On until you Take it off.

THE ROBERT SIMPSON COMPANY LIMITED

MONTREAL CONFERENCE

Two Expected Sensations Fail to Materialize.

PEMBROKE, June 2.—(Special.)—Matters of a routine nature occupied the ministerial meeting which opened the 26th session of the Montreal Methodist Conference this afternoon.

For a minute or so it looked as if Rev. J. T. Pitcher of Gananoque, was to break the tranquillity, when he read a newspaper report of the Ottawa district meeting in which a chairman of a district was blamed for giving a minister authority to engage in insurance business on week days and preach on Sundays. Dr. Pitcher, as chairman, said the report was wrong. The minister di ddo insurance business during the week, but the stationing committee was aware that he intended to do so, and placed him on a circuit which would give him the necessary time. Ministers were too scahce to fill the appointments.

It was expected that Rev. Geo. Jackson, who was announced for the evening meeting, would touch on theological questions, but he was unable to be present. Professor Patton of Montreal gave an historical address on research work in Palestine. Rev. Dr. Workman pronounced the benediction after the afternoon session.

FREIGHT WRECK BLOCKS LINE.

BROCKVILLE, June 2.—(Special.)—At noon to-day a fast freight on the G. T. R. taking the cross over switch at Lyn, became derailed, doing much damage to rolling stock besides tearing up the track and blocking both lines from noon until seven o'clock tonight.

STANDARDIZE CAR STEPS RAILWAY BOARD DECIDES

First Lift of Open Double Trucks to Be From 14 to 16 Inches

Judgment was delivered yesterday by the Ontario Railway and Municipal Board on the application of Dr. Helen MacMurchy for an order fixing the height of the first step on street and electric cars, on railways under the board's jurisdiction, at from 9 to 12 inches from the ground, and the other steps with a rise of from 7 to 9 inches.

The judgment, which is a compromise between what is desired by the applicant and the conditions which obtain, recites the various stages in the investigation. The Toronto Railway Company equipped a special car for demonstration purposes, and another car was built with the body 38 inches above rail level.

Standard Height.

The judgment of the board is as follows:

"The board have come to the conclusion that to be safe the floor of the car should be not less than forty inches above rail level. From the evidence adduced the board are of opinion as to all cars hereafter built and put in operation, they would be safe in standardizing the steps of open double-truck cars at from 14 to 16 inches for the first step, and 14 and 12 inches for the two upper steps. On open single truck cars from 12 to 15 inches for the first step, and 12 and 9 inches for the two upper steps would be reasonable. On closed double-truck cars the first step should be from 14 to 16 inches from the ground, and on closed single-truck cars from 12 to 15 inches.

"A regulation will be promulgated by the board to the above effect. As the conditions of operation in Toronto are more difficult than in any other city or town in Ontario, the regulation will apply to all street and electric railways under the board's jurisdiction."

Dr. MacMurchy Satisfied.

Dr. Helen MacMurchy, who originated the application, stated to The World last night that she was well satisfied with the result, and the standardizing of car steps thruout the province would prove a boon to woman and children when traveling.

It is sufficient for some people that they drink anything called tea. Others prefer a standard brand like "Salada," which has a reputation for being good. The latter get more enjoyment out of life. In buying tea for the satisfaction you expect to get from its use, it will pay to purchase "Salada." Avoid anything "just as good." Imitations are invariably of poor quality.

"The quality goes in before the name goes on."

BREDIN'S HOME-MADE BREAD

Bredin's home-made bread is a full weight, twenty ounce loaf of "the best." Every loaf guaranteed for weight and quality.

So while Bredin's breads are made there's no reason for anybody putting up with an inferior loaf.

The largest and best equipped bakeshops in Canada.

5 cents the loaf.

Bredin's Bakeshops, 160-164 Avenue road. Phone College 761. Bloor and Dundas streets. Phone Parkdale 1585.

RAILWAY MAGNATE IN IT

Was Induced to Throw Influence Against Whitney Candidate.

A story comes from East Victoria to the effect that the general manager of a bank, whose head office is in Toronto, and who is in a quiet way decidedly hostile to the provincial government, pulled quite a number of wires to defeat the government candidate. Among other things he induced a certain railway magnate to use his influence in the same direction.

On this report being brought to the notice of Sir James Whitney he remarked that he believed the story to be true, but declined to comment upon it for the present at any rate.

NEW FACTORY SITE

Sir William Mulock Will Convert Blake Farm.

Sir William Mulock, who has bought the Blake farm on Yonge-street, proposes to lay it out as a factory site. It is understood one of the foremost manufacturers in Toronto will shift its location to this farm. This will do a great deal to build up North Yonge-street.

OXFORD DEGREE FOR GREY.

LONDON, June 2.—(C.A.P.)—Oxford University will confer an honorary D.C.L. on Earl Grey.

Child's Awful Death.

ROCHESTER, N. Y., June 2.—Two children of Mr. and Mrs. James Lynch of the Byron Hotel, Byron, N.Y., got into a gasoline house in the rear of a hardware store in the village to-day, turned the faucets of the gasoline tank and set the oil afire. Gladys Lynch, three years old, was burned to a crisp.

The Contest Manager considers it advisable to discontinue for a few days the Ten Vote Coupon Ballot. This is only done to prevent their being confused with the ballots of the second voting period. The coupon will re-appear in the issue of June 10th.

Cut out the Nomination Blank and send it to The Contest Manager of The Toronto World. Each Contestant is entitled to One Nomination.

THE TORONTO WORLD'S $15,000.00 PRIZE CONTEST.

NOMINATION BLANK

DATE .....

I hereby nominate—

Mr., Mrs. or Miss .....
(Name of Contestant).

Street No. .....

Town or City .....

As a condidate in THE WORLD'S $15,000,00 PRIZE CONTEST.

Signed .....
(Name of Nominator).

Address .....

Town or City ..... Occupation .....

THIS NOMINATION COUNTS 1000 VOTES. Only one nomination to be credited to each contestant. Under no circumstances will the nominator's name be divulged, except the nominator of the winner of the First Grand Capital Prize, who will receive $100 in gold.

ADDITIONAL NOMINATIONS.

DISTRICT No. 1.
Master John Goodman, 192 West Annette-street, West Toronto.

DISTRICT NO. 2.
Mr. D. Forbes, 38 Garden-avenue.

DISTRICT No. 3.
Mr. R. J. Foord, 321 Emslie-avenue.
Mr. Harry Power, 11 North Markham-street.

DISTRICT NO. 5.
Mr. F. J. Newberry, The Edwin Hotel, East Queen-street.
Miss Sadie Young, 113 Berkeley-st.
Mr. F. V. Martin, 67 Shuter-street.
Mr. Thomas Fitzhenry, 212 Parliament-street.

DISTRICT NO. 4.
Miss Marie E. Curtiss, 667 West Queen-street.
Mr. David H. Thomas, 2 Balmuto-street.

DISTRICT NO. 6.
Mr. H. George, 26 Pears-avenue.
Mr. Ernie Seitz, 6 Pine Hill-road.
Mr. G. Hogg, representing A. Ramsey, Son & Co., varnish manufacturers, Montreal, residing at 63 Summerhill-avenue.

DISTRICT NO. 9.
Mrs. G. F. Marshall, James-street, Seaforth.

DISTRICT NO. 10.
Mr. James H. Speers, Mono Mills.
Mr. William Hunter, 1st line, Sneigrove.

DISTRICT NO. 12.
Mr. George Guneu, Sandhurst.
Miss Maud Smith, The Arlington Annex, Smith's Falls.
Miss Muriel Churchill, Gananoque.
Mr. R. G. Graham, B.A., Gananoque.
Mr. John B. Allison, Napanee.
Mr. J. V. Withers, 70 Lloyd-street, Ottawa.
Miss A. Marks, Hicks' House Perth.

For the convenience of the candidates and their friends, The World has arranged to have a Contest Subscription Clerk in the Business Office every evening until 9 o'clock.

Seventy-Nine Years in One Church.

The Ladies' Aid of Carlton-street Methodist Church gave a tea yesterday afternoon in honor of Mrs. Joseph Smith, on the occasion of her seventy-ninth birthday. Mrs. Smith has been a member of Carlton-street church and the Old Primitive Methodist Church from her infancy. She was presented with a birthday cake with 79 wax candles burning on it. Mrs. Thomas Thompson, 137 Crescent-road, president of the society, making the presentation.

Parkdale W. C. T. U.

Parkdale W.C.T.U. will celebrate the twenty-fifth anniversary of its organization on Friday by a specially interesting program. Several of the pioneer members will speak of the early days of the work in Parkdale, and there will be a good musical program and light refreshments also. The meeting will be held in Parkdale Methodist Church.

St. Elizabeth Nurses.

The regular monthly meeting of the board of directors and conveners of the Sain Elizabeth Visiting Nurses' Association will be held at 3 p.m. on Friday, in Saint Vincent Hall, corner Shuter and Victoria-streets.

In Society.

George Norman Miller of Montreal, manager of the Bank of Nova Scotia at Barrie, Ont., was married yesterday afternoon at St. John, N.B., to Miss Winifred A. Blizard, one of the most popular young ladies of the city. Miss Mary Blizard was bridesmaid, and the bride's niece, Miss Ethel McAvity, was maid of honor. The bride's costume was of white chiffon satin, embroidered in pearls, with veil of Brussels lace and orange blossoms, and bouquet of lily of the valley.

Miss Annie Louise McCord, eldest daughter of Mr. and Mrs. Samuel McCord, 14 Victor-avenue, Riverdale, yesterday afternoon at 2.30 at the family residence was united in marriage to Frederick Garfield Harroid, formerly of Newmarket, by the Rev. W. E. Baker of Simpson-avenue Methodist Church. The bride was costumed in an empire gown of white embroidered mull and carried a bouquet of cream roses. She was unattended save by her little sister Muriel as flower girl, who, attired in a white princess dress, carried a basket of marguerites. The bride's mother was attired in grey silk. Only the immediate relatives of the bride and groom were present. Among the presents received was a shower one from the ladies of Simpson-avenue Methodist Church. The bride's traveling dress was of brown broadcloth with hat to match. After a short honeymoon the young couple will take up their residence in their new home, 154 Riverdale-avenue.

Mr. and Mrs. Arthur Mowat of Edmonton are in the city.

Miss Fetherstonhaughe has returned from Ottawa.

The Misses Nesbitt of Niagara and Miss Laura Clark are spending a few days in Weston.

Mrs. Forte of Forest is staying with Mrs. Thomas Merit, Madison-avenue.

Miss Connie Dingman has gone to New York to visit her friend, Miss M. Edwards.

Mr. and Mrs. Wallace Nesbitt will go to England for a short visit and on their return will spend some weeks at their summer home on the Georgian Bay.

Mrs. Percy V. Jermyn, Sussex-court, is sailing for England to-morrow, where she will spend some months with her sister, Mrs. Wallis.

Mrs. Robt. Simpson left yesterday for an extended visit to her daughter in Seattle.

Mr. and Mrs. Aemilius Jarvis will go to their summer house on the island next week.

Rev. Canon Dixon and his family have moved to Centre Island for the summer.

Mrs. W. R. Johnston and Miss Winnett went up to Muskoka for a few days.

Mrs. J. J. Armitage and Miss C. Armitage of Nottingham, Eng., are in the city for a few days.

Miss Powers and Miss Georgie Powers of New York are the guests of Mr. and Mrs. H. E. Smallpeice in Dunn-avenue, Parkdale.

Mrs. K. Jardine of Montreal is the guest of Mrs. James Foy in Harvard-avenue, Parkdale.

Mr. and Mrs. William Stone and family have moved to Wedgewood, Lake Shore-road, for the summer.

Mr. and Mrs. F. W. F Field and son are sailing this week for a trip to Europe.

Mrs. Henry Baird will spend the summer at Lorne Park.

Mrs. Oliver Adams and family have left for their summer home at Gananoque.

Miss Margaret Davis of Cayuga is in town.

Mrs. C. Arthur Adams, who has been visiting in Cobourg and Harwood, has returned home.

Mr. and Mrs. Joseph R. Miller left last Tuesday for the west.

At Welland yesterday John H. Rolph of Toronto, manager of the Imperial Bank, Fonthill, and Miss H. Marjorie German, only daughter of Mr. and Mrs. German, were married. The church was beautifully decorated with smilax, lilacs and heliotrope ribbon, an arch being erected at the door. The groom was assisted by Angus German, brother of the bride, while the bridesmaids were Miss Weller of St. Catharines and Miss Scarffe, Brantford, wearing gowns of green, and Miss G. Rolph, Toronto, maid of honor, was gowned in heliotrope. The bride was in white satin and two little flower girls, dressed in yellow satin, strewed flowers in her path to and from the carriage.

A pretty wedding was solemnized yesterday afternoon in St. Mark's Church, when Miss Agnes Constance Goulnlock, daughter of Mr. and Mrs. Goulnlock of Jameson-avenue, Parkdale, was married to Mr. S. P. Reiffenstein of the Dominion Bank, Montreal. Rev. Canon Inglis, assisted by Rev. Frank Plummer, officiated. The bride, who was given away by her father, was beautifully attired in her wedding gown of white duchess with long train, caught from the shoulder, and the bodice draped with antique lace, a family heirloom. Over this was worn a filmy tulle veil, caught with orange blossoms. She carried an empire shower of sweetpeas and lilies of the valley. Mr. Austin Reiffenstein, brother of the groom, was best man. After the wedding the happy couple left for New York, the bride wearing a traveling suit of brown bedford cord silk, with hat to match.

Preparations are being made by the Church of England for the annual meeting of the synod, to be held in the Church of the Redeemer. There will be a four days' session, commencing on June 15. The missionary meeting will be hel din the evening of the 16th.

SUPPLY RAN SHORT

Our Drivers could not get enough of the new

Lawrence's "Health Biscuits"

to fill the orders. I shall endeavor to give them a full supply for to-day. Don't fail to order a box.

Fresh Every Day---10c a Box

One dozen of these large, mellow, rich, health-giving biscuits in each box. They're delicious. If your health is worth ten cents, buy a box.

Geo. Lawrence, Baker, 21-31 Carr Street Telephone Coll. 321

If our drivers do not call at your house and you want a trial box of my magnificent Health Biscuit,

Ring up My Office and Leave Your Address

PROFITS 100 PER CENT.

Continued From Page 1.

ceeding in public? I don't like hole-and-corner enquiries at all."

Mr. Le Fleur said the Canadian Express was quite willing to have its figures made public.

"The opinion of my brother commissioner and myself is that this matter is as of much public concern as the rates," rejoined the chairman. "It shouldn't be enshrouded in mystery. This is a public tribunal. I have no sympathy whatever with proceedings in camera."

Mr. Buell said the profits shown were apparently enormously disproportionate to the amount of money invested.

The Canadian Express Company was incorporated in 1866 under letters patent, with a nominal capitalization of $500,000, of which $275,200 was subscribed but only $27,500 actually paid. In 1892 the Grand Trunk Railway bought out the company, paying $660,000, which was placed in the hands of trustees to be divided among the shareholders of the express company. There was no question that the railroad owned the express company. No new capital had been added since the sum of $660,000 was paid. The inventory taken in 1902 showed the value of the property to be only $60,000, the difference being paid apparently because the railway saw the profits the express company was making, and was willing to pay handsomely to get relieved of the contract held by the latter. Apparently, the actual value of the company's property was now $212,719.15, while the nominal capital was $3,000,000.

"No more cash has, however, been put in than the original $27,000," declared Mr. Buell. Chairman Mabee remarked that the Grand Trunk had paid $660,000, but Mr. Buell replied that this amount had merely gone to the old shareholders and couldn't be considered as having gone into the property of the express company. The present valuation of $212,719.15 was the real basis on which to determine profits. As to the contention that the value of the railway's property should be added, it was not well based, as the railway received 50 per cent. of the earnings of the express company and was apparently well satisfied.

Earns 100 Per Cent.

In submitting a statement of the company's finances for seven years, he expressed doubt as to whether the company had the right to deal in money orders. This branch of the business meant that the company was either carrying money, doing a banking business or discriminating against the banks.

The average yearly net earnings of the company for seven years after deduction of certain receipts which the company held should not be considered amounted to $179,638, equal to 83 per cent. of the actual value of the property, according to the inventory of 1908. If the sundry and customs commissions were included and the ocean receipts and money orders deducted, the earnings averaged $181,738, or 85 per cent., while if the ocean receipts only were deducted receipts averaged $213,729, or 100 per cent. on the value of the property.

If the amount $660,000 were added to the property value, it would be estimated at $812,719, on which the average earnings for the seven years would be 26 per cent. This opened the question of why the railroad should have paid $600,000 over and above the actual value. If it was for the franchise, the question was whether it should be considered in estimating the ratio of profits.

Dominion Express.

The Dominion Express Company was stated to have been incorporated by the Dominion Parliament in 1882. There was a provision that there must be $100,000 paid up capital before the company could do business. The sum of $25,500 was subscribed in cash and the books of the company's treasurer showed that land grant bonds to the value of $74,500 were transferred from the Canadian Pacific Railway to make up the balance. The books showed that those bonds were paid off shortly afterwards out of the company's earnings, and that the directors also got back the $25,500 paid in.

Mr. Chrysler denied the accuracy of this, asserting that previous evidence proved the bonds were not acquired until ten years after the company began business. He objected to the statements being treated as exhibits, and the chairman assured him that he would consider their admissibility and that they might later be stricken from the records.

The company's property account showed the value at the end of 1908 to be $592,239. The company's profits for the past five years were shown to have averaged $529,300, or $458,419 exclusive of money orders. On a property valuation of $592,239, last year's profits were 92 per cent. or 75 per cent. exclusive of money orders.

C. N. R. Express Company.

The Canadian Northern Express Co. was incorporated in 1902 by the Dominion Parliament, with an authorized capital of $500,000, of which $300,000 was issued. Only $5000 was actually paid in, the vendors, including William Mackenzie, D. D. Mann, Z. A. Lash and R. A. Mackenzie, retaining the remaining $295,000.

"It is practically all held by Mackenzie, Mann and Company" commented Mr. Buell, who said the property was valued at $38,393. The earnings showed that, starting at almost nothing six years ago, they had shown a net profit of $57,402 last year. The average net earnings were about 100 per cent. on the value of the property. There was no documentary evidence to show connection between the Express Company and the C.N.R.

The Grand Trunk Pacific Express Company, in operation only since Oct. 27, 1908, showed a net profit for the two months of $725.

Mr. Chrysler and Mr. Le Fleur objected decidedly to the introduction of evidence as to express rates given before the Inter-State Commerce Commission, declaring that the board shouldn't be influenced by reports dealing with conditions not locally applicable. Mr. Shepley explained that the exhibits given were not intended as exhibits, and the chairman said he didn't see how he could rule them out.

The argument will be resumed at 10 a.m. to-day.

No Evidence.

The city may not submit any evidence this morning in opposition to the railways' proposal as to subways on the Esplanade at Yonge and Bay-streets. The city engineer thinks the city's stand should be that the subways are entirely unsatisfactory and rot to be considered, since the commission has ordered a viaduct.

Good "Snaps"

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Why allow impurities to enter your home — to reach your food—and pay for the privilege?

Belle Ewart (Lake Simcoe) ICE

means preservation and protection at no higher price than you would pay for any other ice.
Risk is Needless. Send Us Your Order.

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You cannot possibly have a better Cocoa than

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A delicious drink and a sustaining food. Fragrant, nutritious and economical. This excellent Cocoa maintains the system in robust health, and enables it to resist winter's extreme cold.

COCOA

Sold by Grocers and Storekeepers in ½-lb. and ½-lb Tins.

A New Player-Piano.

Added lustre is given to the well-known name of Heintzman & Co., Limited, through the new player-piano of their own manufacture that has just been placed before the music world. In construction it is very different from other player-pianos. The action is a distinctive Heintzman & Co., action. Heintzman tone and Heintzman durability are likewise characteristics. These player-pianos are now on exhibition at the firm's warerooms, 115-117 King-street West, Toronto.

Ten thousand salmon fry will be placed in the Bay of Quinte.

You will always accept but one Gin once you have ordered

COATES' PLYMOUTH GIN

Really not equalled in flavor, dryness, delicacy. The *only* gin for rickey or cocktail. Distilled since 1793 in the famous Black Friars' Distillery in Plymouth.

Never sold in bulk—imported only in bottles.

Look for the Friar on the label—that certifies quality.

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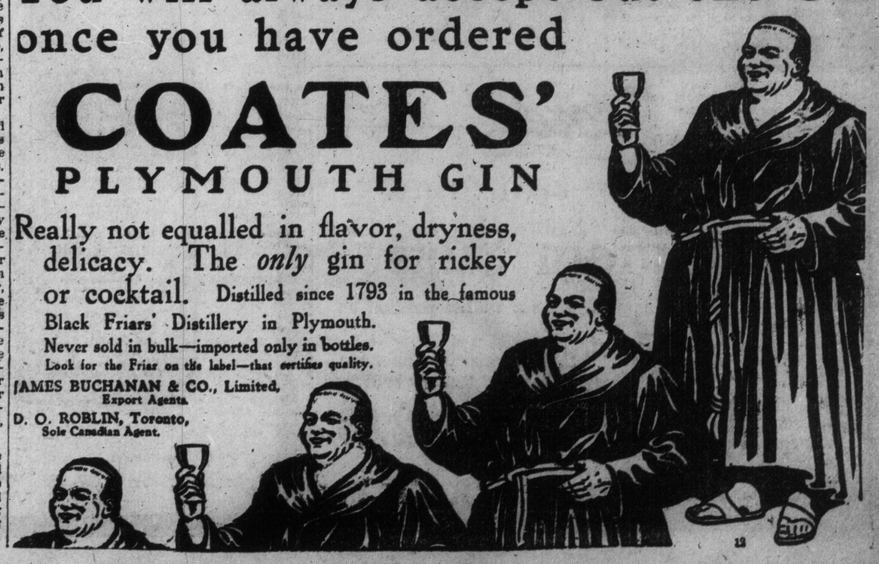
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