertson to expand his business...

That first prospectus was false, and both these men knew it. They gave it to the public as a honest statement of the nature of the prospectus.

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Continued on Page 7, Col. 4.

CHURCHES KICK

Object to Beer Ad. on Calgary's Street Car Tickets.

CALGARY, May 30.—On Calgary's street car tickets is an advertisement for a certain brand of beer. At the suggestion of Hillcrest Presbyterian Church, the congregation passed a resolution asking the city commissioner to take the whole issue up.

Mayor Jamieson and Commissioner Charles are not opposed to this method of raising money for the city, but the third, Commissioner Graves, is most antagonistic to it.

SEARCH FOR JANITOR

Believed to Be Slayer of Girl Found in Cellar of Parish House.

LOUISVILLE, Ky., May 30.—With the finding today of a mutilated and decomposed body in an old cistern under one of the parish houses of St. John's Roman Catholic Church, part of the mystery surrounding the disappearance of 8-year-old daughter of Fred L. Kellifer, was solved.

NEW GOVERNOR OF P. E. I. Hon. Benjamin Rogers Receives the Appointment.

OTTAWA, May 30.—Hon. Benjamin Rogers of Alberton, P. E. I., has been appointed Lieutenant-Governor of Prince Edward Island, in succession to Hon. D. A. MacKinnon, whose term has expired. The new appointment is a former member of the government of the island.

CHARGED WITH BIGAMY

Nellie Hutton Arrested on Her Husband's Complaint.

Nellie Burgess, alias Hutton, 25 years, was arrested yesterday at 147 Sherbourne street, where she has been living with John Hutton. She is charged upon a warrant sworn out by him, with bigamy. She was arrested by Policeman Robinson and is now in the Court-street station.

IRON WORKS BUTTED.

BALIFAX, May 30.—Fire broke out at midnight tonight in the works of the Malhebbay Iron Works, at Amherst, N. S. The building, which is of brick, was badly gutted. The loss will be in the vicinity of \$1000. About six months ago this concern was taken over by the Canadian Car Co. and since then work has been very brisk, 100 men being steadily employed.

The Toronto World

TWELVE PAGES—TUESDAY MORNING MAY 31 1910.—TWELVE PAGES

\$3,500

We offer for sale a nine-roomed solid brick house on Woodbine Ave., a choice residential location.

30TH YEAR

New York in June.

If your vacation is necessarily a short one, it should be spent wherever you can do and see the most in a limited time.

New York in June offers unequalled attractions for a short holiday. Its parks, restaurants, theatres and the different beaches where sea bathing may be had afford every sort of amusement.

The Toronto World will run an excursion to New York on June 23. A very low rate has been secured, \$14.25 for the round trip via rail and \$12.35 via boat. The tickets will be good leaving on the above date, and good to return leaving New York on July 2. There will be no other opportunity for a cheap rate to New York until Aug. 18.

Twice Within 3 Weeks Have Liners Struck Obstacle in Cap La Roche Channel.

HUGE ROCK IN CHANNEL PERIL OF ST. LAWRENCE

MONTREAL, May 30.—(Special).—The steamship Crown of Castile, inward bound from the West Indies, came slowly into port to-night and reported having struck a huge rock in the Cap a la Roche channel on Saturday night. The shock made the ship tremble from stem to stern, and the pumps were immediately started.

The boat will be surveyed and a strict investigation held, as the accident occurred at the point where the passenger liner Grampan grounded three weeks ago.

Thomas Robb, manager of the shipping federation, left for Ottawa to-night to urge upon Mr. Brodeur the necessity of making this portion of the channel absolutely safe.

Cap a la Roche is 20 miles above Quebec, and has always been the most dangerous spot in the St. Lawrence.

CABLED CONGRATULATION Message From Canada on Natal Day of United South Africa.

OTTAWA, May 30.—(Special).—The following cablegram was to-day dispatched by F. C. T. O'Hara, deputy minister of trade and commerce to H. R. Pouesette, Canadian trade commissioner to Natal.

"The school children of the Dominion of Canada, of all classes and creeds, of British and French extraction, will unite to-morrow, from the Atlantic to the Pacific Ocean, in a distance of over 3000 miles, in honoring the school children of British South Africa by flying the flag in celebration of the first Natal Day of United South Africa. It is hoped that the school children of South Africa, both Boer and Briton, will accept this as a mark of love and affection from their brothers and sisters across the seas."

WOULD STUDY NEW SYSTEM

Aldermen Admit Flaws in Present Methods of Civic Government—Changes Suggested.

In unanimously recommending that a special committee be appointed to consider municipal government by commission, the civic legislation and reception committee yesterday took somewhat unexpected action in the light of the adverse vote at the council meeting last week.

The committee did not declare itself converted to the commission plan, but it was quite freely admitted that the present system has its defects and that an adoption of some of the features of commission rule might be advantageous.

The special committee will be composed of Controllers Ward, Spence and Foster, Ald. Phelan, Rowland, Weston, Graham, McCauland, Baird and Heyd. In reporting on the advisability of government by commission, it will also state whether it considers submitting a referendum to the voters next January desirable.

The recommendation was sent on motion of Ald. McMurich and no Ald. Heyd, mover of the resolution, explained that, as the newspapers were giving much attention to the question, he thought the time ripe for discussing its merits. Those who hadn't studied the question termed it a Yankee fad, but it had certainly made a success in the United States.

Has Good Points. Ald. Phelan said there were ideas about such government which might be found well to apply. He believed, however, that good government was matter of getting able men, and not of systems, and unless a commission would bring out better men than did the board of control, there would be no improvement. It might be advisable to elect controllers for a two year term at a much higher salary and demand that they give their whole time to municipal duties. The idea of having one controller made out for each department was good. In United States cities where there was commission rule, the plan of initiative and referendum had been also adopted and had stirred up public interest in civic issues.

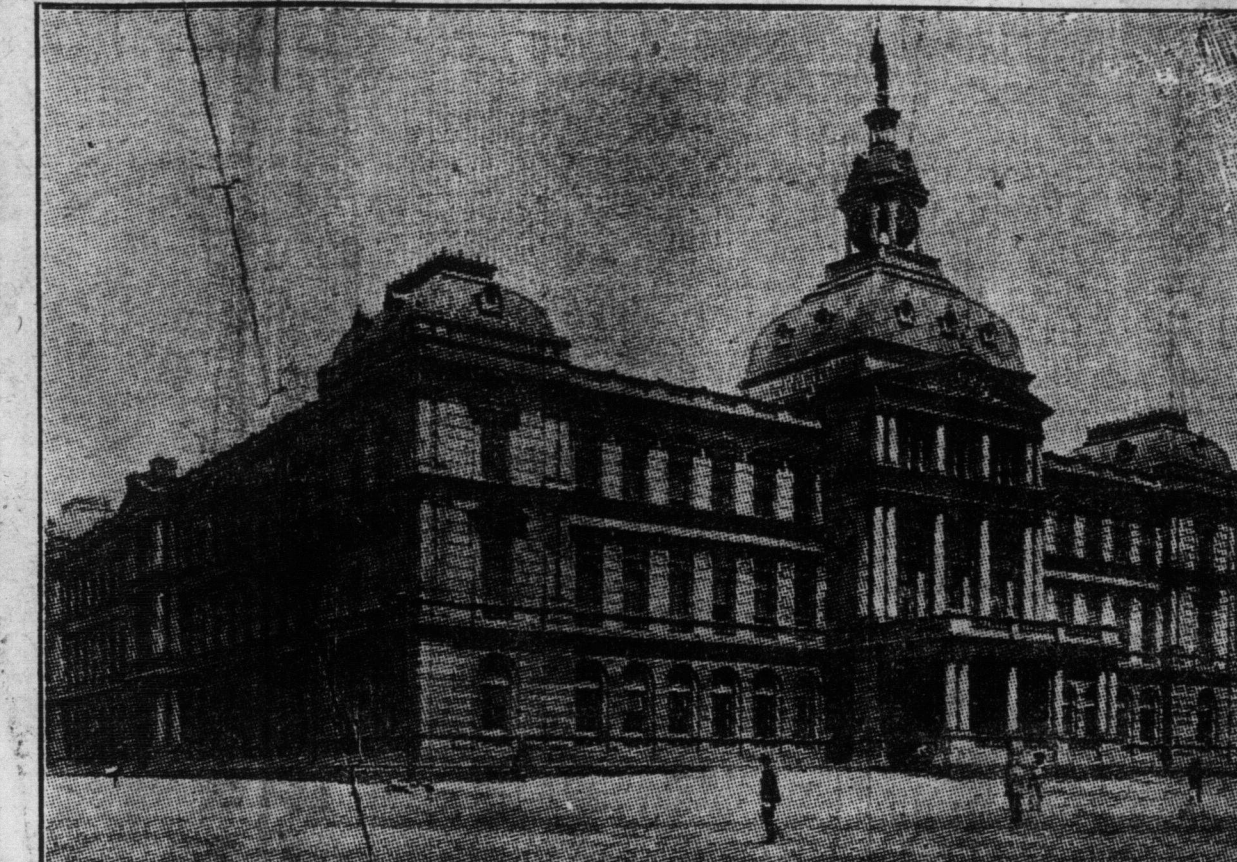
Present System "Nonsense." "There are changes which might be made even if we do not proceed in the direction of government by commission," agreed Ald. McCarthy. "It is absolute nonsense to elect 25 men annually to run the affairs of this city. I don't think such annual elections bring to the city continuously as good a class of men as might be brought out."

"We might suggest the introduction of party politics," said Ald. Phelan lightly.

Ald. Heyd remarked that the city might adopt a system which would retain the council, but establish it as merely an advisory board, while the board of control would attend to all the administrative work.

Council Should Legislate. Controller Spence thought the public largely overlooked the important legislative functions of the council. Nineteen members of the council.

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SOUTH AFRICAN UNION—Building at Pretoria from which the government of the new union is to be directed, the legislature sitting at Cape Town. The building was built by the Transvaal Boers for the parliament six years before the war.

PROBLEMS AHEAD OF THE UNITED S. AFRICA

Botha Announces His Cabinet—Duke of Connaught to Open the Union Parliament at Johannesburg—Program for Celebrating To-day.

(Canadian Associated Press Cable.) CAPE TOWN, May 31.—Premier Botha's cabinet for the Confederation of South Africa is as follows: Prime minister and minister of agriculture, Rt. Hon. Louis Botha; minister of railways, Hon. J. W. Sauer; minister of education, Hon. S. Malan; minister of finance, Hon. H. C. Hull; minister of native affairs, Hon. H. Burton; minister of lands and irrigation, Hon. A. Fischer; minister of public works, posts and telegraphs, Hon. W. P. Graaff; minister of trade and commerce, Hon. F. R. Moore; minister of justice, Hon. J. B. Hertzog; minister without portfolio, Hon. C. Gubbins; minister of internal affairs and defence, Gen. J. C. Smuts.

Botha was formerly premier of the Transvaal; Sauer was commissioner of public works in Cape Colony; Graaff was in the Cape Colony cabinet without portfolio; Hull was treasurer in the Transvaal; Moore was premier of the Transvaal; Gubbins was colonial secretary and minister of education for Natal; Fischer was premier of Orange River.

Continued on Page 7, Col. 1.

The Dominion of South Africa

Canadians should be peculiarly interested in the birth of a new dominion within the British Empire which nominally takes place to-day, when the Act of Union of the British colonies in South Africa becomes operative. Viscount Gladstone, the first governor-general, has called upon General Botha, the premier of the Transvaal, to form the union ministry.

The union is comprised as follows: Transvaal—Area, 112,159 square miles; native population, 1,024,200. Chief product, gold. Output in sterling from Rand and outside districts for June, 1909, £2,521,818. Immense numbers of sheep and cattle reared; wool and hides exported.

Orange Free State—Area, 48,300 square miles; native population, 288,300. Chief product, wool, principal article of export; diamonds and other precious stones and gold found.

Zululand—Area, 10,450 square miles. Large crops of maize and Kaffir corn raised around the neighborhood of kraais. Oxen and maize are the chief articles of trade.

Natal—Area, 16,760 square miles. Chief exports, wool, gold, sugar, coal, rum, skins and hides. Kaffir industry, pastoral, coffee, tea, tobacco, wheat, barley, oats and Kaffir corn grown everywhere. Cape Colony—Area, 250,000 square miles; native population, 1,896,820. Chief products, diamonds from Kimberley, copper from Little Namaqualand. Sheep, goats, cattle, horses reared. Wool, mohair, skins and hides exported. Wheat and grapes cultivated.

The total area of the union is 566,629 square miles. Number of members in the first union house of assembly: Cape of Good Hope 51 Natal 17 Transvaal 36 Orange Free State 17

The Population—White and colored. There are 5,471,490 persons in the South African states. Of these 1,188,570 are white and 4,282,920 are colored. They are distributed thus: The Cape, 610,880 white and 1,888,820 colored; Natal, including Zululand, 85,440 white and 1,072,000 colored; Transvaal, 325,250 white and 1,024,200 colored; Orange River Colony, 157,200 white and 289,000 colored.

THESE ARE BUSY DAYS FOR RECRUITING OFFICERS

Husky Young Men Who Want to Go Under Canvas for a Couple of Weeks Can Find Chances.

These are busy days with the militia recruiting officers, for the annual spring camp at Niagara is only a week ahead. The fact that the camp is to open a week earlier than usual, because of the Q. O. R. celebration towards the end of June, is responsible for the bustle and the advertisements appearing in the papers calling for men to fill out the ranks of the rural battalions.

Is it worth while rounding out the muster with these casual followers of Mars? is a question often asked. According to Capt. A. T. Hunter of the 12th York Rangers it is.

"We like to get a little new blood," he said. "All the training that the regular men get is twelve days at the camp, outside of the annual rifle matches. If the country would only get generous and grant us days it would be so much the better, but I must say there are a number of regiments there which, at the end of the camp, drill better than any city regiment I have seen."

As to the necessity for bringing in outsiders, there are a large number of employers who won't keep the men's places for them while at camp. We won't take men who have to lose their jobs if they go. There are a lot of men who get patriotic thrills while listening to after-dinner speeches, but when it comes to a little inconvenience to their business they begin to grum.

"Then there are the men who don't want to go. It is human nature to get tired of anything, but the man who has been to camp two or three times may think that he has had enough of it. We never force a man to come."

The weather is against recruiting so far. A man doesn't think of going to camp these cool days, but when a hot weather comes, the men will start to flock in.

Referring to the fact that some of the counties had made grants towards the men's pay, the government allowing only 50c a day, the captain said: "Our York County Council is a peculiar body. They don't see their way to giving a grant towards the rifle matches. I think they are dominated largely by one or two members who are Quakerish."

HERE TO PROMOTE BIG TERMINAL PROJECT

A. P. Gillies of Tacoma, Wash., Outlines Plan for the Expenditure of Twenty-five Millions Here—Mammoth Station and Office Building.

A. P. Gillies of New York and Tacoma, Wash., civil engineer and promoter, is here to investigate the local railway situation from a terminal standpoint, combined with the proposed big system, with the council, he says, of placing a scheme before the city council, involving an initial outlay of \$25,000,000.

Mr. Gillies has in mind the erection of a large terminal building, which will be designed to provide ample accommodation for the freight and passenger business of the city. It would have wharfage facilities and contain an immense hotel, and would also provide office accommodation for thousands of people.

In addition a complete system of underground railway or tubes is an essential part of the plan, and will be developed into a homecoming, reaching every part of the city and having ample facilities for any volume of traffic that can be produced.

"I ask no money. I want no guarantee," said Mr. Gillies. "I will not approach any individual member of the city council. I will simply lay my proposals before the council and will ask for a franchise, say for 25 or 30 years. If this is granted, we will go ahead with our undertaking and invest not less than \$25,000,000. Against this we will float bonds, which I can now say will be underwritten by a bank in Holland, which has taken up an issue in connection with work of a similar character in Tacoma, involving an expenditure of \$30,000,000."

Can Get the Railways. "Are you sure the railways would come in," he was asked. "There is no doubt about it," was his reply. "I can demonstrate to your railroad managers that I provide them with and maintain trackage at a much lower cost than is being done presently. They are bound to see the advantage of my system."

"This city would receive fixed percentage from the net earnings of the entire concern. All we ask of the city is to give us a franchise and we will file a plan of the tunnel routes and deposit a suitable bond for the carrying out of the undertaking."

"If we want any street locations we will ask the city to deed them to us and we will dedicate them to the use and will take care of sewers, water mains, etc."

Mr. Gillies mentioned the names of the twenty men who were connected with his visit to Toronto: Dr. C. K. Dickson, R. L. Cowan and M. I. Stevenson. Eustace J. Bird, he stated, will be supervising architect and engineer, and P. M. Andrews & Co., New York, would have charge of the work.

His Tacoma Project. Mr. Gillies said that work had been begun on the Tacoma proposition and three stories of the underground portion completed. According to a pamphlet prospectus, this building is to cost \$10,000,000, will have 24 stories of 22 acres floor space each, a tower 150 x 150 feet, and 1000 feet in height, providing 70 stories for railway exchange offices, 14 stories of subway levels, with tunnel entrances on each to a total mileage of 50; three arched streets with electric cars on 4th, 10th and 14th floors, giving a total of 6000 feet of street frontage within its walls, 150 elevators, and other Aladdin-like features.

"Every floor in this building acts as a roof, and is finished and occupied, drawing an income from time the ground floor is covered, a new feature in the favor of investors, as the prospectus. The building data is given as follows: \$30,000,000; Gillies' Subway Co., costing \$25,000,000; allied enterprises—Imperial Pressed Steel Car Co., \$5,000,000; Imperial Plate Glass Co., \$5,000,000; Hedden Commercial Power Building Co., \$5,000,000; and Heston & Co., \$5,000,000. Tacoma has 160,000 population.

IN DOUBT AS TO ROSES. The spring of 1910 will long be remembered as the one with the early opening and with the sixty days' dark, and often cold, and not a single twenty-four hours of hot sun. Of the green spring and the green gardens, fires in the houses all the time, and frosts threatening the green stuff night after night. And yet, somehow, the farms and the gardens and the fruit trees are moving on, but always under cold and often rainy conditions. Last night was one of the coldest of the lot. And yet, after the coming midnight, the roses are in bloom. Will the roses be here this June?

A RETROSPECT. May 31, 1862: The Bank of British Columbia received a royal charter. May 31, 1877: Bradford, Ont., was made a city. May 31, 1880: Flood of Johnstown. May 31, 1890: Peace of Pretoria. May 31, 1896: King Alfonso of Spain and Princess Victoria married.

Straw Hat Time. The next hat you buy will, we are sure, be a straw or a Panama. There is a great breadth of styles in the Panama and straw hat makers this year, especially in the straw hats. Some of them are with wide and medium rims and high and low crowns, and others with narrow brims and high crowns. Plain or notched straw hats are all stylish. The Dineen Company have gone to some trouble to make this year's showing something exceptionally good. All prices. Straw open every evening until 10 o'clock.

POLITICAL GARBAGE.



UNCLE SAM: I've kept it too blame long.