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## "HOME RULE" NOT YET THO BIRRELL GIVES FUTURE HOPE NEW BILL DISAPPOINTS

### Irish Council Given Management of Eight Departments, But Crown Continues to Control Five Most Important, Including the Constabulary.

### UNIONISTS SAY "TOO MUCH" REDMOND DEFERS JUDGMENT

LONDON, May 7.—The government to-day presented its long-awaited Irish bill to the house of commons and the country. The bill is designed to meet the demands for Irish home rule.

It was presented by the chief secretary for Ireland, Mr. Birrell, to a crowded house. The appearance of the measure was popularly termed "the resolution bill," but to-day it is referred to as the "Irish council bill," or even the "Irish bill."

Compared with the home rule bills of 1886 and 1893, the measure of to-day confers little self-government upon Ireland, merely giving to the council control of eight departments, including the constabulary. The control of this branch has always been a thorn in the side of the Irish people.

It is natural and quite to be expected that the half-way measure presented is wholly pleasing to no political party.

The unionists regard it as a step toward home rule. They object to giving to Ireland the management of any departments of local affairs while the Irish members of the house of commons retain the right to legislate in similar affairs for England and Scotland. They criticize also the plan of government by a council, they regard it as complicated and cumbersome.

The Radicals are disappointed that the measure falls so far short of the actual home rule, and the Irish members are even more disappointed with it. The Irish leaders, however, are maintaining a diplomatic attitude until they have time to study the provisions of the bill and learn the sentiment of the people.

A Nationalist convention will be held in Dublin soon to decide upon the policy of the Irish party.

The Liberals will support the measure because they are all home rulers.

To prevent the first reading of the bill being deferred until tomorrow, and while Walter Hume Long was still speaking, Mr. Birrell moved the closure. Then amid a great uproar and shouting of "Gag!" the closure was carried by 47 votes to 121, and the bill passed its first reading by 416 votes to 121. The house then adjourned.

A Notable Gathering.

After the bill had been presented and explained by Mr. Birrell, it was criticized and ridiculed by J. Ballfour on behalf of the opposition. John E. Redmond then delivered a brilliant speech noteworthy for its dignified and forceful exposition of Ireland's claims for complete home rule. The audience was worthy the historical and parliamentary occasion. The entire industry occupied seats on the front benches. Mr. Ballfour lounged in his characteristic languid attitude opposite, with George Wyndham, the former chief secretary for Ireland, beside him.

The floor of the house was packed, and the galleries held a notable assemblage, including a number of peers, the visiting colonial premiers, notably Alfred Deakin, premier of Australia, and several bishops.

Members of the Irish clergy were conspicuous in the galleries.

Mr. Birrell has the mannerisms of a college professor rather than the graces of a popular orator. Most of his speech was dry explanations of the details of the plan, although in the beginning he eloquently contrasted his position with that of Mr. Gladstone in presenting home rule, calling his task a more humble one and more commensurate with his position and powers.

Dublin Castle a Failure.

Mr. Birrell rose to an oratorical pitch.

Continued on Page 7.

### WILL DIE IN LORDS.

The Irish council bill, introduced by Augustine Birrell, follows substantially the lines of the measure indicated by Mr. Bryce, the British ambassador to the United States, prior to his resignation of office as secretary for Ireland. It creates a national council, principally elective, but with a fractional nominative element evidently designed to placate the irreconcilable minority. It will, under strict supervision and reservation of the imperial parliament, have control of all purely Irish affairs.

The chief feature of the debate that followed the introduction of the bill was the unpromising declaration of hostility made by Mr. Ballfour, on behalf of the official opposition. If this indication is confirmed, it means that the power of the house of lords will again be invoked to defeat the measure, and that it must eventually be submitted to the verdict of the electorate.

The attitude of Mr. Redmond, leader of the Irish Nationalist party, was non-committal, but, on the whole, not unfavorable. It has been evident ever since the reception accorded to Lord Dunsinane's proposals that the Ulster Conservatives would strongly oppose any devolutionary measure. The strength of this sentiment was acknowledged by Mr. Redmond when he declared that the Nationalists were prepared to accept even a nominative element in the Irish council if it would disarm suspicion, which he admitted was strong, in their opinion, groundless.

Some time must elapse before the inclination of public opinion can be gauged, but the indications are that another general election must precede any measure of parliamentary devolution.

### AUGUSTINE BIRRELL

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### SERIOUS TIE-UP FEARED IN SHIPPING CIRCLES

### Longshoremen Remain Out and Steamship Companies Refuse to Yield to Demands.

NEW YORK, May 7.—A serious tie-up of trans-Atlantic shipping now appears imminent, as a result of the strike of longshoremen at this port. Practically every one of the companies which operate big passenger and mail steamers between New York and European ports are affected.

These conditions are particularly annoying to the companies operating the big steamers just at this time, as they are just getting under full headway. The Kaiser Wilhelm Der Grosse, which is due to sail at 10 a. m., had a full list of passengers and sailed an hour late.

Representatives of the trans-Atlantic steamship lines met in conference to-day, and the companies had agreed to stand together in a refusal of the demands made.

The only disorder reported occurred to-day when 150 strikers scattered 40 non-union men who were on their way to the White Star Line pier.

The strikers now number about 10,000 men.

### MAY GET LONDON MAN TO SUCCEED J. F. JUNKIN

### H. B. Somerville of Huron and Erie Probable Manager of Manufacturers' Life.

Announcement was made yesterday that J. F. Junkin has resigned his position as managing director of the Manufacturers' Life, with the intention of opening a financial office for the purpose of dealing in bonds, debentures and other securities.

It is expected that H. B. Somerville, manager of the Huron and Erie Loan Co., will be offered the position, and that he will accept. As manager of the Huron and Erie he receives a salary of \$7500 a year.

Mr. Junkin has been general manager of the Manufacturers' Life for twelve years, during which time the company's business in force has increased from \$8,000,000 to almost \$20,000,000; its assets from slightly over \$500,000 to \$8,500,000, and its income from \$250,000 to over \$2,000,000.

Mr. Junkin will leave shortly for a six months' tour of Europe.

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.

Port Hope Pale Ale helps your food feed your body. Try it to-day.

Oscar Hudson & Company, Chartered Accountants, 5 King West. M. 4783

Continued on Page 7.



THE FROG: If the fly comes down and begs me to swallow him, I'll swallow him—but I'll do no jumpin'.

### PREMIERS FINALLY AGREE ON TARIFF RESOLUTIONS

### Respect Paid to Home Government's Views—Winston Churchill Sets Forth Grave Parliamentary Objections.

### COLONIES ALWAYS SUFFER IN ARENA OF POLITICS

LONDON, May 7.—A lengthy official précis of to-day's proceedings at the imperial conference states that Winston Churchill, continuing the preference discussion, drew attention to considerations of a political and parliamentary character. He said that enormous parliamentary difficulties would be involved in the adoption of a system of preference. Colonial affairs always suffered from being brought into the arena of party politics, and the system of preference would involve them in its very midst. Many of those who might favor preference as an evidence of good will and good feeling would recoil from the schedule of taxation it would involve, as severe parliamentary criticism would be directed against these matters as are within the competence of the colonial government to secure recognition in this attitude if members are called upon to vote money to their constituents, while if over a day came when the electors demanded in overwhelming majority the removal of the food tax, which could not be removed without consultations and agreements with governments and parliaments all over the globe, a shock and wrench would be administered to the structure of the empire, such as it had never before sustained.

One Obstacle.

It was now open to the home government to point out such matters as are within the competence of the colonial government to secure recognition in this attitude if members are called upon to vote money to their constituents, while if over a day came when the electors demanded in overwhelming majority the removal of the food tax, which could not be removed without consultations and agreements with governments and parliaments all over the globe, a shock and wrench would be administered to the structure of the empire, such as it had never before sustained.

Political objections to preference were insuperable and even at the moment it had been the apple of discord.

Sir Wilfrid Laurier observed that Canada stood by the resolutions in 1902, and free trade within the empire had been suggested, but this was impossible because the United Kingdom was not prepared to limit free trade to the empire. The colonies were not prepared to accept free trade even within their boundaries. In Canada that policy was impracticable, as it is necessary for her to have customs duties as a main source of revenue. Canada had given British preference deliberately and had no cause to regret it, and Mr. Asquith had not given Canada all the credit to which he (Laurier) was entitled.

### ONE MAN KILLED IN CAR RIOT AT FRISCO

### Attempt to Run Cars Under Police Guard Leads to Serious Clashes With Strikers in Which Many Are Injured.

SAN FRANCISCO, Cal., May 7.—The strike of the 1700 motormen and conductors of the United Railways developed this afternoon into a riot, in which more than a score of persons were seriously hurt, some of them fatally. The worst injured are: James Walsh, shot in head, will die; Alta Fernal, shot in back, may die; Policeman Harry Saker, shot thru shoulder; A. C. Jahn, shot in throat; N. Leish, shot thru chest; G. M. McNaughton, shot in forehead; Tom Buchanan, shot in abdomen, will die; Detective Sgt. Bell, shot in chest.

At 2:30 o'clock the company made its first attempt to resume operations by sending out seven passenger cars, manned by about forty strike-breakers. The men wore uniforms of car inspectors, and each carried a .38 caliber revolver. The start was made from the company's barn at Turk and Fillmore-streets, where a crowd of from 3000 to 5000 men and boys had gathered.

A Stormy Time.

Twenty-seven policemen, five mounted officers and several sergeants under the command of Capt. Mooney, were on patrol guard. The appearance of the cars in Fillmore-street, from which they were switched into Turk-street, was the signal for an outburst of jeers and howls. Before the cars had gone one block they were made the targets of stones and bricks. In a few moments every pane of glass had been smashed and several of the operators had been struck, cut and bruised.

At Turk and Buchanan-streets, an especially fierce attack was made on the foremost car. A guard on the rear platform answered the stones with a pistol shot, the bullet striking a union sympathizer in the arm. This transformed the crowd into a wild mob and thence forward for twelve blocks there was fierce fighting. The strikers and their friends, aided by hundreds of youthful hoodlums, kept up a shower of missiles. The guards responded with fusillades after fusillades of pistol shots.

Eight men received bullet wounds, some of which will prove fatal. Among those thus injured are a detective sergeant and a patrolman.

Finally a dozen or more of the guards were arrested by reserves from the central police station, and a union crowd boarded the rear-most car and started it back to the barns.

Arriving there the strikers charged. Revolver fire was opened from the benches. In this encounter, several more men were shot. A non-union man threw a switch at Turk and Fillmore-streets, and the derailed car shot into the sidewalk, maiming two men. In the stampede that followed scores of women and children were trampled upon.

James Walsh, who was injured in a street car riot, died to-day.

### FOUR MONTHS' REVENUE TOTALS THREE MILLIONS

### Cobalt Sales Account for \$1,150,000, While Other Departments Show Increases.

During the first four months of the present year, that is, from Jan. 1 till April 30, the revenue of the province was \$3,173,280, or almost double the amount the treasury department received in the same period last year.

The actual amount on the treasury books for the first four months of 1906 was \$1,646,951, which leaves a balance of \$1,526,329 in favor of the returns for 1907.

The greater portion of this large increase has to be credited to the Cobalt sales, Kerr and Cobalt Lutes accounting for \$1,150,000. Other increases were \$75,000 from crown lands, \$240,000 from succession duties, and \$58,000 from the provincial secretary's department.

TO BE PROSECUTED.

MONTREAL, May 7.—(Special.)—City Attorney Esher stated to-day that he would take legal proceedings against Skelling & Co., auctioneers, and against a man named Butler, in connection with the rotten salmon case.

First of the Season.

MONTREAL, May 7.—(Special.)—The steamer Bellona, the first fruit boat of the season, arrived today at noon, 21 days from Calliarge.

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### The Late as It Operates

### For the Railway Against the People For the People Against the Railway

If a railway brakeman gets drunk, on duty, there is no trouble about having him arrested and punished without delay.

If a man boards a railway train and refuses to pay his fare, there is no delay in dealing with him. He is taken into custody at the first station and is punished summarily.

If a tramp breaks into a freight car and drinks or wastes a gallon of whiskey in transit as freight, he is promptly brought before the court and properly dealt with.

Yet in each of these cases there has been a violation of the railway act.

The theory advanced in some quarters that dereliction of duty on the part of a railway corporation can only be dealt with by an appeal to the board of railway commissioners at Ottawa has no foundation which would not support a similar contention in the case of an individual. The railway commission simply succeeded to the old railway committee of the privy council. In consolidating the railway acts, this commission was created, and all the powers of the railway committee were transferred to it. At the same time, this board was clothed with greater authority than had been vested in the railway committee.

It was never intended that the government of the day, including the minister of railways and canals, should be relieved of the responsibility of enforcing the law of the land against railway corporations, by the creation of the railway board. The duty still remains upon them to execute the law, and the board is a convenient court to which they may resort.

The railway commission is undoubtedly a court, being one of the seven or eight federal courts already created by the federal government, which keeps on protesting that it has no authority to create courts and no machinery whereby to enforce the law. But creating this court did not abolish the other courts of the land, nor did it take away from any citizen his legal rights. A citizen may indeed complain to the railway board against discrimination and may ask the board to make some order upon the railway company readjusting its tariff of tolls, but this does not foreclose any legal right which he may have to sue for damages, to procure an injunction, or, in any other way, to appeal to the courts for the enforcement of the law.

We are fond of saying that the law does not discriminate between the rich and the poor, the powerful and the weak, yet it is hard to believe that any individual would be allowed to commence at the age of 21 to defy the laws of this country and to continue to defy them until he died at the age of 75. The Grand Trunk Railway system has a record analogous to this. It has never obeyed the law requiring a penny a mile service from the day of its birth to this hour, being a period of some fifty-five years, unless we put to its credit the penny a mile service rendered for some years by the Lachine Canal railway which afterwards was absorbed into the G. T. R.

When an individual picks a pocket, or makes a disturbance in the street, there seems to be no difficulty finding out by whom he should be tried or in procuring his punishment.

In the case of a great railway corporation, a matter of half a century seems too short a time to determine what tribunal shall punish the law breaker.

Sir Wilfrid Laurier when forced to take some stand upon the defendant law-breaking on the part of the Grand Trunk railway suggested that the courts of Ontario were open and that this company might be prosecuted and punished by provincial authority. This seemed sensible enough, although it was not edifying to hear the first minister of the crown declare that the government of this nation was impotent to enforce its own contracts or to vindicate its own laws. But now when the courts of Ontario are appealed to, it appears, unfortunately, that the premier was wrong. Apparently all courts are closed, except the railway commission.

Upon application for a mandatory order to compel the Grand Trunk railway to give a penny a mile service, required by law, Judge Teetzel decided the other day that, inasmuch as the matter could be dealt with by the railway commission, he would not issue the writ asked for. This no doubt was within his discretion, but it seems to the wayfarer man a great misfortune that the ruling should have been made. Up to that time the citizen who was denied the service guaranteed to him by law could either (1) appeal to the courts for immediate relief, or (2) wait upon the convenience of the sorely overburdened and over-worked railway commission. Now he has one of his two avenues of relief blocked. He is restricted to one remedy, instead of two.

These matters are no doubt discretionary with the learned judge before whom they may come for decision, and different judges may take different views of their duty. When this complaint comes before the railway commission it may be sent back to the courts upon the ground that a plain section of the statute requires no order from the board for its validity. The petitioner who has been endeavoring to have this law enforced against the Grand Trunk railway has already gone from Herod to Pilate, and from post to pillar. He is certain to have several long and expensive trips before he can get final relief, including ultimately the last and favorite recourse of corporations, an appeal to the foot of the throne.

It is time for some legal reform to compel a corporation to obey the law, the present condition approaches anarchy.

In the meantime Hon. James P. Whitney, the Premier of Ontario, might send for the papers of Mr. Justice Teetzel's decision and read them over with a view to discovering whether or not that learned judge has not been altogether too free in denying a most ancient and honorable right of every citizen to go to the courts of the land for redress of a public grievance. Of course Mr. Wallace Nesbitt is free to make such an argument before the court.

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