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OPEN AIR HORSE SHOW BIG EVENT ON MONDAY ENTRY LISTS COMPLETE

Route of Parade and Details for Judging in Queen's Park---Three Military Bands Will Give a Concert.

ROUTE OF PARADE.

College and Carlton-streets,
To Jarvis-street,
Down Jarvis-street to King-street,
Along King-street West to Spadina-avenue,
Up Spadina-avenue to College-street,
College - street, east to St. George-street.
Up St. George street to Hoskin-avenue,
Thence to Queen's Park and across the park and down the east side to the reviewing stand.

Growing more popular year by year since its inception, Monday's open-air horse parade bids fair to be an event historic in the annals of local horsemen.

The special object of holding this annual horse parade is to improve the condition and treatment of commercial horses, etc., to induce owners and drivers to take more pride in their appearance, and the public to take more interest in their welfare. This is an open-air event, free to all. The directors and officers of the association render their services, which in some cases are arduous, without any compensation whatever, and it is confidently expected that those citizens who love horses and derive pleasure or profit therefrom will render the association every possible assistance.

Judging Will Be Quick.

Every arrangement has been satisfactorily completed, and horses will begin to muster at 8 a.m., and it is expected that by 9 o'clock everything will be in readiness for the judging in Queen's Park, which will be put thru as expeditiously as possible and an effort made to start the parade downtown not later than 10.15 o'clock. If this is done, President Noel Marshall and the executive hope to have the whole thing thru by noon. As there will be a judge for each class and two or more judges for several, this will not be so hard a task as at first sight appears.

A strong corps of marshals has been appointed, and will take charge of the classifying for the show and of the formation for the parade.

Three military bands have been engaged, the Queen's Own, Grenadiers and 48th Highlanders, with 12 Queen's Own buglers to head the procession in a four-in-hand.

During the parade the bands will mass in front of the parliament buildings, and, in combination, give the people a choice selection of patriotic airs.

After the parade the medals will be presented by his worship the mayor, assisted by Prof. Goldwin Smith and President Marshall.

In addition to the prizes, a dollar will be presented by the treasurer, Dr. W. A. Young, to every driver in the commercial classes. As there are upwards of 400 entries in these classes alone, it means that that amount of money will be handed around to help defray the expenses of the recipients and their families in the enjoyment of the latter part of the day.

It is hoped that every citizen will do his best to further the efforts of the executive to make the affair go off with the same eclat that has characterized the four previous shows.

A Record Entry List.

The number of entries in each class is as follows;

Harness horses—Class 1, mare or gelding under 15.2, 18; 2, mare or gelding 15.2 and over, 15; 3, pair of horses, 3; 4, four-in-hand, 3; 5, trotter, under 15.2, 9; 6, trotter, 15.2 and over, 14; 7, pacer, under 15.2, 7; 8, pacer, 15.2 and over, 7; 9, pony mare or gelding and outfit, 13.2 and under, 9; 10, pony over 13.2 and not exceeding 14.1, 12; 11, pair of ponies, 4.

Saddle horses—Class 12, mare or gelding, 14.2 and not exceeding 15.2, 7; 13, mare or gelding over 15.2, 7; 14, hunt horses, 9; 15, pony under saddle, 13.2 and under, 7; 16, pony under saddle, over 13.2, 12; 17, polo ponies, 7; 18, boy or girl rider, 8.

Special classes—Class 19, horses driven by member of learn professions, 8; 20, horses driven by ladies, 5; 21, pair of horses to victoria, etc., 4; 23, farmers' hunters, 11.

Commercial classes—Class 24, 3-year-old teams, 5; 25, heavy draught pairs, 3; 26, pair express horses, 9; 27, pair delivery horses, 21; 28, heavy draught horses, 7; 29, coal horses, 28; 30, single express, 14; 31, single express driven by owners, 14; 32, departmental horses, 6; 33, hatters and furriers, 5; 34, bakers and confectioners, 8; 35, milk dealers, 12; 36, laundries, 6; 37, grocers, 14; 38, butchers, 20; 39, brewers, 7; 40, market gardeners, 12; 41, open to trades not specifically enumerated, 69; 42, street commissioner's pairs, 11; 43, street commissioner's singles, 8.

Old horse classes—Class 44, horses weighing under 1100 pounds, 17; 45, horses weighing over 1100 pounds, 14.

NOEL MARSHALL
President of the Open-Air Horse Show Committee.

8 MEN ON DECK SLIDE IN WATER

Steamer Nearly Overturns in Running Rapids, and Many Lives Are Endangered.

LATCHFORD, Ont., June 28.—(Special.)—On Wednesday the steamer running north from Pork Rapids was nearly overturned. It was in the afternoon and the boat had just started on its trip north and less than 100 yards from the shore, when she refused to answer to the rudder, and, going sideways, struck a rock and went half way over.

Fifty people were on board and eight men sitting on the stern and ten canoes on the hurricane deck were sent over into the river. Four struggling men were swept down the rapids. Three got to shore and the fourth was sinking for the third time when a prospector, who wa sfortunately coming up in the rapids and at the risk of his own life, paddled to the drowning man and got him in his canoe.

SUNDERLAND'S BIG DAY.

Carnival of Sports Will Be Held on Dominion Day.

A carnival of field and athletic sports will be held at Sunderland on Dominion Day, July 1, under the sanction of the C.A.A.U. The following athletic clubs will be represented: Irish-Canadian Athletic Club, West End Y.M.C.A., Central Y.M.C.A., Beach "Success" of Toronto. John B. Marsh, champion long-distance runner of England; Mr. Oldan, Ireland's champion long-distance runner; Chilton Green, famous Indian runner.

This will be one of the biggest events of the season, and those wishing to spend a pleasant day away from home should take advantage of this outing.

HYDRO POWER MOVING.

Taking Offices in Continental Life Building.

The Ontario hydro-electric power commission are moving to the Continental Life Building, southeast corner of Bay and Richmond-streets, where they will occupy a convenient suite on the seventh floor.

The T. & N. O. Railway will add the present power commission offices to their quarters on the same floor in the National Life Company's Building, corner Adelaide and Toronto-streets.

Turbinia tickets, Geddes, 431 Spadina.

WILL PROSECUTE FAST AUTOISTS

Herman Nerlich and Chauffeur To Be Summoned — Children's Injuries Are Very Serious.

More serious than was stated yesterday are the injuries received in the automobile accident of Thursday night by Harold Baker and Eva Warfe.

Harold's legs are badly broken and it may be necessary to amputate the right one. It is fractured at the thigh and also between the knee and the ankle. The foot is badly crushed. His left leg is broken also. The child is suffering from internal injuries.

Eva Warfe suffered intensely all Thursday night and yesterday. Her back is bruised and she is suffering from internal injuries. Fits of vomiting followed each other until late yesterday afternoon. Opiates were administered by the physician in charge.

Constable Tidsberry had a consultation with County Crown Attorney Drayton, who will lay an information against Herman Nerlich, owner of the automobile, and Chauffeur James, charging them with furious driving. If the injuries to the children turn out to be more serious, a different charge will probably be laid.

The residents of East Toronto are indignant at the accident. They are in no pleasant frame of mind towards automobilists and claim that this is the culmination of their difficulties with scorchers. Every night chauffeurs drive at a terrific rate of speed down the incline and act totally regardless of the rights of pedestrians and others. Some aver that a speed of 60 miles an hour is attained by some of the cars, one farmer, John Neal, declaring that he timed one machine that made a mile a minute. This thorofare is almost continually thronged with motorists.

Cause a Mystery.

The cause of the accident is somewhat of a mystery yet. Eye-witnesses tell somewhat different stories from the occupants of the car. Just near the Catholic Church at East Toronto is a turn in the road. The proper path of the motor car would be directly alongside the car track. This is the path the car was on, and the chauffeur was hitting up a lively clip. Suddenly it swerved to the left and ran perhaps 40 yards, when it struck the hole in the road. The car lurched and almost instantly struck another hole. The car then swerved and shot like a cannon towards the group of eight children, who were playing on the sidewalk. Some were rescued by an older boy, a brother of Eva Warfe, and three of them were crushed by the machine. The probable speed of the car was 35 miles an hour.

Not a Speedway.

The Kingston-road by no means resembles a speedway. There is constantly the heaviest kind of traffic over it and in consequence it is filled with ruts. The late spring, with its frost and snows, was particularly hard on it, and at present it is not an ideal highway. The ruts are numerous from East Toronto to the Hunt Club. The ruts that are supposed to have caused the accident are situated at the water hydrant used by the street sprinkler. The first struck is the larger, possibly eight feet long and four feet wide. It would be about 4 1-2 inches deep at its deepest part. It is constantly wet, from the overflow of the water carts. The other is smaller, about four feet by two and about the same depth. Neither one looks deep enough to cause an accident if proper care were exercised by the driver. Still it is not an ideal road for fast auto driving, and, judging from its condition at present, it would sooner or later be followed by serious results.

Sore on Scorchers.

Several residents and officials of East Toronto were interviewed by The World and all declared themselves to be very indignant at the accident.

"It's a shame," declared an official who refused to allow his name to be used. "The automobilists scorch thru here at a fearful rate. They are speed-crazy. Of course, they will claim they are not going fast, and they have become so accustomed to speed that they do not know how fast they are going. An example will have to be made of some of them."

"But the Kingston-road is a bad one, not very good for automobiles," was ventured.

"Well, it is not very good," he answered, "but did you ever see the Kingston-road good? It has been no better since I have lived here, and that is some time. The town expends a lot of money on it each year, and the great amount of traffic will not allow it to be kept first-class."

Strawberries Will Be Dear Shipments Coming Slowly

Canning Factories Have Contracted for Entire Output of Some of the Growers and Prospects of Small Consumers Getting Supply Are Not Bright.

For the first time in many years, the national holiday in this city will be marked by an utter absence of anything in the shape of business among the commission houses, more especially those largely interested in the fruit trade. In other years the ushering in of July was the signal for activity, the strawberry crop being at its best, demanding more or less attention.

So far this season shipments of this fruit have been spasmodic. The late season, joined with the fact that heavy shipments of Baltimore berries are still coming forward, has had the tendency to restrict trade.

A leading wholesale firm estimated that the total of yesterday's receipts would not be more than 450 packages of Canadian berries, in comparison with three times that amount at the same time last year.

Prices yesterday ranged from 11 to 16 cents per case, wholesale, the latter for choice stock only.

Last year's quotations on July 1 were from 7 to 12 cents a basket. The bulk of the fruit yesterday came from Aldershot, St. Catharines, Jordan, and a few odd lots from Clarkson's.

There are those who affirm that the price of strawberries this season will never approach bargain figures, and in proof of this cite the fact that the canning factories have contracted for the entire output of some of the growers at from 7 3-4 to 8 1-2 cents, delivered. The saving effected in freight and commission charges, in addition to other extras, is said to be as good as 11 or 12 cents a basket net in Toronto.

"But all the same," said a leading commission man yesterday, "you will see two or three days when berries will touch a pretty low figure in Toronto. Watch for them. After that they will go up and stay up."

W. P. Godson & Company, Chartered Accountants, City Hall Square, Manning Chambers. Phone Main 4881.

MOTORING ON KINGSTON ROAD.

This is the spot where the driver of Herman Nerlich's automobile lost control. The car swerved, jumped the car tracks, and smashed thru the gate of the Hewitt house, seriously injuring Harold Baker, Eva Warfe and another child.

THE PRESENT STRINGENCY-- WE MUST GO SLOW FOR A WHILE.

A gentleman who is thoroly posted on the financial situation, not only in Canada, but beyond Canada, and who enjoys the confidence of many, sizes up the financial situation as follows:

The primary causes in my mind of the present stringency were the Boer war and the Russian-Japanese war; prior to these wars savings were increasing nearly all over the world, the rate of interest was quietly falling and funds were able to be found for all legitimate enterprises.

War, being unproductive in any way, leads to waste, and when heavy borrowings are part of the process the result is very disadvantageous from a financial point of view. We have seen how the motherland has increased its national debt and we have seen Russian and Japanese issues hawked about in every monetary centre. The world for some time has used up its savings. British consols have dropped far below the normal quotations; no new issues are being placed upon the British market to any extent; the bank rate remains at four. In France we see a struggle to obtain gold and calls are made on other lands; for example, the United States, to repay gold France had exported; Germany wants to raise funds, and Russia is bankrupt.

I do not see how funds just now can be obtained from the other side of the Atlantic in appreciable quantities to aid Canada.

Another disturbing factor is that the prices of commodities are high, living is dearer and savings are less and in all this, on this side of the Atlantic more particularly, we have gone in for a tremendous burst of development. Mr. Bright used to say that you can't drive six buses abreast thru Temple Bar. The true remedy, I think, is to spread out development until savings become available and there are excellent signs in trade returns to show that conditions are likely to improve. If we go slow, live quietly, we shall soon be out of trouble.

DEFENCE WANTS TO PROVE GENERAL CONSPIRACY

Counsel Darrow Will Go Directly Into It—Orchard Contradicted by Easterly.

BOISE, Idaho, June 28.—Attorneys for William D. Haywood, charged with killing ex-Gov. Steunenberg, continued to-day to centre their efforts upon discrediting Harry Orchard and establishing their assertion that Orchard killed Steunenberg in revenge for the loss of his interest in the Hercules mine.

They directly attacked Orchard's account of the Vindicator mine explosion with the testimony of a witness which made it appear accidental rather than criminal.

Thomas Wood, a non-unionist who entered the Vindicator mine as a timber man after the strike began, swore that the night before the explosion he placed a box containing 25 pounds of giant powder at the shaft of the eighth level. He saw the powder the next morning shortly after 10 o'clock and a few minutes later Supt. McCormick and Foreman Beck came to the eighth level. They remained but a short time and left for the sixth level, where they were killed. Wood swore that when he reached the shaft twenty minutes later the powder was gone and that it was a reasonable inference that McCormick and Beck took it with them.

Wood testified further that he had seen a revolver in Beck's pocket, that the fragments of only one revolver were found in the sixth level after the explosion, and that the positions of the bodies of McCormick and Beck indicated to him that the explosion occurred between them. Orchard swore that he arranged a revolver with a wire attachment, so that when the safety bar was raised it would send a bullet into the giant powder he had placed ready. One witness for the state has sworn that he found a wire attached to the safety bar, but Wood testified to-day that he carefully examined the safety bar and found nothing attached to it.

W. Easterly and C. D. Copley both swore that they heard Orchard mention his loss in the Hercules Mine, and threaten to kill Steunenberg for it. On cross-examination the state scored Easterly because he received two letters and a telephone message from Orchard on the eve of Steunenberg's murder, and it scored Copley for remaining quiet when the two men knew a crime might be committed. Easterly contended that he did not know Steunenberg lived at Caldwell, and explained that altho he knew Thomas Hogan was Orchard, he took no steps immediately after the crime except to consult counsel for the federation, because he was not an informer.

Copley asserted that he did not take Orchard seriously when they met in

Continued on Page 1

STORY OF CROP SHORTAGE IS ABSOLUTELY ABSURD

Toronto Business Man, Home From West, Takes Rosy View of Outlook.

Crop prospects seem to be very rosy in the northwest provinces. D. J. McDougall of the LaRose Mine Company came back to Toronto yesterday after a private business visit to Saskatchewan, where he found every indication of the most encouraging nature.

The wheat was looking particularly good at a height of about 8 inches in many localities. The rumors of lighter growth of the crops are criticised by Mr. McDougall as absolutely absurd. He says he spoke to at least fifty settlers and not one of them complained of any shortage.

The new settlers continue to pour into the country, and they are now taking up good land as far as 100 miles away from a railway station. Land sells well, and some of the farmers, who come from Iowa, Minnesota and the Dakotas have neat sums of money. One bank manager took Mr. McDougall into his confidence and gave him details which were simply astonishing as to the financial standing of some of the settlers who have come in during the past couple of years. Just now the influx from the United States is rather quiet, but this is accounted for by the fact that the late season has held them where they are. The rule is to sell the crops, and then come to Canada and obtain land, where the yield is much larger.

In Manitoba they have suffered from lack of rain up till last Sunday, when the whole province became juicy with splendid results.

Like all other business men who go to the great Canadian west, Mr. McDougall has most optimistic views regarding its future.

DOCK STRIKE AT BELFAST.

Armed Soldiers Are Assisting Police to Guard Wharves.

BELFAST, Ireland, June 28.—The dock laborers here are on strike, and channel traffic is greatly interfered with.

Five hundred soldiers with rifles are assisting the police to guard the docks.

A great body of strikers marched yesterday thru the principal streets, and after attempting to loot a number of wagons belonging to shipping companies, they were dispersed.

Dominion Day Outing at Niagara-on-the-Lake.

The Queen's Royal offers great attractions for Dominion Day week-end trip. The bass fishing is very good. The golf links are in perfect condition. Fine motoring roads Toronto to Queen's Royal. Dancing in Casino Saturday and Monday evenings. Special rates to those remaining over Monday.

FIVE KILLED NEAR KENORA

Two C.P.R. Passenger Trains Come Together Head on With Fatal Results.

WINNIPEG, June 27.—(Special.)—Five Chinamen were killed and N. E. O'Connor of St. John, New Brunswick, was badly injured in a wreck on the C.P.R. this afternoon at Butler, a few miles east of Kenora.

The collision was between No. 97, regular westbound train from Montreal, and a Chinese special going east.

Both locomotives were demolished, and several cars destroyed. The impact when the two heavily laden trains came together was something terrific, and the cries of the terror-stricken Chinese, who feared that they would all be killed, rendered the scene most pitiable.

The Chinese special suffered the most, and when the wreckage had been cleared away five dead bodies were found.

BRITISH IRON MERGER TO COMBAT COMPETITION

Nine Big Companies Have Absorbed Thirty-Six Lesser Concerns.

LONDON, June 28.—A great combination of iron and steel manufacturers is being formed in Great Britain to combat American and German competition, control the British trade and dominate the steel industry of the world.

Nine big companies, headed by Vickers, Sons & Maxim, have absorbed 36 independent concerns, giving them control of 90 per cent. of steel produced in Great Britain.

The combined capital of the firms is over $130,000,000.

Turbinia tickets, Geddes, 431 Spadina.

LEST WE FORGET.

Some people are apt to feel a little huffed if you remind them of something they might perhaps forget and cause themselves inconvenience, but as a rule a reminder is appreciated. W. J. Kelly, at the liquor store 749 West Queen-street, will deliver to-day to any part of the city the best goods handled by anyone in the business. A phone to Park 2286 as early as you can will help both you and Mr. Kelly.

Oscar Hudson & Company, Chartered Accountants. 5 King West. M. 4867

BUILD TORONTO ON BUSINESS METHODS

Information Will Be Secured Before Conference is Held---Controller Harrison Chairman.

The Greater Toronto propaganda was fairly launched at the city hall yesterday afternoon, when, at a well-attended meeting of the sub-committee, specially appointed, it was decided to get down to practical work in the preparation of a comprehensive plan for extending the city's limits, improving the Esplanade and waterfront, and advancing the city's transportation and general interests.

There were present: The Mayor, Controllers Harrison and Hubbard, Ald. Church, McGhie, Chisholm, R. H. Graham and Geary.

The first business was the appointing of a chairman. The mayor proposed Controller Harrison, and, no other nomination being made, the choice was declared unanimous.

The mayor drew attention to the wide scope that it was proposed the investigation should assume, and proposed that conferences should be held with the various civic committees for the making of arrangements whereby each committee should deal with those phases of the question that would properly come within its province.

Ald. Geary and Ald. McGhie spoke approvingly of the suggestion. Ald. McGhie thought the committees should make separate reports to the sub-committee, which should serve the purpose of a collecting body. He deprecated the proposal that outside organizations should be asked to confer in the initial stages of the enquiry, as he thought the members of the city council should be given freedom to go ahead with the preparation of a report, which could be later laid before other interested bodies for consideration. This was agreed to, and hence the conference proposed for Wednesday evening next will be deferred till a later date.

Government Harbor Grants.

With a view to ascertaining definitely how the government grants to Toronto for harbor improvements compare with those of other lake port cities and towns in Canada and the United States, Secretary Somers was instructed, on motion of Ald. Church, to obtain statistics as to government grants made for a like purpose during the last 15 years to the following:

Montreal, Quebec, Port Arthur, Fort William, Buffalo, Cleveland, Detroit, Midland, Owen Sound, Collingwood, Kingston, Brockville, Cobourg and Fort Hope. The civic authorities will be asked to supply the information in each case.

Junction Asks Annexation.

That the annexation objects of the committee have begun to kindle interest was shown in a communication addressed to Ald. Church and read to the committee. The writer was C. M. Hall of Toronto Junction and the letter read:

"There has been in existence for two or more years a citizens' committee, composed of representative business men of this town, the object in view being annexation to the City of Toronto. We have the data, etc., relative to the town's condition, financially and as a business centre. If in any way we might be of assistance to your committee we would be pleased to have representation on it."

The secretary was instructed to notify Mr. Hall that the committee would be pleased to take up the matter at the proper stage of the enquiry.

Chairman Harrison will call another meeting within the next week or ten days.

KAISER TO MEET KING.

With Empress Will Go to Windsor Castle in November.

LONDON, Jun 28.—It is authoritatively stated that Emperor William and the Empress of Germany will visit King Edward and Queen Alexandra at Windsor in November next.

A PLACE FOR YOU.

The store at Yonge and Temperance-streets will be open to-night for the convenience of the gentlemen who have at last made up their minds to get a straw hat. Dineen's have the finest stock in Canada, and if you want any good kind of a man's hat it's the place for you.

NO. 66. Not Good After 12 o'Clock Noon July 8, 1907

Trip to London Ballot

THIS BALLOT GOOD FOR 1 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.