

# The Toronto World

TWELVE PAGES—MONDAY MORNING APRIL 19 1909—TWELVE PAGES

**Yonge St. Store for Rent**  
\$1500 per annum. Includes ground and two floors over. Have tenant for upper floors at good rent. If not required.  
H. H. WILLIAMS & CO.,  
Realty Brokers, 26 Victoria St.

61 29TH YEAR

**BUILDERS**  
\$25 foot will buy the choice lot corner Dundas and Dufferin—excellent location for stores with dwellings over.  
H. H. WILLIAMS & CO.,  
Realty Brokers, 26 Victoria St.

## PROBS.—Cool and showery at first, followed by strong n. and n. w. winds, and clearing.

### MISSIONARIES IN AWFUL CARNAGE

**Rogers and Maurer, Americans, Among the Thousand Victims at Adana—Two Cities Destroyed.**

**REFUGEE THOUSANDS NOW IN DIREST NEED**

**1000 KILLED**

BEIRUT, Syria, April 18.—A terrible uprising has occurred in Adana. Street fighting has been going on for three days and at least one thousand persons have been killed.

The city has been practically destroyed by fire.

American missionaries named Rogers and Maurer, the latter from Hadji, are dead.

All the other Americans are safe.

The British vice-consul, Major Doughty-Wylie, was shot thru the arm.

At Taurus there was less loss of life. The Armenian quarter was destroyed. Four thousand refugees are housed in the American mission.

The need of relief is great, for shortly the fugitives will be on the verge of starvation.

Conditions in the Vilayet of Alexandretta are most serious.

Turkey is aflame on both sides of the Bosphorus.

According to the latest reports, the anti-Christian feeling in Asia-Minor is spreading to such widely separated cities as Beirut and Erzerum.

Muslims are persecuting Christians without discrimination—but their hatred is directed principally against the Armenians—looting and burning their homes and putting them to the sword.

The Turkish Government has said it is taking every possible measure to maintain order, but still it is doubtful if this outbreak of racial passion can be subdued at once.

The situation in Asia Minor is quite distinct from the political turmoil that has invaded European Turkey. The former is racial and religious and bears a strong resemblance to the Armenian movement of ten years ago. The latter is an outcome of Turkish efforts at popular constitutional government.

Over 1000 persons were killed at the committee of union and progress, has been practically driven to cover by the armed movement against them, as first manifested among the troops at Constantinople. But the Young Turks claim to have the support of a large proportion of the army, particularly the Third Army Corps, and declare that during the coming week they will take steps to maintain parliament and punish the rebels.

Significant developments for the next seven days may be expected to arise from the general concentration of troops on Constantinople. Without orders from the ministry of war, indeed without orders from their superiors, Turkish troops in large numbers are moving in the direction of the capital from Salonika, Adrianople and other points in European Turkey. The army is being reorganized and regiments fraternize as they meet, and the forthcoming week will disclose what is the real purpose of this remarkable advance.

Wash Suits, in white matta merette, 50c and 75c.

Striped Suits, in extra quality drill, sailor coat and suit, 10 years, \$1.00.

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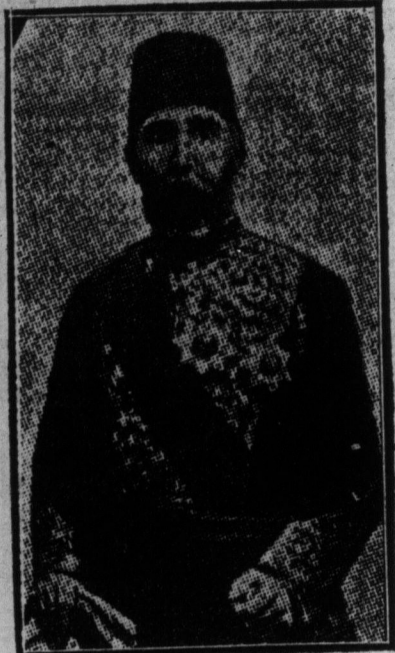
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**HILMA PASHA**  
Who has been ousted from the post of Grand Vizier.

### DEATH PENALTY FOR FLIRTATION

**Young Ontario Sailor Shot and Killed by Marine Captain, Who Revived Old Jealousy.**

PORT HURON, Mich., April 18.—(Special.)—George Birrell McKinnon, aged 21 years, of Mooreton, Lambton, was shot by Captain Ralph Pringle, aged 32, of St. Clair, in the latter city shortly after midnight this morning. McKinnon died in the afternoon at 4 o'clock, after remaining in an unconscious condition almost until the last.

According to eye-witnesses, Captain Pringle entered the saloon known as the "Hole in the Wall" and seeing McKinnon for the first time in three years declared that the town was not big enough for both of them. The men entered a side room and an instant later three shots were fired and McKinnon fell to the floor unconscious.

McKinnon had flirted with his wife three years ago and that he had vowed to get even. Neither of the men were intoxicated at the time.

Captain Pringle is a well-known lake pilot. He is expected to sail on the steamer William A. Young. McKinnon had sailed for two years as a first mate. Last season, while on the steamer Rosemount, of Montreal, and this year he had agreed to sail on the steamer Adriatic.

Before breathing his last at the hospital McKinnon said that Pringle had no reason for shooting him. He would have said more, but he was too weak. He died before he could be revived.

### THOUSANDS HOMELESS

**Much Suffering Among Survivors—Warships Hurrying to Scene.**

CONSTANTINOPLE, April 18.—According to the latest news from Adana trade missionaries do not dare to leave the mission house. They are suffering from lack of provisions and medicines and have sent an appeal to the military authorities for protection.

Over 1000 persons were killed at Taurus and Alexandretta. The massacres and incendiarism continued.

The Saloniki army has six batteries of machine guns and one of anti-aircraft guns. They expect by morning to number 30,000 men at Spartakuleh.

### QUEBEC CONSERVATIVES CHOOSE MONK TO LEAD

**He Will Lead a Campaign of Oratory Thruout Province When Session is Ended.**

MONTREAL, April 18.—(Special.)—The Conservatives of the Province of Quebec are going to try the second experiment at choosing a leader for the province and once more F. J. Monk, M.P., for Jacques Cartier, is the man selected.

This nomination, so it is said, was made by the parliamentary party at the request of the supreme leader, R. L. Borden, and last evening was unanimously ratified by the fighting men of the party, who had tendered the new chief at a dinner at the Lafontaine Club, presided over by Thomas Chase Casgrain.

Mr. Monk accepted the task and announced that he and a number of friends would stump the province from one end to another at the close of the session. According to the party reverses to the fact that they had not been organized and they had only got together on the eve of a general election.

### THREE DROWN FROM A SKIFF

**Woman and Two Young Men of Gananoque Perish in the Lake Near Clayton, N.Y.**

GANANOQUE, April 18.—(Special.)—As a result of the capsizing of a skiff Mr. and Mrs. R. Robbins and J. M. Taylor, popular young people of this town, were drowned in the River St. Lawrence Saturday afternoon.

Mr. Robbins was 23 years of age, and his wife, only 17 years, while Taylor was a youth of 18.

The bodies of Mrs. Robbins and Taylor were recovered about 4 o'clock this afternoon in 20 feet of water, several miles from the shore of Clayton, N.Y., which is nine miles from here.

The coroner of Jefferson County, N.Y., viewed the bodies and granted permission for their removal to Gananoque. They arrived here in a launch about 5 o'clock this afternoon and were taken to the morgue.

The first notification of a tragedy was received here late Saturday afternoon, when word came from Clayton, N.Y., that a skiff had been found opposite the summer home of May Irwin, three miles from Clayton. Description revealed that it was a skiff that had left Gananoque at 1:10 o'clock Saturday afternoon with Mr. and Mrs. Robbins and Taylor.

A man named Pelow, working on Club Island, heard a call for help and saw an overturned skiff with two persons clinging to it. He started to the rescue in a skiff, and when he looked again only the youth, Taylor, was to be seen. When the rescuer was only a few feet away, Taylor released his hold and sank, not coming again to the surface. Pelow dropped an anchor to mark the spot and then returned to summon aid.

W. D. Robinson, who is constructing a summer home near Gananoque for a wealthy New Yorker, observed the skiff a short time before the accident. Two of the occupants were bailing out water and one rowing. There was no apparent trouble at this time.

Not long after the party had left here they were seen by a man on Gananoque Island bailing out the boat. As no further attention.

This morning the tug of Mitchell & Wilson, accompanied by several smaller craft, left with apparatus for the scene of the accident.

From Cummings' description, Mr. Robbins was the one on top of the boat when it was overturned.

The skiff, which has been recovered, was found to be leak proof.

It is supposed the accident was caused by the occupants changing seats when one of them lost his balance.

Another theory is that Mrs. Robbins, who was subject to fits, was taken with one, fell to one side and capsize the skiff.

This makes four persons from here who met their deaths in the St. Lawrence last week.

### A COLLEGE FOR WOMEN ONLY?

**University Senate Adopt a Report in Opposition to the Present Co-Education.**

The favorite fad of the professor of history in the University of Toronto has at last received academic benediction, and the conservative soul of Gen. M. Wrong rejoices as he contemplates the revision of the provincial seat of learning to the type of haughty exclusiveness which finds its exemplar by the classic banks of the Cam or the Isis.

The university senate has by a vote of 23 to 8, passed the report of the committee appointed "to enquire in regard to a possible college for women."

The report, signed by Prof. Wrong as chairman, finds that: "The main argument against co-education is that women and men need somewhat different types of training. Men and women students do not mingle freely in our educational life; true, they sit together in the same classrooms, but otherwise they have quite separate accommodations; they share few amusements in common."

"Experience has made quite indisputable a general law that in occupations where women predominate the men tend to disappear, and where men predominate the women tend to disappear. Neither sex likes the predominance of the other in its chosen field of labor. What is happening in the University of Toronto is already greatly in evidence elsewhere, that the men abandon the course specially favored by the women, such as modern languages, while women do not select the courses specially favored by men, such as political science, the most natural solution of a difficult problem would be to organize the women into a separate college."

Expense Calls a Halt. But the fair sex will be allowed to bloom for yet a little while outside the high iron pickets of an academic harem. The prosaic cause of this delay is the "considerable expense" involved.

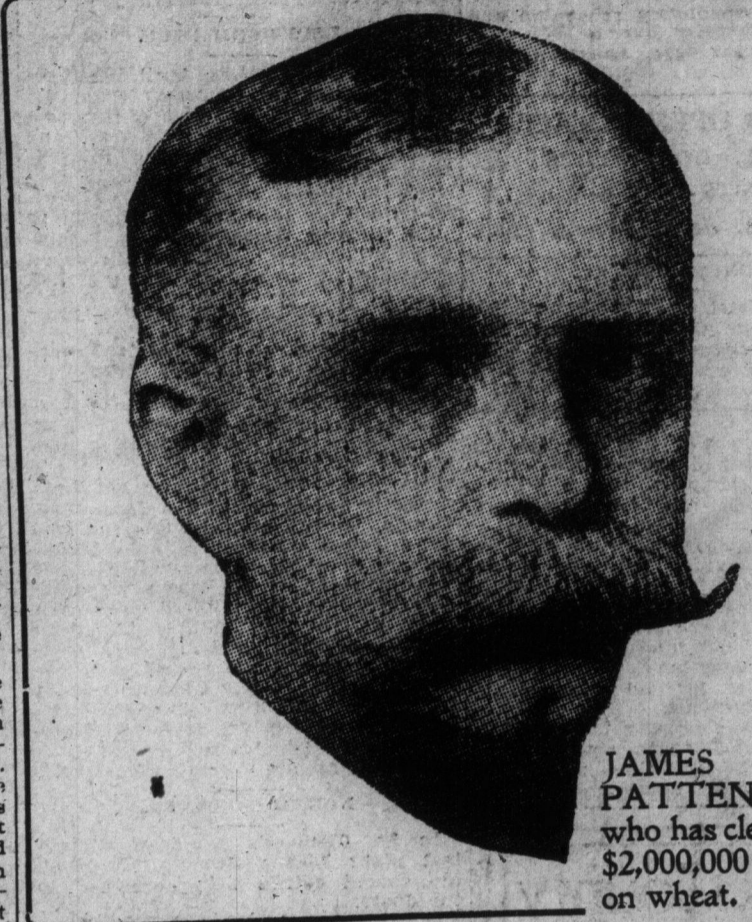
In the meanwhile the committee believes its soil by certain suggestions of what is desirable. The women in the arts faculty of the university should be organized into a separate college, with a woman at its head, and with a building for the use of women. Such a plan might at first affect only the women attending the state college, but if Victoria and Trinity chose to adopt this plan they would still retain their residence for women and a free hand in regard to religious conditions.

Women should continue to have access to instruction in all branches of learning covered by the staff of the university. They should be free to graduate in all the existing courses.

Women should continue to have access to the same footing as men, to the library, and to the scientific laboratories of the university.

The teaching in the college for women would be by the present staff of the university and University College and that of Victoria and Trinity.

Continued on Page 7.



### NOT PATTEN'S FAULT THAT WHEAT IS UP

#### TARIFF NOT FACTOR

**Patten vs. Wilson Who's Right?**

The wheat market is expected to furnish the feature news of the week, so far as America is concerned.

The non-speculative consumer is assured by Secretary of Agriculture Wilson that there is sufficient wheat in the country at normal prices to supply the demand until the new crop is marketed, and that present prices are artificial. On the other hand, James A. Patten, head of the bull pool in Chicago, insists that the present prices are naturally fixed by the law of supply and demand.

Flour men and bakers are anxious, and if prices continue to soar this week a somewhat general increase in prices, thru the States at any rate, or a cutting down of the size of the loaf of bread, is predicted.

**Chicago Operator Denies That He Has a "Corner"—Claims Credit Only for Seeing Further Than His Fellows.**

CHICAGO, April 18.—After a memorable speculative week, the tickers' god night was received at noon Saturday with a deep sigh of relief from the board of trade men, not to mention an army of laymen drawn into the vortex of the wheat pit by the publicity given James A. Patten, the bull leaver, and his following "good night" meant a day and a half for quiet reflection on the great problem of the season—"Will the public eat this year's or last year's wheat three months hence?"

Saturday Mr. Patten personally left the market to its fate, which fate, from the view of the Patten crowd, is proved considerably, as prices advanced over a cent in May and July options. Mr. Patten paid his respects to Secretary of Agriculture Wilson, declaring that the latter's estimate of available supplies is a joke, and lectured reporters, who he alleges, have been more entertaining than accurate in their stories.

As to talk of removing the tariff on wheat as a slap at manipulators, Mr. Patten was for it.

"I am in favor of removing it, right now, because we will have to do it inside of ten years at any rate. It would not affect the price of wheat a penny, for the markets of the world are now right now. Take off the duty on corn, oats and live stock, too, for it will not be long before we have to import them. I have said this before and Jim Hill has been preaching it to the farmers along his railroads for the last three or four years."

Declares Cereal is Scarce. "I don't believe it would make a difference of one cent in the present price of wheat if they should do it. Canadian wheat is selling to-day at Winnipeg as high relatively as here, and we would simply have to compete with European nations for the wheat supply there."

As to the future course of prices, I can only say that as the scarcity of the cereal makes itself felt prices must necessarily work higher. It is no secret that short supplies spell higher prices in every commodity traded in, and it is nonsensical to talk of corners when the market is in a perfectly natural position.

"The situation all over the world is practically the same, and yet I am accused of being responsible for the prevailing high prices. I merely was bright enough to see the present conditions in advance of the majority of traders, bought wheat at a price now respecting the benefits. Other merchants in other lines of trade do the same thing, yet there is no hubbub about it."

"One reason why prices are high as they are is that the crop last year came unusually early, but this season the outlook is for a delayed harvest, consequently the wheat supply there, as the previous crop was used up in about 11 months."

"Bakers are aggrieved because of the extravagant prices for wheat. This is natural, but I cannot see that any one is to blame but themselves. As a rule, formed as to conditions in the wheat trade, and for this lack of knowledge they are now paying the penalty."

"The present situation represents simply the working out of the natural laws of supply and demand, and there is no getting away from it."

Speers at Government Records. "As to Mr. Wilson, he is absolutely incorrect. There was not 143,000,000 bushels on farms on March 1. It was nearer 100,000,000 bushels. My information is better than his. But don't take it from me; go to any big trader who pays his money for accurate information on which to risk his capital. They say I have a corner in wheat, formed as to conditions in the wheat trade, and for this lack of knowledge they are now paying the penalty."

The week's place in speculative history is due to the practical paucity of the so-called "May deal" and the active engagement of bulls and bears all

Continued on Page 7.

### COMMISSIONERS TO MANAGE THE I.C.R.

**Butler, Pottinger, Tiffin and Brady Are Named By Government to Operate People's Railway.**

MONTREAL, April 18.—(Special.)—At a banquet here by the Reform Club last evening to the Hon. George Graham, minister of railways, the announcement was made that David Pottinger and E. Tiffin of the Intercolonial Railway, Deputy Minister Butler of the department of railways, Frank P. Brady, divisional superintendent of the C.P.R., had been appointed a commission to run the government railway system.

The minister of railways said he would not discuss the advisability of leasing the I. C. R. at the present juncture as he was determined to give the newly appointed commission a fair trial for a year at least.

Regarding the Dreadnought question, the Hon. L. R. Brodeur stated that he and Sir Fred Borden were going to England to interview the imperial naval authorities as to the better means to adopt to bring about the protection of the Canadian coasts.

The imperial authorities did not want the Canadian ministry to build Dreadnoughts.

Who They Are. Matthew J. Butler, deputy minister of railways, who is expected to be chairman of the commission, was born at Deseronto, Ont., and studied at Toronto University. He started his railway career in 1879 as transitmaster on the Pembroke extension of the Kingston and Pembroke Railway. Later he was chief engineer on the construction of the Thousand Islands Railway and the Niagara Falls Railway. He was appointed assistant chief engineer of the Atchafalaya, Topeka and Santa Fe, returning to Canada in 1891. He was chief engineer of the Bay of Quinte Railway and Navigation Company, and in 1903 was appointed chief engineer of the Leominster and Comins Company of Montreal and designed and built their shops here. In 1904 he was appointed assistant chief engineer to the National Transcontinental Railway Commission, and a year later succeeded Collingwood Schreiber as deputy minister of railways. He was also chief engineer of the Illinois and St. Louis, Mo., Railway. He started in 1883 as a clerk for the Nova Scotia Railway at Halifax, becoming cashier of the road in 1872. He became station master of the Intercolonial at Halifax, two years later being promoted to general superintendent and in 1892 was promoted to be general manager of government railways.

Hamilton Old Boy. E. Tiffin was born at Hamilton, Ont., in 1849, and started railway work with the old Great Western in 1868. He worked his way up and in 1871-5 was made station master at Brantford. Later he joined the Credit Valley Railway, and in 1875 he went to the States as a southwestern agent of the Commercial Express fast freight line at St. Louis, Mo. Returning to Canada in 1880, he joined the C.P.R. as general freight agent of the Atlantic division. In 1901 he was appointed traffic manager of the Intercolonial and in 1903 became general traffic manager of the government railways.

F. P. Brady was born in 1862, and educated at Newbury, Vt., and some time with the Passumpsic and other American railways. In 1888 he entered the service of the Canadian Pacific as train master, being later promoted assistant superintendent of the C. P. R. at Winnipeg, and in the following year was promoted as general superintendent of the Lake Superior division at North Bay. He resigned from the service last year, since which time he has not been connected with any railway.

**COLONIES AND THE NAVY.**

**Premier Asquith in Favor of a General Conference.**

LONDON, April 18.—(C.A.P.)—Speaking at Glasgow on the question of navy, Premier Asquith expressed generous appreciation of the fine spirit shown by the colonies, and declared that if possible it would be eminently desirable to bring together in consultation the common object which we ought to have in view, to ascertain as to our respective shares in this great and independent work of the naval defence of the empire.

Mr. Asquith added: "I am not speaking without weighing my words when I say that we may be on the eve of new developments and forms in naval construction that may vitally affect many of the governing conditions of naval history."

**WHERE THERE IS "CLASS."**

That word "class" seems to have crept into our language some old way or other, and stands for that which is supposed to be above the ordinary. You'll say, for instance, that there is some class to Dineen's Hats, and there is too, for Dineen is a sole Canadian agent for Henry Heath of London and Dunlap of New York, the world's greatest makers; also Dineen carries special designs by all the other great English makers.

### ANOTHER BITTER PILL



THE INVALID: I'm getting so tired, so tired of it all.

Monday folks for of Boy

Store here er.—more better fawing what sell.

English Covert ch fawn shade, in spring style, a lining, acceptable. Sizes 22

ported Tweed for dollar, trim white tape braid, and finished best linings, 3 to

orfolk Suits, in with self stripe, and of the sewing quality, 28, \$3.50

in soft, grey sh tweed, made robe, well made, Italian linings, to 28, \$4.00.

Wash Suits, in French cambric, 10 years, 75c.

Striped Suits, in extra quality drill, sailor coat and suit, 10 years, \$1.00.

Shings for

of fine American, in plain colors.

erseys, for boys, collars and cuffs.

in white matta merette, 50c and 75c

and Caps

and Golf—Shaps and assorted fancy regular up to 25c

Crusher Style, in green, Monday special.

hatters, in navy, velvet and regular 35c to 50c.

15c. Mon.—10

Brackets, complete

Monday... 20  
5c. Monday... 30  
15c. Monday... 50  
complete. Reg. 45

Ash Sifters, wood ends and metal sides, expanded metal bottom, Monday... 15

Splint Clothes Baskets, large and medium sizes, regular 25c and 28c, Monday... 20

collet Jars, slightly 2-quart sizes, Monday... 50