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BIG RIVAL FOR
C.P.R. SERVICE

Harriman, Menaced by
Fast Line, is Seeking
Entrance to St.
John, N.B.

BOSTON, May 22.—The Journal publishes what it claims to be the first explanation of the purposes and plans of the proposed control of the Boston and Maine system by Mr. Mellen and those associated with him and directing him, and says that "in view of this news the 'great' assumes national and even international importance and proportions, for it is the first defensive move of the great transcontinental railroads in a battle that will involve more money than any other railway war in history."

The story runs:
Edward H. Harriman, the man of mergers, is the dominating factor in the railroad situation in New England to-day. He had been that for many a day, but under the surface only he is now an aggressive fighting factor because his transcontinental business is menaced by a scheme favored by the Canadian Pacific and approved by the Premier Laurier's recommendation for the establishment of a fast line of steamships between England and Canada, thence thru Canada, to the Pacific and to Australia.

The proposition which the imperial conference has approved is for a fast steamship line, guaranteed to make the ocean trip from an English port to a Canadian port in four days, and from England to Australia in 20 days. That means of course the diversion of practically all the express freight and the express passenger traffic from the lines running into New York to the new imperial companies, which will be heavily subsidized. On the Canadian end of the steamship line will be the Canadian Pacific, now master of the railroad situation, and partly owned by the American transcontinental lines, which Harriman is agent and owner to a great extent.

There is a little railroad, which runs from St. Stephen, just across the St. Croix River, the Canadian border, from Canada, Me., to St. John, N. B. It is only a one-horse railroad, and is known as the New Brunswick Southern. When the Boston and Maine shall have been actually acquired by the New Haven, Mellen and men higher up will have a road from New York to St. John, and the Boston and Maine Central, which is a part of the New Haven or Mr. Harriman's, and the New Brunswick Southern, or he would have a straight thru rail connection with St. John, with its splendid harbor and its possibility of development into the greatest harbor on the coast.

With a thru road from St. John to New York, the American railroad would be in a position to see the game of the Canadian Pacific, and go it one better, for with a line of steamers, having for its eastern terminus, St. John, and with express, freight and passenger service to New York and the south and west, the line from New York to New York, and the south and west would be cut many hours. Mr. Harriman, with the aid of the Boston and Maine, would be able to deliver his animate and inanimate freight in Chicago or St. Louis a considerable length of time before the Boston and Maine and his colleagues of the Canadian Pacific could do so with their new imperial subsidy.

Canadian Seeks Same Goal.
The New Haven road interests were in a quiet way negotiating for the control of the New Haven Southern when they learned that the Canadian Pacific was doing the same thing. That was the knowledge which came a little later that the Canadian Pacific was also trying to get hold of the Boston and Maine. The American interests had calculated that it would take some months longer to effect the policy on the Boston and Maine than was carried out on the New York, New Haven and Hartford, and they were not quite ready to have their hand forced.

That policy was the gradual wresting from the hands of local stockholders by the convertible bond issue method of control of the stock. But with the Canadians carrying the war into New England, and with the prospect of a long-cherished project being defeated thereby, there was no time for delay. Harriman came east and issued his orders, and these are being carried out to-day, with Harriman on the field to see that they are carried out.

After the Dominion Line.
The New Haven people immediately opened negotiations for the purchase of the Dominion and Atlantic Railway, which runs from Yarmouth, in Nova Scotia, to Digby, in the same province, and then across to Windsor, a few miles outside of Halifax, where it connects with the Intercolonial, having the right of way to Halifax. Except for the maritime business in connection with the Henry M. Whitney interests, the New Haven has no use, just at present, for the Dominion and Atlantic, but it would be as good a club as the Ontario and Western has been. The O. and W. is reputed to tap the coal regions, and it does, but its possession by the New York, New Haven and Hartford has been more valuable in other ways than in its coal-hauling results.

The control of the Boston and Maine, and by the big interests of the President Mellen, was and is an absolute necessity to Harriman's cross-cut from the Atlantic to New York and Albany.

Hub Hotel, Cor. Yonge and Alton St.
moderate under new management
First-class in every respect.
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The Toronto World

12 PAGES—THURSDAY MORNING MAY 23 1907—12 PAGES
On Trains Five Cents. ONE CENT

THE NEW TYRANNY.

Horsing is one of the recognized sports of the English-speaking people. It is also one of the oldest sports known to humanity, and if you examine it in the direction of ascertaining the springs of action underlying it, you will probably find that the sentiment of defence of country and maintenance of rights were part of them.

The character of all public sport is moulded by those who direct them; when you have the best men in the community undertaking to manage and to try to keep as clean as possible these amusements, it ought to be a source of satisfaction. This happens to be the case in Toronto, where a great many of the most virtuous and law-abiding citizens seek amusement and recreation in horsing spectacles. This disposition towards such spectacles is accompanied by an element of gambling on results, also one of the most deep-seated of our inherited characteristics, and with this desire to see a spectacle involving a contest or a struggle for supremacy and its accompaniment of betting on the outcome, there also goes another very ancient human trait, namely, the desire for some kind of refreshment connected with such recreation.

The question then comes to whether it is not better to have these public amusements under the direction of the best class of men in the community, that the tendency to bet be regulated and controlled and that those who go to such spectacles be given reasonable opportunity of getting ordinary refreshment, which they regard as a part of their enjoyment. In other words, is it not better that all these things should be done in the open and under proper control, rather than that the people should be denied these sports? Hard-working people desire some kind of amusement, some kind of recreation, desire at times to gamble a little in connection with their work, and if they cannot have it in the open they will find a way to fulfil their desire in less healthy sport and in some secret ways. Lots of opportunities could be found to gamble in a more secret way, to drink in secret and to pursue pleasures of a much more dangerous nature.

To our mind the attempt to discourage horsing at the Woodbine, to eliminate the betting and to prevent, as was done yesterday, those who go to the races from getting a drink, is against good public policy, is against public morals and is tyrannical. A man can get a drink in the city any of these days, why should he not be able to get it when he goes to the race track, if he desires? And if we concede the point, that bars should be provided in licensed numbers, it surely follows that where people congregate in large numbers on such an occasion the bar and refreshment accommodation should be adequate there.

To take advantage of the letter of the law and to try to get a lengthened bar (extended out of the clubhouse) is a violation of the law, of civility and of justice and is a source of "tyranny," so much so that ordinary everyday citizens will not endure it.

It is Mr. Whitney's duty to enforce the law, but we do not think it is a function of the Government to become the instrument of an unjust and unfair social tyranny. The ordinary everyday public have certain ancient rights which no section of the community should be allowed to try and wipe out, and the men who are at present persecuting the public by an unfair appeal to the law and to the machinery of the law will find out rather soon that they are overreaching themselves. Every man has a right to make a law for himself and to make it stringent to the end, but when he enters upon the task of making the same kind of law for others of his fellow-men who are his equals in every respect. No matter how good his motive may be, he is becoming, or is trying to make himself, into a tyrant. Social tyrants are the worst kind of tyrants.

READY FOR VICTORIA DAY.
Being prepared in time counts a great deal. Having what the people want is an acquired taste. Dineen recognizes this, and have now a stock of hats that fear no competition, for it comprises all the best lines, and the prices the people are pleased to pay are made a popular feature. This is the store where you really get what you pay for. Dineen's, corner Yonge and Temperance-streets.

Insure Your Earning Power.
Be on the safe side. Insure yourself against monetary loss from illness or disablement. Carry an accident and sickness policy and be protected against any contingency. The premium is small and the indemnity is large. London Guarantee and Accident Company, Limited, 46 King-street West. Phone Main 1642.

The World at the Island.
The Daily and Sunday World can now be delivered to any address on the island. Orders and change of address telephone M. 352, or leave at 83 Yonge-street.

The Ontario Jockey Club has made arrangements so that tickets can be obtained at G. W. Muller's Cigar Store, 9 King St. West.

Oscar Hudson & Company, Chartered Accountants, 5 King West. M. 4782

STARTS OUT FOR A VINDICATION

Emmerson Meets Constituents and is Declared Guiltless of Charges.

MONCTON, N. B., May 22.—(Special.) The Liberals of Westmorland to-day convened at the request of Hon. Mr. Emmerson, and passed eight resolutions, one of them of confidence in the ex-minister.

The resolutions expressed:
(1) Abiding confidence in and loyalty to Laurier's government and personal leadership.
(2) Confidence in the provincial government.
(3) Appreciation of the services rendered by Mr. Emmerson as minister of railways.
(4) Approval of the formation of a provident fund for old and incapacitated employees and their families.
(5) Approval of the absorption by one intercolonial of branch lines of double-tracking and the erection of new railway stations at various points, etc.
(6) Opposition to the granting of running rights over the intercolonial to the Canadian Pacific, commending Emmerson's wise and statesmanlike attitude in respecting the concessions of such rights.
(7) Approval of the construction of new workshops at Moncton in place of those destroyed by fire last year.

Whitewashed.
The last resolution noticed with regret that the Conservative party had ceased to formulate any high ideals of general political and administrative policy in public affairs and had substituted for a policy of proposed constructive statesmanship a campaign of slanders and personal abuse of political opponents and continued, that whereas the Conservative opposition members and press, failing to substantiate any charge of corrupt or improper administration, had resorted to a campaign of slanders and personal abuse of political opponents, had passed from general and vague charges of improper conduct by individual public men in their private capacity.

And whereas, in the bitterness of disappointment, the members of the opposition had indulged in personal attacks against the cabinet ministers, and newspapers have published statements reflecting upon Hon. Mr. Emmerson's personal honor and reputation, and Hon. H. R. E. Emmerson resigned his portfolio as minister of railways and canals, so that he might with greater freedom and independence discuss the issue of his honor and reputation in the courts of justice.

Therefore, he resolved, that this convention, in its most unqualified sense, the Hon. Mr. Emmerson's denial in parliament of these charges, and his demonstration of unwavering confidence in himself personally, and his unanimous approval of his course in resigning his portfolio and of the standing of the convention for justice, and further hopes that on obtaining that vindication which it is believed justice will accord, the withdrawal of the resignation of the department of railways and canals.

Has Friends.
This evening a mass meeting was held in the curling rink and was largely attended. Provincial Secretary Robt. Borden, and three other members of the cabinet, and several other speakers. Mr. Borden spoke first and after he had spoken, La Pointe of Kamourague, who is a member of the cabinet, and Senator Gilmour spoke next, followed by the Hon. Mr. Emmerson, and Mr. Demers, M.P. of Lewis, next spoke in French, followed by Senator D'Amville, who said he had the highest respect for the Hon. Mr. Emmerson, and that the charges were unfounded. He said that the Hon. Mr. Emmerson stood to a man for Emmerson and that when a young man he had not been content with one-half of that attributed to the Hon. Mr. Emmerson, but he had there would be a resurrection, and the man thinking he had gone into political oblivion was a liar and the truth was not in him.

He knew he had the confidence of the people of the county and province; they knew his course and that he never been a wobbler.

He justified his resignation in terms similar to his speech in parliament and said he was not familiar with cabinet ministers being ejected from hotels and theatres and when general references were made in parliament, he did not realize he was the one referred to. Consequently, when the charge was made in an obscure newspaper and a prominent Liberal newspaper had called upon Laurier, to remain at home from the imperial conference till this matter was settled, he decided to resign to give Laurier freedom and also that he might better fight his traducers "and, by the help of God," he would win.

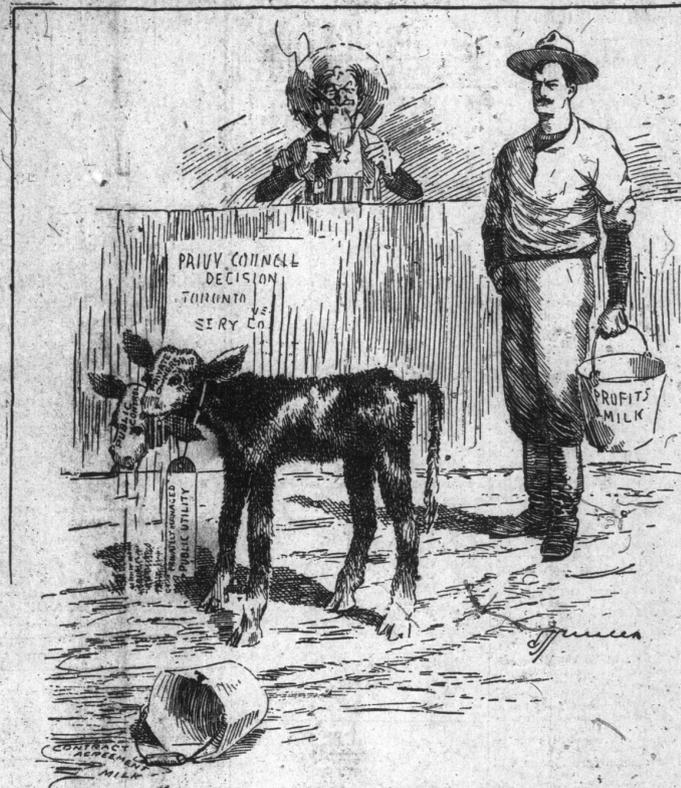
Then he proceeded to deal with his general course as minister of railways, and the audience, who had evidently listened largely out of curiosity, began to leave. Concluding, he said he did not cry for mercy, but only for justice.

Geddes, Picture Framing, 431 Spadina

If Not Why Not?
Have you seen our Business Man's and Triple Indemnity Accident Policy? Call Walter H. Bright, city agent Ocean Accident and Guarantee Corporation, "Traders" Bank Building, Phone Main 2770.

Toronto Water Rates.
Water takers other than those under meter are reminded to pay their rates early, secure the discount, and avoid crowding.

WHERE TWO HEADS ARE NOT BETTER THAN ONE



JACK CANUCK: "I'll waste no more milk on monstrosities. There never was a pail made that'll hold two heads at the same time."

FAKED STREET CAR ACCIDENTS HIT FIRE INSURANCE COMPANY COLLECTED HEAVY DAMAGES

Albert J. and Norman Hopkins, and Cecil R. Elliott Arrested on Charge of Conspiracy To Defraud Toronto Railway and Anglo-American Fire Insurance Co., Ont., Out of \$4685.

Albert J. Hopkins, Norman Hopkins and Cecil R. Elliott, all of 164 Borden-street, were arrested late last night and lodged in the police cells, charged with conspiracy to defraud, involving \$4685 in fire insurance and street railway accident indemnities.

The fire which forms the subject matter of the charge came close to causing the death of a Chinaman in the flames. Albert J. Hopkins and Cecil R. Elliott are charged with conspiring to defraud the Toronto Street Railway Co. out of \$485 in 1906, and 1907.

Norman Hopkins and Albert J. Hopkins are charged with a similar conspiracy against the railway company in the sum of \$200 in 1907. The last two informations are sworn to by Jas. Forrester, the company's claims agent.

The first of the alleged conspiracies began when Norman Hopkins, a delinquent looking individual, 19 years of age, lodged a claim for damages against the Street Railway Company for injuries said to have been received in a fall from rear platform of a Broadway car, just east of Sherburne-street. This was settled by the company for \$400, and he further received from the Imperial Accident Co. the sum of \$775 on a policy for \$5000.

Changed to Fire.
From personal injury, the claims turn to fire loss. Hopkins, who is a fire insurance agent, was charged with conspiring to defraud the Anglo-American Fire Insurance Co. out of \$4685 in 1906, and 1907.

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ON FRIDAY May 24th THE WORLD Will print and sell at least 55,000 COPIES Advertisers who desire to take advantage of this big edition should get their copy in early.

\$110 PER FOOT
Factory lot, very central, 300 feet frontage; will divide. For further particulars apply F. J. SMITH & CO., 61 Victoria St. Phone Main 1250.

EIGHT-HOUR WAGE INCREASE FOR PRINTERS

Negotiations Between Allied Trades and Employes Terminated—"Old 91" Rejects Action of International.

Employes are conceded eight-hour day. Present day nine hours. Wage of compositor, bookbinders, pressmen, stereotypers, electrotypers, mailables, platen pressmen increased \$2 a week after two years.

Pressfeders get an increase of \$1.75 after five years, and bindery women \$1 after five years. Increased cost to employers—Until 1909, 6 hours a week or \$2 a week increase for 1200 hands, \$2400; after Jan. 1909, \$1 a week extra, \$1200; after June, 1911, \$1 a week extra, \$1200. Total \$4800.

The negotiations which have been in progress for three weeks between the allied printing trades and representatives of the various unions were terminated yesterday when an agreement for five years was signed, on behalf of all parties interested. Typographical Union No. 91 last night repudiated the action of International Vice-President Hayes.

The agreement gives the employes a reduction in time to eight hours a day at the present wage till January, 1909, when there will be a wage increase of \$1 a week for most of the trades; after June, 1911, there will be a further increase of \$1 a week till the expiry of the contract, with the case of press feeders and bindery women the wage increase is less.

Arbitration is provided for in case of disputes.

Typos Denounce Agreement.
War clouds are gathering over "Old 91" as a result of what is considered by the members of the union of J. W. Hayes, first international vice-president of the typographical union, in signing a three-year agreement with the master printers of the city.

Strike is likely to ensue with the supreme executive council, which will be hastily summoned to meet in Chicago, at the executive upholds its ambassador, Mr. Hayes.

In this case 550-106 men and companies employed between 90 and 100 printing establishments, will be affected.

The three weeks' conference between the scale committee, representing compositors (typos), bookbinders, pressmen, press feeders, bindery women, stereotypers, electrotypers, mailables and platen pressmen, and a committee composed of a number of master printers, ended yesterday afternoon with the signing of a five-year agreement, covering all branches of the allied trades, stipulating an eight-hour day and an increase of \$2 per week for all branches, to be attained by advances of \$1 in a year and a half and another \$1 increase during the next year.

Simpson Would Not Sign.
The representatives of the various organizations all signed this agreement except James Simpson of Typographical Union No. 91. The signature of J. W. Hayes, representing the international body, was, however, obtained, which rendered Mr. Simpson's endorsement unnecessary so far as the organization was concerned.

A mass meeting of the typos was held in Victoria Hall last evening, when the agreement, despite the international officer's sanction, was rejected entirely save for the eight-hour day, which has been the battle cry of the body for years.

Commemoration was heaped upon Hayes.

The agreement, so far as the typos were concerned, gave them \$15 a week as a minimum wage, with \$17 as a maximum, which required three years to reach, and at which the men would remain marking time for two years until the expiration of the long agreement.

Long Term Unsatisfactory.
"Had the wages been anything like reasonable the long term of agreement would have been O. K.," was the hot announcement made at the close of the meeting, but the tendency to increased cost of living would render \$17 even a poorer wage than the present rate of \$15.

Seventeen dollars might have been accepted for three years; but not without some immediate advance in wages. True, the reduction from 9 to 8 hours at the same wage, was equal to an advance, but as the majority of cities in the United States closed agreements

Continued on Page 7.

NOTHING KNOWN OF KNIGHTS Reports of Victoria Day Honors Not Confirmed.

OTTAWA, May 22.—(Special.)—Regarding the knighthood which are reported to be conferred upon Chief Justice Fitzpatrick of the supreme court of Canada, and Hon. R. W. Scott, secretary of state, and the conferring upon Hon. Rodolph Lemieux, postmaster-general, and Charles March, M. P., deputy Speaker of the house of commons, of the degree of C.M.G., it is said that no colonial or other honors are expected, and there are certainly no notifications. Some time ago it was known that Fielding would be offered a knighthood if he attended the colonial conference, but it is unlikely that he would accept anything.

If any are given at this time it will be a surprise here.

Trip to London Ballot
THIS BALLOT GOOD FOR 1 VOTE
NO. 30. Not Good After 12 o'Clock Noon June 3, 1907
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.