

ON COMPANY, LIMITED Friday, May 3

ductions on Sale at Reduced Store.



in the respect of your... the purchase of new... by other men look who... you think that perhaps... you weren't so used to see-

98c

7.95

8.45

69c

1.39

50c

1.45

1854

Canada

the rate of SIX per cent. Bank has been declared Saturday, the 1st day of from the 17th to the 31st

ollar starts a sav- account and gives depositor possession est Pocket Savings or a Home Savings (same as the style for holding small in savings accounts of Canada pays

ND INTEREST BEST RATE Street West Saturday night. EST (Cor. Bathurst)

11% Net Investment CENTRAL RETAIL STORES H. H. WILLIAMS & CO., 86 Victoria Street.

27TH YEAR

PROBS: Strong winds and gales; cool; rain or snow, clearing at night.

On Trains Five Cents.

ONE CENT

The Toronto World

BEAUTIFUL LOCALITY. Orr the Avenue Road Hill. We have lots for sale on Russell Hill Road, Clarendon Avenue, East Ave., Humboldt Ave. and Warren Road. F. J. SMITH AND CO., 61 Victoria St. Phone Main 1259.

Niagara Power at \$10.40

Ontario Power Company Will Contract at \$2 H.P. Less Than Was First Estimated Possible

FARMERS FEAR TO SEND SUPPLIES OF MILK

Yesterday's Shipments Adequate, But Small Dealers May Not Hold Out

The milk situation is in a decidedly complicated condition. It is claimed by city dealers that agents of the Producers' Association are terrorizing the farmers and preventing them from sending supplies to the city. Mr. Lock of the Grimsby Dairy, who was out Woodbridge way yesterday, is responsible for the statement that threats are being made of violent measures to keep the producers in line. Meantime the supply available in the city yesterday was adequate. There was no story of famine, but the outcome of the strike may be a split in the ranks of the dealers, unless the big men in the business can devise some means of helping the smaller firms along. The big dairies have sent out purchasing agents to distant parts, and are securing large consignments of milk, but the small firms cannot do this. The situation now depends upon the smaller dealers. If they are content to wait until the purchasing agents can send in enough to satisfy everybody the farmers may be beaten, but if the small firms get impatient and break away in a body, the reverse may happen. Supply at Woodbridge. It was nearly midnight when J. H. Lock of the Grimsby Dairy got back to town with his team load of milk. Early in the day his agent had telephoned him that he could get milk at Woodbridge, but that the farmers were afraid to team it in. Mr. Lock decided to go for it himself and took measures to protect himself from violence. "There's lots of milk around Woodbridge," said Mr. Lock after his return, "and I got all I could bring." The farmers don't know what to do with it. They have it in wash tubs and basins and anything they can get to hold it. "They haven't any pigs or calves to feed it to, and they are all sick of the situation and anxious to sell. Two men even offered to give the milk away, and accept anything I cared to give." The most serious part of Mr. Lock's story is that agents of the Milk Producers' Association are at work terrorizing the district, so that the farmers are afraid to sell their milk. "Threats are being made," said Mr. Lock, "that they will turn cattle loose upon the roads during the night, wire the gates and use other violent means to prevent milk being sold. On Thursday night one farmer's house was visited, his barn was broken into and several milk cans, which were laden ready for shipment, were taken from a van and emptied into a ditch." Mr. Lock says that the opposition comes from men who have practically nothing to lose by the tie-up, but that the farmers who send the big shipments are terrorized. Some of the men he got milk from wanted him to promise not to let it be known for fear of injury to their farms. Mr. Lock thinks the authorities should extend protection to the men who are anxious to sell their milk. Producers' Confidence. On the part of the Toronto Milk Producers, there was a confident feeling. Secretary Reynolds was not in the city yesterday, but from his home at Scarborough Junction was kept in close touch by telephone with the whole situation, all over the county. Least night he was delighted with the outlook. From every shipping point came news from the agents of recruits to the ranks of the strikers. At Woodbridge the members of the association, and a very large proportion of the non-members refused to strip to the city, and the normal supply about 300 cans, making in all seven loads, was kept at home. The cutting points, Islington, Burn-

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THE WILD MAN SKIPS STEAD.

Dizay from a tour of R. J. Fleming's loop system, the World's Wild Man yesterday reeled off the top of a toby pole into a clump of bushes near Toronto Junction. As he alighted he heard from a neighboring clump the words, "As I said yesterday to the King of Belgium." In a series of gambols he made his way and discovered W. T. Stead seated on the ground. Beside the great interviewer was Elbert Hubbard, Bernard Shaw, and the head of the Flying Rollers. When Stead discovered the Wild Man he uttered a loud whoop, and exclaimed: "Here's the very man I want to act as my publicity agent." Forthwith Stead made the Wild Man a very tempting offer, which included an editorship of Stead's success series. But as the Wild Man spring in alarm to the top of a tall oak, he refused the job in these words: "True, I am said to be wild, but I have no idea of making this fact internationally prominent, nor of helping any one else do the same with his wildness." Then he rambled into the void muttering: "Vanity, vanity, all is vanity."

Ontario's One-Horse System of Railways

The most popular thing, or rather the thing taken up by the World that meets with the quickest public recognition is our operation of the one-horse administration of the railway transportation system of Ontario from Montreal, instead of from Toronto, the living centre of that business. Montreal administration of Ontario's railway system can be seen in the Yonge-street bridge, the delayed Union Station, the neglect to cure the Scarborough grades, the crowding of the Esplanade with thru business that could go to better advantage to the north of the city, the late hour at which out-going trains are despatched, etc., etc. There are few late trains into the city; you cannot even get from Hamilton to Toronto after 9.10 in the evening. Passengers from New York the night before do not get into Toronto before 11 next day, instead of at 8 a.m. The Wellington, Grey and Bruce country is badly served with slow trains, unnecessary changes and delays, old cars and insufficient car mileage. Said one ex-employee of one of the big lines: "When we used to refer a question from Toronto to head office we'd get back a wire, 'Can't do it,' or 'Nonsense,' or 'Will be up next week,' or 'Come down.'" They always turned it down and some Scotch and soda at the same time. Montreal railway administration has a Scotch and soda way of doing things. If one of the big men comes to Toronto he comes for a day in a private car, goes to the club and leaves in the evening with a promise that he'll take up the matter when he gets home. That ends it. The passenger departments, the sleeping, dining and parlor car departments, the handling of traffic should all be in the hands of a chief of staff in Toronto who is supreme and who makes it his one business to serve Ontario and Toronto. The needs of the passenger traffic in Ontario are entirely different from what they were fifteen or twenty years ago. Altogether the actual population of the province has not so greatly increased, local passenger traffic has grown more than 400 per cent.—an increase largely made up by the enormous expansion of passenger traffic in and out of Toronto. The service that was adequate for passenger traffic between small communities 20 years ago is absolutely insufficient to meet the conditions created by the wonderful growth of Toronto; hence intelligent railway management would not only have provided additional mileage and more trains and better equipment, but it would have completely revolutionized the schedules and service of the roads. Travel has now become a daily business for thousands of people and the occasional travel has been stimulated and directed to a common centre. Not only do people travel from Toronto through the province in all directions, but a steady stream of passenger traffic flows from the smaller towns and farms and villages, to the metropolises. We have pointed out that the C.P.R. and the G.T.R. have utterly failed to recognize the growth of Toronto or to stimulate the enormous passenger-traffic of Ontario. Between these two lines, in this province, there is neither competition nor co-operation. Among the most evident things which they have neglected to do respecting passenger traffic in and out of Toronto may be mentioned: (1) This enormous traffic has not been recognized or stimulated by any reduction in fare. The same fare was charged from Kingston to Toronto in 1906 that was charged by the G.T.R. in 1886. Travel to and from Toronto pays charges precisely the same fare as to and from any other point. Suburban fares, combination tickets and the various concessions that are extended by the railways to other cities are unknown to us. Occasionally it is true that the people of Toronto, in common with the rest of the province, may avail themselves of a cheap excursion. These excursion rates are usually one fare and one-third (2 cents a mile), but the people are crowded in the cars like herrings and all travelers on the train are subjected to the discomfort, even those who are not excursionists. (2) The early trains elsewhere provided for the convenience of large cities are not provided here. Often the first train goes out at 9 a.m. If there is an earlier train it is a slow train which is soon overtaken by the train leaving an hour later. There are some thru trains that stop at more stations than others, but there is no suburban express service or no suburban service in the true sense of the word. (3) The schedules are not made up so as to encourage and permit the people to come to Toronto, transact business and return to their homes on the same day and to permit Toronto business men to visit the various towns in the province, transact business and return at once. There is no reason why the round trip to Ottawa should take more than one day. People along the line of the G.T.R. go to Ottawa via Brockville. From Brockville to Ottawa they must travel by the C.P.R. There is no attempt to connect trains; on the contrary, there is an effort made to prevent connections. One way of making this trip is to get out at Brockville at 3 o'clock a.m., and wait until 6.30. Westbound G.T.R. trains habitually pull out of Brockville in the night of Toronto passengers arriving from Ottawa via C.P.R. They will not wait one moment to oblige a train load of passengers. (4) Not only has there been no increase in mileage or rearrangement of schedules to meet the enormous increase in Toronto passenger traffic, but the railways generally throughout Ontario have few cars and very poor ones at that. A traveling man complained that in going the other morning from Toronto to Orillia he found the train very crowded and very much overheated. He removed his overcoat and found there was no hook by which to hang it up. He was compelled to sit upon the coat or else endure very considerable discomfort. We have referred to the G.T.R. service from Toronto to North Bruce, where there are a number of towns, including Southampton, Tara, Port Elgin, Warton, Kincardine and Owen Sound. These towns and the country about them should be reached by a short and pleasant trip from Toronto. What are the facts? A traveler leaving Toronto at 4 p.m. for any one of these places will get to Guelph perhaps at 6.30, where he is supposed to make immediate connections for the north. It is not uncommon to find people standing about the station afraid to leave the premises for fear they may be left unable to learn anything about the train which they desire to take. The northbound train may come along at 7 or 7.30, and the passenger then gets on board for Palmerston. By good luck he may get into Palmerston at half-past nine o'clock and for the first time he is able to get something to eat. The delay at Palmerston varies from thirty minutes to an hour and a half and the passenger is liable to arrive at Southampton in the neighborhood of 1 a.m. Should he succeed in getting someone out of bed and transacting his business the same night he may return the next day. To do this he must get to the station at 6 a.m. and is fortunate to get his first cup of coffee at Palmerston somewhere about 9 a.m. From Palmerston he will return via Guelph, arriving in Toronto at noon. But between poor, crowded cars, delays and slow trains, he will find this trip so long, tedious, disagreeable and uncomfortable that he will never take it up again unless he is compelled to do so. Specific instances that prevail are only too apparent. Certainly it is time for the business men and the press of Toronto, and if necessary the government of Ontario, to take action which will compel these railway systems receiving the most profitable part of their business from the Province of Ontario to cease discriminating against the City of Toronto and to give adequate and something approaching an up-to-date service to the enormous passenger traffic flowing in and out of Toronto every day; a traffic that can be doubled by intelligent sympathetic local administration.

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London Guarantee Bonds.

We supply guarantee bonds for those occupying positions of trust. We also furnish bonds as required by the courts, guaranteeing administrators for estates, ensuring the payment of succession duties, and providing security for costs. We also supply such guarantees as the excise department demands of license holders. The London Guarantee & Accident Co., 46 East King-street, phone Main 1649.

Horse Show Flowers.

Flowers, as arranged by Dumlop's, whether for coronation, or in the more elaborate bouquets, are always distinguished by their simplicity in arrangement and the artistic effect they produce. 96 Yonge-street, Night and Sunday calls, Park 752.

Rub Houdy, cor. Yonge and Alton Sts. Remodelled under new management. First-class business men's lunch in connection. W. J. Davidson Prop. of

"Play Ball"



Teams Lined Up. President McCaffery and Captain Kelley in the Foreground; Premier Whitney in Box—Bannon Scoring the First Run of the Game—Premier Whitney's Delivery.



GRENADIERS' BAND WALK DRIVER A NON-UNIONIST

Locked Out Driver Calls on Men in Baseball Parade Tally-Ho to Climb Down.

To the call of one of the locked out cab drivers, the Grenadiers' Band climbed down from the King Edward Tally Ho in front of the city hall yesterday and continued to Diamond Park at the head of the baseball procession on foot. The action of the musicians was prompt and unanimous from the leader down. They even expressed regret at having ridden from the Union Station to the city hall, where their attention was called to the fact that Mr. Mayor's son was holding the reins instead of a union driver. The bandmen, being all members of the Musical Protective Association, were in sympathy with the union cables in their controversy with the livermen. Mayor Coatsworth has written Secretary Barton offering jobs to 50 union hack drivers on the new speedway at \$2 per day of 9 hours, and guaranteeing employment for five weeks. The men are undecided as to whether or not they will accept the offer.

Coatsworth Fanned To Whitney's Curve

Premier, Mayor and Joe Downey All Had a Hand in Opening Baseball Season at Diamond Park Before Biggest of Opening Crowds.

Never has there been such a supple cious opening of the local baseball season as was yesterday's. With a civic reception at the city hall, an impressive parade, a crowd limited only by the accommodation of the ground and hundreds turned away, the premier of the province, the mayor of Toronto, and a member of the legislature to start things, and then a see-saw, heart-rending ten-innings game—what more could be desired, unless, perhaps, that the game had been won. But, then, it wasn't lost, as it might have been, so let the rosters be thankful and go out again to-day to cheer the Leafs on to another victory. Pat Powers, president of the Eastern League, looking genial, as is his wont, arrived in the city during the morning, and was met by Ald. J. J. Graham, chairman of the civic reception committee. The baseball magnate was escorted to the city hall, and was welcomed by the mayor, Joe Downey, M. L.A., was present on behalf of the legislature. Hon. G. F. Graham, who had been counted upon to stand at the plate to receive the premier's delivery, did not make his appearance, and Mayor Coatsworth was substituted. Welcomed by Mayor. After the group in the mayor's office had been swelled by a number of the sporting old-timers, including Ald. Sam McBride, Church, Whytecock and James Hales, it was announced that the ball teams had arrived. Accordingly, the party descended to the entrance of the city hall, where a crowd of hundreds had gathered. The mayor expressed the pleasure it gave him to welcome the team home, and conveyed the wish that good, clean sport might always be the rule. President Powers promised that he would do what he could to promote clean, fast ball. The crowd cheered for Capt. Kelley, who, donning his cap, ran up the steps and promised good fast ball. He hoped that the peasant for 1907 would fly at the top of the city ball.

Right to Buy Elsewhere.

The commission reserves the right to purchase power from other sources, such a provision being considered advisable on account of the necessity of having a continuous supply in case of accident. The amount of the extra

Continued on Page 14.

Toronto Taxes for 1907.

The city treasurer requests ratepayers who own properties in various parts of the city, and agents who have charge of estates, to send lists to him not later than the 23rd inst., in order that tax bills may be furnished accordingly.

Continued on Page 2.

MUNICIPALITIES GET BARGAIN PRICES

Hydro-Power Commission Will Enter Into Provisional Contract

CITY'S RATE IS \$16.50

Terms Not for Exclusive Contract—Ten Years and Renewal.

Electric power at not more than \$16.50 per h.p. at the city limits is the basis on which contracts are to be signed in connection with the scheme of the hydro-electric power commission. With the authority of the government, the commission has decided to enter into a provisional contract with the Ontario Power Co. at a rate of \$16.40 per h.p. at the transformer station at Niagara. This will be subject to the acceptance of the formal contracts by the municipalities, about which there can scarcely be any question, now that better terms by \$2 per h.p. than previously offered by the commission are available. The commission will therefore enter into the contract with the Ontario Power Co., provided that some minor matters under discussion can be speedily arranged, and some other points more clearly defined. All this, it is anticipated, will be satisfactorily arranged in a few days, as the matters are of detail merely.

The current to be contracted for is the usual alternating, 3-phase, 25-cycle current of 60,000 voltage. An agreed amount of power, with a minimum of 10,000 h.p., is to be kept available to the commission by the company at all times. Not less than three-fourths of the amount agreed upon is to be paid for monthly. If at any time the amount used exceeds three-fourths of the amount agreed upon, then the basis of payment shall be the gross amount taken for a specified period of twenty minutes during the month, or what is known as the high peak for the continuous time specified. The power will be measured by standard instruments, sealed and inspected by the contracting parties.

With the minimum of 10,000 h.p. the commission will have the right to increase that amount at any time by giving 30 days' notice up to 30,000 h.p. Beyond this further increases may be made as the requirements of the commission make it necessary, on notice to be given as specified by the agreement.

Ten Years' Contract.

The contract will have a duration of ten years, with option of renewal for 40 years, or as long as the existing contracts between the Ontario Power Co. and the Queen Victoria Niagara Falls Park Commission remain in force.

The price for the power up to 15,000 h.p. is to be \$10.40 per h.p. per annum for 24-hour power every day in the year. When the amount of power taken exceeds 25,000, the price per h.p. for the whole block is to be \$15. An over 40,000 h.p. has already been applied for by the western municipalities concerned, it may be taken for granted that the price will be figured at \$10 from the start.

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NO. 13. 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 name voted for has not been properly nominated. No ballot will be altered in any way, or transferred, after being received by The World.