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The Toronto World

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14 PAGES—WEDNESDAY MORNING MAY 15 1907—14 PAGES

On Trains Five Cents. ONE CENT

Toronto and Ontario Are Chloroformed

The public of Ontario, the public of Toronto, more especially the business men of Toronto, and the manufacturing towns of Southern Ontario, have begun at last to appreciate what The World has been preaching at them for some years now, that there has been a long organized conspiracy with headquarters in the City of Montreal with the object of diverting trade from Toronto and Ontario to Montreal; trade that naturally should find its outlet at Toronto or in the Province of Ontario.

What we mean is that Montreal, including the Grand Trunk and the Canadian Pacific Railway interests there and the great shipping interests there, have deliberately sought first of all to prevent the extension of navigation west of Montreal. The two great railways desire to handle everything from Montreal westward by rail, notwithstanding the excellent river and canal navigation that exists and which could be made much better at a comparatively small national expenditure. These railways have deliberately, and The World speaks from the book when it says it, conspired with members of different governments, with politicians, with newspapers, to "queer" or delay every St. Lawrence canal and lake improvement that has been attempted up to date. Contracts were held back, work was delayed or so interfered with that no inland navigation improvement was ever yet completed so as to be up-to-date when it was opened for trade; for instance, when we had eight-foot and ten-foot canals completed, we found that the requirements were then for twelve-foot and fourteen-foot, and when the twelve-foot and fourteen-foot canals were completed we found the requirements were for twenty-foot and so the canals have been persistently kept fifteen years behind the requirements of the day. The associated harbor works have all been delayed. The great Welland Canal proposition has been "queered" time and again and the railway crowd to-day in Montreal are the avowed public enemies of the Welland Canal and its improvement. They, too, will be the enemies of the Ottawa and Georgian Bay canal system when it is undertaken, altho at the present time they pretend to be friendly to it.

And ever since the Ontario government had the good sense to inaugurate a national railway from North Bay in the direction of Hudson Bay, the Grand Trunk and the Canadian Pacific have tried to divert, either at North Bay or Scotia Junction, the trade from that national railway of this province to Montreal, and away from Toronto. The World has shown time after time how the telegraph systems controlled in Montreal refused up to the last minute to give a direct telegraph service between Toronto and Cobalt, and everyone knows how the C. P. R. for years has been giving a poor service between Toronto and its main line at North Bay and thence westerly to the Pacific coast in the interest of Montreal.

When the new transcontinental railway, which is to be controlled by the Grand Trunk, is completed, the same thing will be done on that line unless the people of Toronto and the Ontario government go on guard. It is true that the Canadian Pacific have now under way a splendid line from Toronto to Sudbury. This line will be completed within a year or two, and when completed will make Toronto really on the main line; because everybody can see that the great bulk of travel between the Atlantic and the Pacific thru Canada will prefer to go by Montreal, Toronto, Sudbury, Port Arthur, Winnipeg and Vancouver to go by Montreal, Ottawa, North Bay, Port Arthur, Winnipeg and Vancouver. This more southerly line is to be preferred for two reasons; not only does it put Toronto on the main line, but it also allows a traveler to go as far as Toronto and to New York direct via the Falls if he be so desirous. This will prove to be one great concession to Toronto for which the Canadian Pacific ought to receive recognition from Toronto and Ontario. Otherwise, the whole railway policy, and the policy of the telegraph companies centred in Montreal has been directed against Toronto in the interest of Montreal.

And the public men of this country have largely been of the same turn of mind—against Toronto, in the interest of Montreal. Montreal has undertaken to dictate not only the commercial policy of this country, but also to dictate the political policy of the country; and one aid to this end is the miserable train service between Toronto and the capital at Ottawa, as between Montreal and Ottawa. Montreal is well taken care of, with seven trains a day on a three-hour trip. Toronto should be put within five hours' run of Ottawa instead of seven or eight, and unless one travels by the sleeper or parlor car there is the inconvenience and delay of the transfer at Smith's Falls. The people of Ontario and Toronto are put to no end of trouble simply because of this unnecessarily long and often all-night journey between here and there.

Toronto and Ontario have no jealousy of the Province of Quebec, of Ottawa, of the Ottawa system of navigation, of the St. Lawrence route to the sea. All they ask for is fair play and equal treatment by the great transportation companies that have their headquarters in Montreal. So far we have not been getting that fair treatment. So far the transportation system of the Province of Ontario, with subordinate officers in Toronto, has been handled by Montreal men. The officials placed in Toronto have no executive authority, and all transportation questions have to be referred to Montreal for answer, even in the matter of a suburban service. There is 500 per cent. better suburban service out of Montreal than there is out of Toronto. Every request from Toronto and Ontario is turned down by the executive gentlemen in Montreal. They are generally too busy with other schemes to attend to Ontario.

Nearly everything for the advantage of Ontario and Toronto in the way of better rail and water transportation has been chloroformed or hindered by interests centred in Montreal and working nearly always secretly either there or at Ottawa. And Ontario is only begun to find it out.

The solution of the whole situation is for Toronto and the Province of Ontario, and the whole of Ontario is interested in the City of Toronto:

First, to see that the Ontario government own absolutely a railway from Toronto thru North Bay and Cobalt to Hudson Bay. That to complete this system the province either buy the Grand Trunk line from here to North Bay or build a new line; and that it build the remaining end to the north at the earliest possible date. The northern end could be built within two years from now by shipping men, material and supplies by steamer from Sydney, Cape Breton, or any point in the maritime province into Hudson Bay. Construction could be more easily carried on from that end than from this end going north. It will never do to trust the Grand Trunk to control the Toronto and North Bay end of the line, because the whole interest of the Grand Trunk will be to switch the trade to Montreal at Scotia Junction, or at the new junction with the Grand Trunk Pacific.

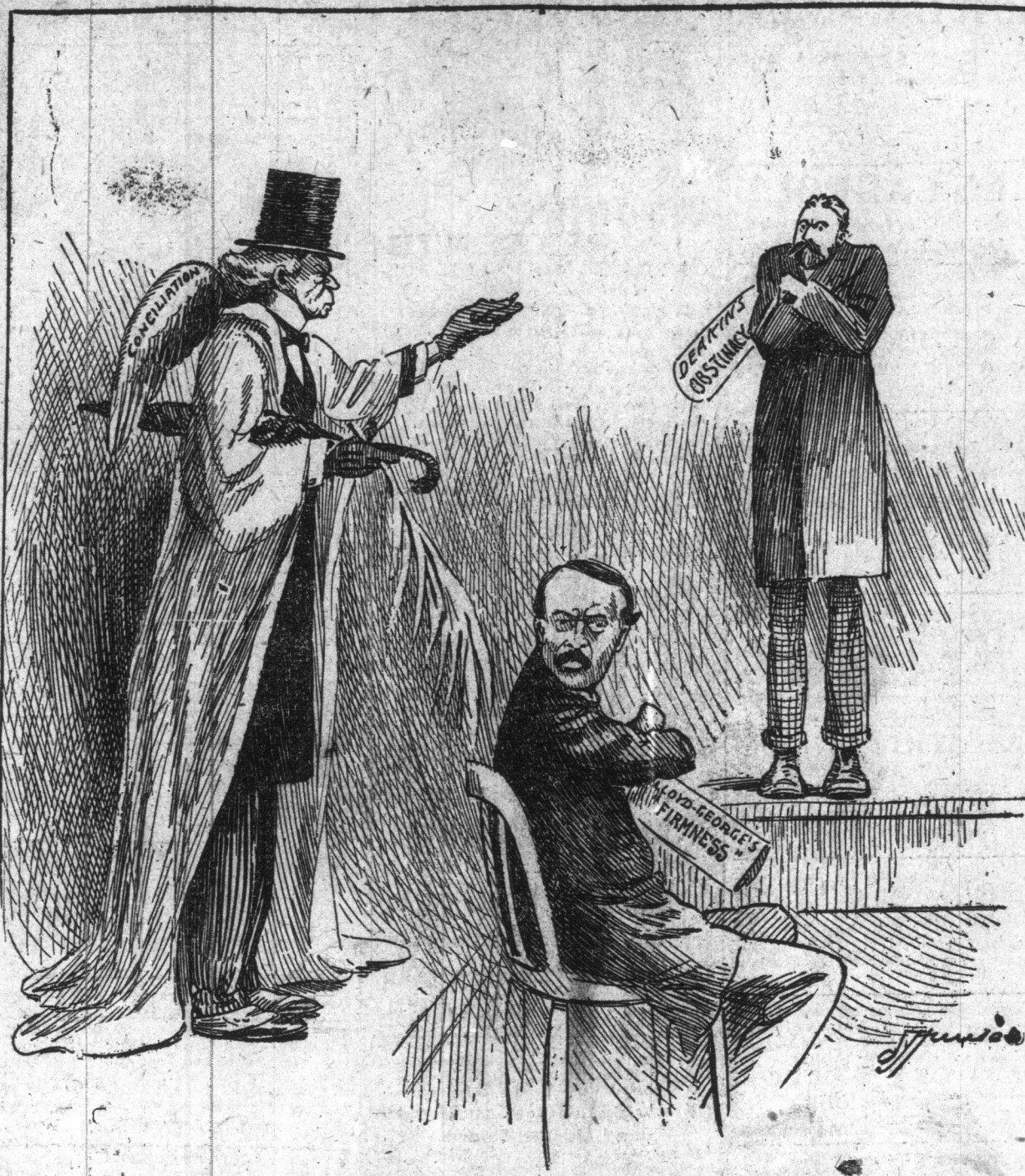
Second, the City of Toronto and the Province of Ontario must see that the Ontario railway system is administered by officials from Toronto and not from Montreal and the same thing applies to telegraphs and telephones.

Third, the people of Ontario and the City of Toronto must see that every reasonable expenditure is forthwith made by the Dominion to improve the navigation between Montreal and Toronto and the entrance to the Welland Canal for that matter, so as to give the people of this province the advantage that a first-class water route from Montreal of these upper lakes would secure.

These are the vital things for greater Ontario, and these are the things that have been antagonized up to the present by the officials and corporations of the east who seem to think that their advantage ought to be at the expense of this province and this city. The chloroform bottle brigade have been found out.

Forty Years Steady Effort to Divert Our Trade.

THE ANGEL OF PEACE



At the Imperial Conference.

PLUMBERS' CONFERENCE SPLITS ON UNION SHOP

Nearly 500 Men Will Not Report This Morning Till Employers Give Them New Agreement—Strike or Lock-Out Threatens to Be Prolonged.

Plumbers idle... 460 Shops affected... 100 Old agreement expired Tuesday. Men want new agreement calling for increase in wages from 37 1/2 to 45c an hour for journeymen. \$6.50 to \$8.50 a week for fourth year. \$8.50 to \$12.50 a week for fifth year.

Between 420 and 460 plumbers will not report this morning in Toronto this morning, leaving more than 100 firms without adequate labor to carry on a wide amount of unfinished and contemplated work. The union men insist upon calling it a lockout, and not a strike, "because the employers have stood out for an open shop and thereby imposed conditions under which it would not be policy to work."

Forty of the shops affected belong to the Employers' Association and include the largest establishments in the city. These firms employ 38 per cent. of the plumbers of the union. It is anticipated that the remaining 15 per cent. will return to work to-day or tomorrow, as several of the independent boxes have intimated a willingness to sign the new agreement, and permits will be issued to the men by the organization to work in such cases. A meeting of the union will be held in the Labor Temple at 9 o'clock this morning for the purpose of signing up with any firms who are inclined to enter into an agreement.

Four hundred men attended the mass meeting in Victoria Hall last night to hear the result of the conference between the committee and the employers, which took place earlier in the evening. The best the committee could report was that it had been a farce. About 35 employers were there to receive them. The committee were asked what proposition they had to offer. W. J. Storey, business agent, pointed to the agreement as the basis of argument.

The employers wanted to know if no modifications could be offered, and upon being delivered to any address on the street, a deputation of the situation ensued. The conference broke up without an offer of conciliation from either party.

The union is indignant at the attitude of the Employers' Association. The proposition had been before the boxes for three months, and no attempt had been made toward an adjustment, except the granting of the conference last evening, which Mr. Storey claims was only allowed with a view of impressing the public.

The men feel that they are locked out, the agreement having expired last night. It would be a violation of the organization's principles to work under open shop rules. The outlook is fair for a prolonged

hold-up in the plumbing trade. The union claims to be well armed for a long siege. The international body allows \$6 per week for each unemployed man, and the local boasts of an extensive fund. A prominent employer last night, when told of the union's decision, said things looked promising for a prolonged holiday. The strike is years ago lasted four months, and the present situation had even a more forbidding aspect. Among the leading firms affected are the Fred Armstrong Co., Bennett and Wright, W. J. McCall's Co., Purdy, Mansell & Co., the Keith-Fitzsimons Co., the John Ritchie Co., and Fiddies and Hogarth.

The chief difference between the new agreement and the old is the request for an increase in wages from 37 1/2 to 45 cents per hour as a minimum for journeymen, a raise from \$6.50 to \$8.50 per week for fourth year apprentices, and an advance from \$8.50 to \$12.50 per week for fifth year apprentices.

KNIGHTS OF COLUMBUS.

NORTH BAY, May 14.—(Special.)—The State Council, Knights of Columbus, to-day chose Cornwall for the next annual meeting. The following officers were elected: State deputy for Ontario, John A. Chisholm, barrister, of Cornwall; state secretary, R. J. Rigney, Kingston; re-elected state treasurer, O. K. Fraser, Brockville, re-elected.

No Raise in Hat Prices. The advance of 5 per cent. in duty on hats from the other side has not affected the price at Dineen's. As a proof of this the Dineen special black stuff hat made on the exact blocks of Knox, Dunlop, and many others of the principal makers is selling at the old price, three dollars. These hats are skillfully and conscientiously manufactured by one of the foremost American hat firms for Dineen's and shipped direct. They are the newest in style. See them at Dineen's, Yonge and Temperance-streets.

Hub Hotel, cor. Yonge and Alton St. Remodeled under new management. First-class business men's lunch in connection. W. J. Davidson Prop. 631

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.

Oscar Hudson & Company, Chartered Accountants, 5 King West. M. 4736

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The World at the Island. The Daily and Sunday World can now be delivered to any address on the island. Orders and changes of address telephone M. 252, or leave at 83 Yonge-street.

LAURIER AND BOTHA BECAME GOOD FRIENDS

Canada's Premier Greatly Impressed With Warrior From the Transvaal.

MONTREAL, May 14.—(Special.)—The following extracts are taken from a letter from Sir Wilfrid Laurier, written to a friend in this city: "Amongst all the colonial prime ministers, General Botha attracted more attention than the rest. There is indeed no getting over the fact that the English are a people of generous instincts. Just as McCarthy, in his book, entitled 'History of Our Times,' notes the fact that at the coronation of Queen Victoria the popular hero was Marshal Soubt, the special ambassador sent by the French Government, and the cause of this universal sympathy was in the fact that he had so valiantly fought the English army in Spain. It is the same with Botha. The English give him credit for the courage and success which characterized his action against their armies in the Transvaal. 'In fact, we must all recognize that the payment of \$11 a week to the British Botha well deserves the triumph which he has scored on a far different field. His language is frank, loyal and unassuming. He belonged to the Liberal party in the Transvaal, commanded by Joubert and opposed to Kruger. If the advice of this party had been followed there would have been no war. War, however, having been decided upon, he threw himself into the fight with all possible valor, and became not only the moving spirit of the conflict, but the most successful general, and was the last to lay down his arms. As a matter of fact, he only consented to sign a treaty of peace when he had obtained conditions that assured to his fellow-countrymen the full enjoyment of British institutions. 'We have, in fact, become very friendly, and during the progress of the conference, I have had his cordial support on all points.'"

DIES IN PULLMAN CAR.

Dr. Chas. Neill, Said to Be of Toronto, Expires in Chicago.

CHICAGO, May 14.—(Special.)—Dr. Charles Neill, 46 years old, of Toronto, Ont., died this afternoon in a Pullman car on the Rock Island Railroad, at the LaSalle-street station. Dr. Neill was on his way to El Paso, Texas, for his health, and his brother, A. G. Neill and the latter's wife, boarded the train about an hour before the leaving time. Suddenly Dr. Neill fell to the floor dead. Consumption was said to be the cause. Enquiries by The World failed to identify Dr. Neill as a Toronto practitioner.

FIRE DEPARTMENT WANTS MORE WAGES

OTTAWA, May 14.—(Special.)—The rise in wages is affecting the Ottawa fire department. Finding that they can make better money elsewhere, there have been many resignations of late. Some difficulty is being experienced in getting their places.

Your Wedding Flowers. See Jennings' roses, beautiful blooms on long stiff stems. 123 West King-street. Phone Main 7210 and Park 1637.

ELGIN IGNORES BOND'S APPEAL

Newfoundland Premier Hotly Resents Unjust Treatment and Talks Revolt.

LONDON, Eng., May 14.—Sir Robert Bond, Premier of Newfoundland, contrary to expectation, succeeded in getting the Newfoundland fishery question before the conference to-day. Sir Robert moved a resolution to the effect that if the home government failed to support the colonies in carrying out local statutes, but suspended or abrogated them at the instance of the foreign power, this act would constitute a serious infringement of autonomous rights. He argued that the assent of the crown should be given to the act of 1906; that the colony should not be fettered by any modus vivendi in carrying out laws approved by it, and that the home government should proceed to define the rights of American citizens under the treaty of 1818, which, he declared, Newfoundland did not want to limit in any way. She merely sought justice.

The resolution was placed on records of the conference. The Mail says that Premier Bond pleaded earnestly with Lord Elgin for nearly two hours, saying, "Unless something is done, we shall starve." Elgin, however, refused the "pathetic appeal of Newfoundland." The Mail continues that Bond instantly jumped to his feet, saying, "It is gross humiliation and neglect, which you would not dare to offer to a colony powerful enough to give effect to its resentment. 'It is most unjust, and I repeat again that you are deliberately neglecting us for the sake of American interests.'"

Gathering up his papers, the Newfoundland premier left the room without uttering another word. A few minutes later the other premiers emerged, excitedly discussing the incident. The general feeling was that Bond has been badly treated. The Standard corroborates The Mail, saying the home government will do nothing in connection with the Newfoundland fisheries. An editorial article strongly supports Bond's action.

SLIPPED OFF FENDER.

Five Year Old Girl Killed by Trolley Car.

While crossing East Queen-street, near Knox-avenue, six-year-old Irene Renard, daughter of Edward Renard, 188 East Queen-street, was instantly killed by westbound King-street car No. 822 at 1:45 o'clock yesterday afternoon. The car was in charge of Motorman D. Wernock, 846, both of whom live at 139 Sumner-street. The child was going on an errand for her mother. She was carried a car-length on the fender before she slipped off and passed beneath the wheels. The body was terribly mangled. Coroner R. B. Orr will hold an inquest at F. Rosary's undertaking establishment this afternoon.

VERDICT WILFUL MURDER.

Jury Recommend Institution Similar to Gray Nuns.

Coroner L. Pickering's jury in the inquest on the body of the male infant found in the uss, recommended that there be established in Toronto an institution similar to that maintained by the Gray Nuns of Montreal. At that place the destitute mother may leave her child, knowing that it will be cared for, and this in the eyes of the jury would remove the motive for such crimes as it decided had been committed in this case. The verdict was "wilful murder by a person or persons unknown."

DEATH OF CHAS. MORROW.

Got off Train at White River While Supposedly Demented.

A special to The World from Port Arthur states that Chas. Morrow of Toronto was taken into the hospital there a week ago with his hands and feet frozen. He was going up on the train, and it is supposed he became demented and near White River jumped off. He suffered greatly from frost. He was to have undergone an operation as it was considered necessary to amputate his hands and feet, but the day previous to the operation he went into convulsions and died.

The Resolution.

In deference to Lord George, he said he was ready to amend his resolution to bring it into harmony with his review of the resolution, and finally decided before the conference in the following form, in which it was unanimously accepted. "That in the opinion of this conference the interests of the empire demand that in so far as practicable its different portions should be connected by rail routes, to be subject to expert investigation by representatives appointed by the home government and the governments of the colonies concerned. An important consideration would be the possible effect on such a scheme as the construction of the Panama Canal."

Laurier said he was only too pleased that New Zealand did not think his proposals went far enough, but in reply to Lord George, he did not consider the question one of experts, but a question of policy.

Continued on Page 7.

NO. 23, Not Good After 12 o'Clock Noon May 27, 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.

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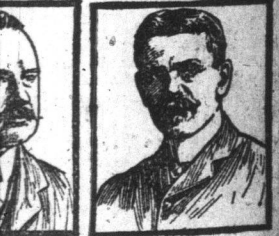
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