

Thursday, May 2

11% Net Investment CENTRAL RETAIL STORES H. H. WILLIAMS & CO. 25 Victoria Street

Bargains and 1.25, Friday, 50c... English Covert Raincoats, plain Oxford and olive shades...

Hats, Men's and Youths' fine imported English in fedora, negligé, fisher shapes, colors brown, pearl grey and regular 1.00 and 1.50...

AMMUNITION and CLAY BIRDS THE THOUSAND, D. PIKE COY., TORONTO

Hardware... pleased to furnish on hardware suitable for buildings. Let us see specifications.

LEWIS & SON, LIMITED, and Victoria Sts., Toronto

SOPER WHITE

SPECIALISTS FOLLOWING DISEASES: Gonorrhoea, Syphilis, Eczema, etc.

SOPER and WHITE, 10 to 12, Adelaide and Toronto Streets, Toronto, Ontario

Private W. B. of the 43rd Regiment were Major Winters and Major... in memory of the shipwrecked...

TORONTO'S MILK SUPPLY GREATLY DIMINISHED

Producers Succeed in Stopping Shipments From Nearby Points.

Toronto's milk supply was curtailed, but not completely cut off, yesterday as a result of the strike of the Producers' Association.

The story is related with some variations, according to the bias of the teller. The producers claim that the farmers are holding out for the increased price, and that very little "baby's food" is being sent in.

On the other hand, the local dealers aver that they were able to supply all their customers, but with an abbreviated quantity.

In many of the distributing places it was impossible to buy a pint of milk after noon, but the carriers visited nearly everywhere in the morning.

Consignments Stopped. The Milk Producers' Association stopped several consignments coming into the city, which had been ordered from outside points.

They say the dealers exaggerate the quantities of milk which they are obtaining from outside sources, and declare that the dealers are paying big prices to get it.

J. Reynolds, the secretary of the association, said that all the farmers want is a fair division of the extra 32 cents per can, which the dealers are now getting for the milk.

They complain that the cost of feed, help, cost of living and farm buildings has increased altogether beyond the 10 cents per can increase.

Want Square Divvy. The dealers are getting 25 cents per can more profit than last year, and the producers want 25 cents of it.

"Toronto dealers are trying to work the game both ways, by making more money this summer out of both the citizens of Toronto and out of the farmers, and then they blame the citizens that the farmers are to blame," said Mr. Reynolds.

"They try to draw a red herring across the line by talking about increased operating expenses, a decrease in the size of the cans, etc. When doing so, however, they do not tell you that the farmers' expenses also are greater than ever before."

One side of the case which has not been very clearly stated is the comparative profits made by the farmer and the retailer from a can of milk. The following figures are being given by a practical farmer, and the other by members of the Milk Dealers' Association, show that while the retailer makes a clear profit of 21 cents, the farmer only makes a clear profit of 7-1/2 cents per can.

Cost to Farmer: Feeding 20 head 1 day \$4.00, Labor, one man 1 day \$1.50, Additional help, milking, 1 day .45, Depreciation of cows, 1 day .40, Cost of producing six cans \$6.45, Cost of producing one can \$1.07 1-2, Receive for 1 can \$1.15, Profit \$0.07 1-2, Cost to Retailer: Farmers' price for can \$1.15, Ice .05, Office, operating expense and help, feed, horse, feed and keep .25, Wagons .10, Drivers .20, Depreciation and losses .05, Advertising .05, Tickets .06, Total cost \$1.93, Sell can for \$2.24, Profit \$0.31

Locally, the situation yesterday, from the producers' standpoint, showed a decided gain over Wednesday's figures. Scarborough Township, although the city, and Markham Township, but for two defections at Unionville, stood solidly behind the strike.

The Toronto World

Variable winds; fair, with about the same temperature. 14 PAGES—FRIDAY MORNING MAY 3 1907—14 PAGES

IRON TORONTO'S RAILWAYS FROM TORONTO

There is no more important plank in The World's platform for Greater Toronto than the one declaring that the administration of the railway transportation for Ontario should be centred in Toronto and not in Montreal.

Toronto is the heart of Ontario and the railways must be the arteries of Ontario. Any railway system is defective which fails to keep this always in view.

Up to the present time the traffic in and out of Toronto has been mainly handled by the G.T.R. and the C.P.R.

The bulk of the business done by the G.T.R. system, is Ontario business, and yet the administration of Ontario traffic has been entrusted solely to officials living in the City of Montreal. The C.P.R. has been avowedly a Montreal corporation and has always aimed to make Montreal the great entrepot for the Northwest.

Never before has such a commercial centre—the metropolis of a great state—permitted its most important business, to wit, the matter of transportation, to be handled and controlled by citizens of a rival city and residents of another province.

The time has come to recast the whole business—to compel the railways to do justice to Toronto, not only in matters of freight, but also in respect to passenger service.

The first trains leaving Toronto for various parts of the province depart on some lines as early as 7:45 a.m., and upon others not until 9 a.m. The commercial traveller returns to Toronto on Friday afternoon in order to meet his sales-manager on Saturday morning; he can ill-afford to lose every Monday morning on account of the old fashioned, sleepy village train service out of Toronto.

A traveller leaving Toronto on the first train arrives about 1 o'clock and before he can fairly get to work, the greater part of the day is gone.

Incoming trains run in such a manner that it is almost impossible for the majority of Ontario people to come to Toronto, transact

their business and return home on the same day. The traveler, if he does not pay extra for a sleeper, when he goes from Toronto to Ottawa on the C.P.R. must get out of the train at 4 o'clock in the morning and transfer to another branch. If he goes on the G.T.R. he is hauled almost to Montreal (Ottawa Junction), and then hauled back to Ottawa, thus wasting six hours of time.

It is now impossible for a man to go from Toronto to Montreal and transact any business without either sleeping two nights on the train or consuming 48 hours. The reason is to be found in the fact that the thru train service is made up for the convenience of the Montreal-Chicago travel. The trains incidentally pass thru Toronto; they also pass thru Fort Hope. There is no reason why the thru trains from Chicago to Montreal and return should not be so scheduled that a traveler could go from Toronto to Montreal, transact some business and return the same day.

It is characteristic of the ignorance of Toronto on the part of the officials of the C.P.R. and G.T.R. that practically no provision has ever been made for the ordinary commutation service enjoyed by every other city in the world. People have built up their own settlements about Toronto and have gotten along as best they could with a broken backed street car service, but there has been no attempt of the steam railways to establish suburban traffic. It may be as well for Toronto that this is the case, but the failure of the railway companies to provide or project the ordinary service accorded to all other cities, demonstrates how little they know about Toronto. These big companies give Montreal a much better suburban service.

If Toronto is to develop and become, as it should become, the greatest city in Canada, and perhaps the third greatest city of North America, IT MUST TAKE INTO ACCOUNT THE NECESSITY OF INTELLIGENT AND STEADFAST RAILWAY ADMINISTRATION. The matter is too big and too vital to be guessed at by gentlemen sitting in offices three hundred miles away.

Ontario traffic must be under the control of a general manager and supreme authority to be stationed at Toronto. If the C.P.R. and the G.T.R. refuse home rule to Ontario, the people of Ontario may find a remedy.

Greater Toronto means greater Ontario. This city is already too great to be ruled from Montreal in her transportation.

GETTING THERE.



THE IMPERIAL TORTOISE DO MOVE.

FANS' GALA DAY AT DANFORTH PARK

Record-Breaking Crowd Will Cheer the League Leaders in Opening Game of Season This Afternoon.

While there will be no flag raising incident to mark the opening of the Eastern League in Toronto this afternoon at Danforth Park between Rochester and Toronto, yet the homecoming will, without doubt, be anything yet seen in Toronto. Yesterday's great finish has stirred the rosters to their very souls.

That Toronto should come home league leaders after a series on the road with Rochester and Buffalo, is a record to be proud of, and the fans will not fail to show their approval this afternoon. It has been estimated by some that 10,000 people will witness the opening this afternoon, and should the day be fine, their prophecy will no doubt come true.

President F. T. Powers of the Eastern League, who will be a guest of the Toronto Ball Club at the opening this afternoon, will arrive in town this morning and be received at the station by Aid Graham, chairman of the civic reception committee. Mr. Powers will immediately go to the King Edward, where he will receive baseball men during the forenoon.

At 1:15 p.m. he will repair to the city hall, where he will be formally received in the mayor's chamber, and will then line up for the parade, which will proceed on Queen-street.

East to Jarvis, South to King, West to Bay, North to Queen, West to Martin and South to the ball grounds.

All the local sporting organizations will be represented in the parade, while in one automobile will be seen Tom Longboat, Eddie Duran, Ned Hanlan and Lou Scholer. Those who intend taking part in the parade are requested to line up corner of Albert and Teravay-streets, facing south, at 1:15. The parade will start at 1:30.

The first hit will be pitched by Premier Whitney and Aid. Graham will endeavor to knock it over the centre field fence, while Mayor Coatsworth will be found behind the bat to stop the flying sphere if Aid. Graham should by any mischance happen to miss hitting the premier's curves.

They're Here. Manager Joe Kelley and his winning band arrived in the city last night at 10 o'clock from Buffalo, and will be in line to keep up their winning gait to-day, especially as they will have the benefit of a morning practice, something the team has not had since they started the season.

McGinley and Hurley will likely be the battery this afternoon, and it Mac pitches in form shown opening day at Rochester, a victory should be perched on his cap to-day.

Many new faces will be seen on the Toronto bench from last season, and all are bound to become favorites, inasmuch as every man is an up-to-date ball player and knows the game from A to Z. It is a long while since Toronto has had such a team as will line-up this afternoon, and it's up to the fans to be there.

Quebec Gets Life. Editor Armstrong of The St. Andrew's Beacon, one of the most prominent inside Liberal workers in this province, in discussing Walker's case, said: "I've worked for the Liberal party all my life, but I now find I've been nourishing a viper which is trying to sting me to death."

Resolutions censuring the government were moved by John T. Hawke, editor of the Montreal Transcript, seconded by Editor Armstrong.

ELEVATOR COLLAPSES. 20,000 Bushels of Grain Spread Over C. P. R. Tracks. YORKTON SASK., May 2.—(Special.)—The Canadian Elevator Co.'s elevator at this point collapsed, and as a result 20,000 bushels of grain are spread over the C. P. R. tracks. There was 30,000 bushels in the building when the accident occurred. The whole north wall, from the roof down, fell outward. This elevator has been filled to the roof all winter, owing to the Yorkton grain backlogs, and the continuous strain was too much for it.

"WALTESE CROSS" INTERLOCKING RUBBER TILING is made in a variety of soft rich colors which harmonize perfectly with any surroundings. THE CUTTA PERCHA & RUBBER MFG. CO. of Toronto, Limited.

BRITAIN CANNOT FIND ASQUITH TELLS OF OBSTACLES VALUE IN PREFERENCE

JARVIS APPOINTMENT RESTORES CONFIDENCE

Change in Sovereign Bank Satisfies Financial Men—No Merger With Commerce.

MONTREAL, May 2.—(Special.)—E. S. Clouston, vice-president of the Bank of Montreal, and chairman of the Canadian Bankers' Association, announced to-day that Asquith, who had accepted the presidency of the Sovereign Bank of Canada with the full approval of the leading banks of the Dominion, and Mr. Clouston said that the advent of Mr. Jarvis to that position would be, not only satisfactory to the commercial interests of the community and to the shareholders of the bank, but would restore confidence all round.

Byron A. Walker, president of the Canadian Bank of Commerce, was also seen, and he also made a declaration to The World. He first gave an emphatic denial to the rumors that the change might lead to an amalgamation with the Commerce.

He said that as the Morgans and the Dresner Bank had secured a very large interest in the bank, they naturally were interested in its success. The bank would not be merged with the Dominion, and a fine foundation has been laid, and the desire of its largest shareholders that it should become a useful and solid institution would not doubt be fulfilled.

It is also said that the other joint manager will be found in the Commerce, but the president of that bank declined to either confirm or deny that report. In fact a leading financier here asserted that as Mr. Jarvis would be doubt be a working president, the second joint manager might not be appointed just now.

The greatest regret is, however, expressed on account of the breakdown of D. M. Stewart's health, as it is now officially announced that he is applying for and has received a leave of absence extending over several months.

Speaking of the Sovereign Bank to-day, a leading manager stated that Mr. Stewart had done more in securing \$15,000,000 of deposits in four years than many other bankers had done in twenty years.

NEW POSTAL REGULATIONS DENOUNCED BY PRESSMEN Resolutions Censuring the Government Adopted by Leading Maritime Newspapermen.

ST. JOHN, N.B., May 2.—(Special.)—In vigorous terms the New Brunswick Press Association to-night denounced the recent postal regulations on papers going to the United States. A large number of publishers and editors were present, and strong resolutions were passed urging a repeal of the law, which is causing so much dissatisfaction.

Editor Armstrong of The St. Andrew's Beacon, one of the most prominent inside Liberal workers in this province, in discussing Walker's case, said: "I've worked for the Liberal party all my life, but I now find I've been nourishing a viper which is trying to sting me to death."

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Continued on Page 7.

SCARCITY OF COAL MAY INTERFERE WITH CROPS

Steam Plows Cannot Be Operated and Things Look Bad—Miles of Land Flooded in Rosentfelt and Altona.

WINNIPEG, Man., May 2.—(Special.)—Unless there is a speedy relief to the coal famine, a considerable area which would have been in crop in Saskatchewan will continue a virgin soil. This was the information gathered this morning from A. E. Whitmore, the biggest coal dealer in the province.

Two hundred and fifty steam plow outfits, he said, are asking us for coal, but we can't give them a pound. If the strike were settled to-day there would be no coal brought into the province for four weeks.

This means may be gathered from the fact that, taking thirty acres a day as the amount torn up, 175,000 acres might be brought under cultivation next month were fuel available. The total production is likely to lose severely from this cause.

Owing to the lateness of the season, and early the freeze-up, the comparatively small in proportion of fall plowing, was done last year in Saskatchewan, the farmers expecting to make up by pushing the work in the spring. The present conditions, however, indicate that the acreage under crop will not show that remarkable increase recorded last year.

The country from Regina to Morris on the Canadian side, especially in the vicinity of Altona and Rosentfelt on the Great Northern, is a great inland sea, water covering the fields and rendering useless thousands of acres.

PUGSLEY WILL HAVE TO PUT UP A HARD FIGHT

Multi-Millionaire Will Give Support to Conservatives and May Start a Paper.

ST. JOHN, N. B., May 2.—(Special.)—At a meeting of the Conservative executive to-night it was unanimously decided to put a candidate in the field to run for the federal house. H. A. Powell and Robert Maxwell are among the probable candidates. John Makana, Miramichi, multi-millionaire, was present, and will lend all aid to the conservative put forward. He is also likely to establish a paper, and is conferring with the leaders to that end. Mayor Sears, Liberal, after a thoro canvass, is satisfied of support, and says he will also run. He controls a strong vote, always conducting canvasses personally. Many Conservatives, both here and at Ottawa, want opposition. His to-night points to bright outlook and success for the Conservatives.

Your Wedding Flowers. See Jennings' roses; beautiful blooms on long stiff stems. 123 W. King St. Phones M. 7210 and Park 1637. Oscar Hudson & Company, Chartered Accountants, 5 King West. M. 4786

Canadian Customs Tariff. Final revised edition for sale, issued by Robinson & Heath, Custom House Brokers, 14 Melinda-street, Toronto.

Hub Hotel, cor. Yonge and Alice Sts. Renowned under new management. First-class business men's lunch in connection. W. J. Davidson Prop. M.

NO. 12. Not Good After 12 o'Clock Noon May 13, 1907

Trip to London Ballot

THIS BALLOT GOOD FOR ONE VOTE

For District No. Address County City

When fully filled out and received at The World Office by mail or otherwise on or before expiration of date shown above. Not good after that date. Void if same voted for has not been properly nominated. No ballot will be altered in any way, or transferred, after being received by The World.