

## SUCH SINGING NEVER HEARD BY A TORONTO AUDIENCE

John McCormack Surpassed All Expectations and the Famous Irish Tenor Will Tonight Sing a Better Program—His Voice Is of Extraordinary Sweetness and Mellowness.

John McCormack the Irish tenor, continued a \$5000 audience in Mass. last night that it had got the full worth of his money, and everybody who can go is going back tonight. Singing. Not all the tenors in grand opera and all the soprano on the lyric stage concentrated in one essence of musical rapture could equal the extraordinary sweetness and mellowness of voice of this blue-eyed, black-haired Irishman. Flexibility and skill in the technique of singing, and the ability to sing with a perfect trill as concluded the Blumenthals' "Evening Song" in the audience's ears. McCormack sang such a perfect trill as concluded the Blumenthals' "Evening Song" in the audience's ears. McCormack sang such a perfect trill as concluded the Blumenthals' "Evening Song" in the audience's ears.

McCormack was ably seconded by his accompanist, Edmond Schneider, who contributed several solos in excellent form. McCormack is accompanied by his wife and they are being entertained by Sir Donald and Lady Mann. A.E.S.S. Massey Hall, and not the limited quarters of the Evangelical Settlement, would have been a more worthy setting for the present tour of last night. The performances were a grand climax to three weeks of hard, but most attractive work at the settlement. The lectures of the course all leading up to what was really a fine finale to the work.

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## THE SUNDAY WORLD

The Sunday World this week contains a large number of attractive features.

IN THE ILLUSTRATED SECTION are shown photographs of news items of particular interest, including a page of attractive costumes exemplifying the latest spring modes from Paris; views of C. P. R. Toronto to Montreal, Lake Shore Line; girls who sang before Bessie Abbott; Kent School boys and girls; two squads of Toronto fire-fighters; funeral of the late King of Greece; President Wilson reading his message to Congress; scenes in the beautiful Isle of Pines; page boys of parliament buildings.

IN THE MAGAZINE SECTIONS are articles and pictures that will hold the interest. To specify: "Making the Schoolboy a Farmer," an illustrated editorial in color by Donald G. French; Laura E. McCully replies to Mrs. Arthur M. Dodge, the leader of the anti-suffragette movement in the United States; description of the beautiful Isle of Pines, where many Toronto people spend the winter; Dr. Gordon Bates' medical talks, this article describing the origin and treatment of diphtheria; a little corner for the little folks, by Lillian Leveridge, who writes interesting stories for the children on "Adventures in Leafy Land"; Mr. Churchill's speech on the navy; a sketch of Mrs. Despard, an octogenarian militant suffragette; Lord Robert Cecil discusses the suffragette movement; a page of horse news by Ed. Baker; J. B. Crippen reviews past week offerings at the theatres.

## HELPING FARMERS WHO LOST MONEY

Ontario and West Shore Bondholders May Be Reimbursed.

### LIQUIDATOR APPOINTED

Efforts Will Be Made to Put Line on a Paying Basis.

Tucked away harmlessly in the nature of a bill introduced into the house last night by Hon. Col. Hendrie is a matter of the greatest interest to a hundred farmers on the north shore of Lake Huron. Under the title of an act relating to the Ontario and West Shore Railroad, an attempt is being made to assist a number of unfortunate bondholders whose money has vanished into an electric railway line which has returned nothing to them.

To allow the road to be placed in the hands of a trustee or liquidator or helped in the matter of placing it on a running basis is actually the object of the measure, and if it fails to relieve the financial situation, a loss of large proportions will be suffered by the bondholders of the company. The franchise of this electric line expires this year and something will be necessary, he explained, to guarantee the bonds of the company. All who are in the vicinity, who are interested in the railway are in rather a serious predicament.

The line, which is now constructed, has never carried a passenger as yet, the funds of the promoters having given out. A strange agreement was made when the scheme was first floated several years ago. No bonus was asked, but the guaranteeing of the company's bonds by the municipalities was insisted upon. The agreement was taken instead. Things went well for a time, but on the completion of the construction work the funds collapsed and the bondholders failed to receive their interest.

In view of this situation every farmer in the district who owned a 100-acre farm included \$20 in interest in the guarantee.

Affairs have reached such a state at present that the whole series of interested farmers are out to see what the matter is. The Ontario and West Shore Railroad is a company which was formed in 1906, and the report of an engineer of the Ontario Railway and Municipal Board places the outfit at three hundred thousand dollars.

## SKELTON UNEARTHED AT SOO WATERFRONT

SAULT STE. MARIE, Ont., April 17.—(Special.)—While making an excavation for a drain at the approach to the New Ontario dock, on the water front, this afternoon, workmen discovered a skeleton within three feet of the surface and within a foot of an excavation made for a cement walk last year.

The remains are supposed to be those of an Indian buried many years ago as a copper kettle and beads were found in close proximity. Older inhabitants have no recollection of a burial at this point having taken place, although it was suggested that the body was found in close proximity to a grave, buried by the Indians according to the custom of the natives at that time. An investigation will be held. Although the best preserved portion of the remains is a skull, which is in a very good state of preservation, it is believed that death resulted from violence.

## SEVEN PERISHED IN HOTEL FIRE

Old Three-Storey Wooden Structure Burned at Malone, N.Y.

### SEVERAL WOMEN HURT

Score of Persons Were Carried to Safety by Firemen.

MALONE, N.Y., April 17.—(Can. Press.)—Seven or more persons were burned to death, several women sustained injuries from when they may die, and a score of persons were rescued by firemen in a spectacular fire, which destroyed the Old Wilson Hotel, an old three storey wooden structure on Catharine street, early today.

The building burned like paper and the firemen had little time to effect rescues. An explosion caused the fire. More bodies are believed to be in the ruins. Most of those injured were hurt by jumping from the third story. The known dead are: Albert Robinson, Malone; John Timmons, Malone; Fred Truchon, Malone, the hotel bartender; Tony, a traveling musician; Philip O'Connor, Plencerville, N.Y.; John Moss, Albany, and Michael Conroy, Malone.

Two persons were injured by jumping from the third floor. They are: Mrs. Premo of Eltonburg, N.Y., both legs broken; A. Martin, a vaudeville actor, left arm and ankle broken.

The injured were taken to the Ogdensburg City Hospital.

John Rhodes, a clerk in the office of the American Express Co., 150 feet away, was working over his books when the fire started. He heard an explosion outside, and running to the door, he saw the hotel in flames. He turned in the alarm. When the department reached the burning building, the third story was a pillar of fire and rescuers were unable to get up. They were trapped there perished, with the exception of the two who jumped.

Those on the first and second floors, awakened by the fire engines, fled to the street. There were about fifteen persons in the hotel. Within a few minutes the entire building was in flames. The work of the firemen was hampered by a coating of sheet iron on the outside walls, but there six years ago when the building was remodeled. With this exception, the construction was wooden throughout.

The city solicitor is to be asked for a report upon the possibility of taking over the residential district the north side of Bloor street between Sherbourne street and Spadina avenue.

Commissioner Harris is to have a conference with the board of control today upon the refractory valve that delayed the work of cleaning the sand from the tunnel under the bay. He is also to report upon the advisability of having more reservoirs. Controller Foster expressed himself strongly in favor of the board of control ordering a renewal at once of the tunnel.

Harbor Board Expenses. A statement of the expenses of the harbor commission was submitted to the board of control as follows:

Chief Engineer, \$4,000; staff of 2, \$15,000; A. C. Lewis, secretary, \$2,000; staff of 5, \$4,000; C. W. Postlethwaite, harbor master, \$1,000; dredging, \$18,500; dock repairs, \$11,745; dredging harbor channels, \$84,000; inspection and placing of buoys, etc., \$1,500; legal expenses, \$2,000; miscellaneous expenses, \$12,000; contribution to life saving and patrol system, \$3,000. The total is \$138,545.

Clevo, secretary to the city treasurer, is likely to be appointed secretary to Mayor Hocken when George B. Wilson is made head of the projected sanitary department.

Aid. Wantless will give notice of motion at the next meeting of the city council that dancing at public halls and academies be forbidden. He regards these gatherings as a menace to the health and other corrective institutions. He will also give notice of motion that civic employees be prohibited from drinking.

Dr. Hopkins asked that a deputation from Ward Seven be heard respecting the Keele street site.

The deputation comprised Prof. Alexander, Messrs. Glass, Irving, Balfour and others. They protested against the building being erected in the site selected as had from a sanitary viewpoint.

Dr. Noble asked if the Keele street school was to be built in the ground hole like a house being built by a certain government in this city, which was a disgrace to the province.

Dr. Noble: "I don't care for any part of the Keele street site question being referred to the property committee was defeated by 6 to 3."

LITTLE DROP OF SERUM  
ALL FRIEDMANN GAVE

WASHINGTON, April 17.—(Can. Press.)—Dr. Friedrich F. Friedmann, who developed today, has refused a request of the federal public health service for further samples of his serum, so that a more careful analysis of the alleged cure could be made. Dr. Friedmann is declared to have said that he had already supplied Surgeon John F. Anderson, director of the hygienic bureau, with a little platinum "loopful," and that he could spare no more.

The amount furnished by the Berlin bureau, according to Surgeon-General Blue, was a mere drop.

HAMILTON MAN WIFE DESERTER. NIAGARA FALLS, Ont., April 17.—(Special.)—Melville Condie, Hamilton, was arrested over the river on the York street, both in the village and deserted her and her children on April 7. The complainant alleged that a married woman and her two children had preceded Condie to the city. He offered to go back to Hamilton.

Unusual interest has been shown this year in entries, and while the latter do not close until tomorrow entries have already been received from Hon. Clifford Sifton, Ensign Stables, Miss Vian of Montreal, Miss Wilks of Galt, Amelius Jarvis, Joseph Kilgour and many others.

## SUNDAY CARS NOW WILL RUN ON THE METROPOLITAN LINE

Railway Committee of the Legislature Was Almost Unanimous in Again Granting it the Request of the Radial Railway For a Sunday Service.

Sunday cars on the Metropolitan Railway line up Yonge street came with a vengeance yesterday when more than two hundred working men from Newmarket and Aurora came down to Queen's Park to see that the Lord's Day Alliance was kept between its traces. The men who came down to see the clause adopted were mechanics and artisans of all trades. They could have kept at their work all day, and that they did not is the best evidence that their request was sincere, and not the result of any hasty antipathy for the Sabbatharians.

The committee heard the petitioners and protestants for more than an hour, but when the vote was taken only two members opposed the clause. Sir James Whitney addressed the committee at the opening of the hearing in a few words with regard to the necessity. "Are the interests of the locality and the desirability of the proposition a public necessity?" was the question he thought should be considered. "It does not follow that the majority of the people, either favorable or opposed, should be taken on the point, and the way needed."

In arguing that the clause granting Sunday cars should be struck out, Ex-Mayor Duggan stated that he recognized Sunday not only as a day given over to religion, but as a municipal and civic holiday—a day of rest. "I am not a member of the committee, but I am a citizen of the city," he said. "I am not a member of the committee, but I am a citizen of the city."

"I say that from my experience they do not rest themselves in these places," retorted Mr. Duggan. He then stated that when he was mayor he had one day in ten holy instead of one day in seven, the national spirit immediately began to dwindle, and at last she restored the old order of things when Sunday was strictly observed.

"They used that day to cut the heads off the people," put in Napoleon Chagnon, East Toronto. "I am not a member of the committee, but I am a citizen of the city."

John A. Patterson, K. C., opposed Sunday cars "on the broad general safety of the lands. There were no other one, and nothing should be done to interfere with the integrity of the new act. He referred to the time the act was passed in 1906, but a member of the committee interrupted him to ask if the Government had not at the same time passed an act allowing railways to run on Sunday.

People Should Vote. T. W. Gibson, formerly solicitor of North Toronto, stated that he personally favored Sunday cars, but he contended that the right to run Sunday cars should be left to the people only on a vote by the people. "If you're going to grant Sunday cars to the Metropolitan line, why not pass a general law for the whole province and give all companies a fair show?" he said.

Rev. J. M. Rochester, of the Lord's Alliance, said that when the railway companies secured running rights on Sunday they immediately set to work to encourage entertainments at points on their lines, and that the railway business might be increased. He instanced Scarborough Beach as an example.

"What is the difference between a concert in a park and a concert in a church?" asked Dr. Forbes Godfrey, West York. "I hope my friend knows the difference," retorted Mr. Rochester. "The concerts in the park are for business."

In City Limits Only. Mr. Rochester suggested that the company should be allowed to run its cars on Sunday within the city limits only. The citizens of Toronto had not yet decided in favor of Sunday cars, but in the country they had not done so, and the privilege should not be granted without a vote by the people.

Acting for the company, Mr. I. F. Hellmuth, K.C., stated that the implication of Mr. Rochester that the people were trying to dictate to the company was a gross insult. He had asked the railway last year to apply for the permission. "We think that the great majority of people along the route would be in favor of the hamlets, desired to be able to get about as well as the people in Toronto," he said. "What's the use of talking about the township of Vaughan on this matter? If you want to take a fair vote only the people living in the

districts contiguous to the lines of the railway should be allowed to vote." (Applause.)

Tom Branton, of Newmarket, thought that the people along the railway line could look after their own spiritual interests, and he for one did not want to see a churchman "posting as a dry nurse for workmen of the town."

George Vall, of Newmarket, presented a petition for Sunday cars which was signed by 200 men, and stated that another petition had been signed by 170 other men who worked in a factory in the town.

Pledged to Oppose. At this stage of the hearing of the protest, T. Herbert Lennox, North York, furnished the meeting with some humor. He stated that personally he did oppose Sunday cars, but then he had pledged himself to oppose them. "When I pledged myself," he stated, "I was not aware that there was such a strong feeling for Sunday cars." (Laughter.) "I did not have a political motive," he continued unperturbed. "I consider that I should represent the feelings of my constituents and had I known that there was such a strong feeling for them, I would never have opposed the clause."

Mr. Lennox then moved that the clause granting Sunday cars should be struck out, and he was seconded by J. C. Elliott, West Middlesex. The question was put, but his motion was snowed under.

The deputation that left the building, except for the few opponents, went away quite happy.

ROGERS ANSWERS WITH  
COUNTER CHARGES

Continued From Page 1.

insisted that he had never had any personal knowledge of the transaction. Mr. Donaldson has applied to the Dominion land agent at Prince Albert and had made his entry in the regular way. The land agent had not given public notice of the seventy-three acres being open to homesteading, but had permitted the first applicant to make the entry under a general order on this subject, made during his administration, by Mr. Oliver. The land was unquestionably of great value. Mr. Rogers admitted, but the figures mentioned were ridiculous. No favoritism had been shown, but the most diligent applicant was allowed to make entry. Mr. Donaldson had made some money for which he should be grateful to Mr. Oliver. The latter had withdrawn sections seven and eight from the public domain and divided it among his political friends. By some oversight he had overlooked the seventy-three acres and Mr. Donaldson had picked it up.

Asked why the patent had not been cancelled when the facts became known, Mr. Rogers said that Donaldson had covered the entry with scrip. The minister then said he would disallow to the house someascalities practiced during Mr. Oliver's regime. He first made a statement that shortly before Mr. Oliver went out of office a prokerman had been sent to Churchill to distribute scrip to seventy-five Indians, and that scrip had turned up in the hands of some of the Indians at Edmonton and other places, where it was used to cover land. He then said that for years R. A. Leach, of Western Canada, and Alexander the public domain at what his personal profit and to build up the party machine. These two men had absolute authority and had overruled Mr. Oliver and Sir Wilfrid Laurier.

"What is your proof?" asked a Liberal member. For reply Mr. Rogers recited in great detail what he termed "a concrete example."

Organized Exploitation. This was to the effect that R. E. A. Leach, Howard Douglas and others had formed a corporation for the purpose of exploiting the natural resources of the Dominion. They found a man named Lemar of Stillwater, Minn., who had a timber berth of twenty-seven square miles within the limits of the Rocky Mountain Park. This berth, Mr. Rogers said, was of no value, and they procured an assignment of it to William Crawford of Medicine Hat.

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