SPECIAL LOT SALE
Today and Monday
$20.00 PER FOOT.
In Meagher, Westlake and Chisholm Avenues. Salesmen on the property both days.
ROBINS, LIMITED.
Kent Building. Adelaide 3200.

The Toronto World

40,000 SQUARE FEET
(Adjoining BLOOR and LANSDOWNE)
Finest three-storey factory. Lot 140 x 284.
Private railway siding. Absolutely modern.
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Senate Reading Room
24 Feb 20

SATURDAY MORNING MAY 22 1920 40TH YEAR—ISSUE NO. 14,437 TWO CENTS

BOARD TO CO-ORDINATE NATIONAL RAILWAYS AND G.T.R.

Prices of Many Commodities Drop Heavily in U.S. Markets

M.P.'s Threatening "Strike" For an Increased Indemnity

INDEMNITY ISSUE MATTER OF CHIEF INTEREST IN OTTAWA

Overshadows Budget Debate —Say It Accounts for Small Unionist Majority.

SIR ROBERT STAYING

Ottawa, Ont., May 21—(Special).—After the first day of the budget debate interest has reverted to the increased indemnity issue. Government members are pressing the claim for an extra $1,500, and it is said a deputation will wait on the prime minister for this purpose. The government members are encouraged in their campaign by most of the Liberal oppositionists, and few of the farmer members would object to the increase. They would vote against it, but no charitable organization would benefit by their sturdy refusal to be a party to a raid on the treasury.

Affects the Voting

The small government majority last week was, in a degree, due to the failure to secure a promise of more pay. Indeed, threats are made if the government does not promise the increase thre will be difficulty in securing a majority for the budget or, in other words, the big club is to be used if the extra $1500 is not forthcoming. There is really no justification for an increase. Last year the members received $5000; this year they want $4000 for a session which promises to be one of the shortest in many years. Since elected a little over two years ago the members will, at the end of the present session, hav drawn from the treasury $10,000 each, in addition to free transportation and other perquisites. They were elected to serve at $2500 a session for this parliament and now wish to break their contract. Everybody in the commons

FEELING RUNS HIGH IN LONDONDERRY

Unionists Undertake Reprisals for Attacks Carried Out by Nationalists.

London, May 21.—The bitter sectarian feeling aroused in Londonderry by the recent disturbances there, according to a Central News despatch, is finding vent in a new direction. After the troops, which early in the week had been sent in to quiet the city, were withdrawn from the streets last night, the despatch says, houses occupied by two Nationalist families in a predominantly Unionist district were attacked by masked men, and the occupants compelled to leave. One house was damaged, furniture was smashed and religious pictures were thrown into the street.

Unionist families living in the Nationalist area also are being forced to leave their homes, says the report. Two Unionist houses were raided for arms and the families living there were driven out. When they returned to remove their furniture they are declared to have found most of it stolen.

Begin With the New Union Station.

The crowds who had to get out by train from the old Union Station yesterday, the still greater crowds that will have to do it today, and to get back by it on Monday and Tuesday, will wonder in some disgust at the lack of foresight on some one's part in not having the new station opened before this.

Will it be opened by Dominion Day?

P.S.—Now that the committee for the co-ordination of the Grand Trunk and Canadian National system has been named The World trusts that one of the first things this most competent committee will do is to get the Union Station in operation.

It will be the greatest convenience that ever came to busy Toronto in a score of years!

The Nickel Inquiry, Yes!

The end of the session of the legislature is near at hand. When Mr. Drury called Mr. Dewart's motion about the International Nickel Company's contribution to the provincial treasury, the Liberal leader asked that it go over until Mr. Curry could also be present.

Mr. Drury ought to make his statement in any case; not allow the subject to get by. The premier must by this time have had his eye opened by the revelations in regard to timber dues, and timber revenues seem to have been mishandled by the same public men who handled nickel!

NEVER AGAIN!

After a suspension of two years' racing nothing will be missed more at the Woodbine than the departed old-timers, a rather surprising number.

VICE-ROYALTY VISITS THE CITY HALL

His Excellency the Governor-General and the Duchess of Devonshire arrived in town yesterday. They were caught by The World photographer while leaving the city hall. On the left is Lieut.-Governor Clarke, the Governor-General is next, the Duchess slightly in the rear, and Premier Drury is seen on the right hand side.

KELLEY MADE CHAIRMAN OF COMMITTEE TO UNIFY GREAT RAILWAY SYSTEMS

C. A. Hayes and S. J. Hungerford, Representing Government Railways, and Frank Scott and W. D. Robb of Grand Trunk, Associated With Him in Co-ordination Work.

Ottawa, May 21.—Announcement was made from Montreal today that the committee of the management for the co-ordination of the Grand Trunk Railway with the Canadian National system had been appointed, consisting of C. A. Hayes, and S. J. Hungerford, representing the government railways, and Frank Scott and W. D. Robb, representing the Grand Trunk.

The four gentlemen above named appointed Howard G. Kelley, president of the Grand Trunk, as the fifth member of the committee and chairman.

W. H. Tilley, K.C., of Toronto, was present on behalf of the Canadian government.

All members of the new committee are well-known railway men. Howard G. Kelley has, for some years past, been president of the Grand Trunk System; Mr. Hayes is vice-president of the Canadian National Railways, in charge of traffic; S. J. Hungerford is assistant vice-president of the Canadian National Railways, in charge of construction and operation; W. D. Robb is vice-president of the Grand Trunk, in charge of transportation, construction and maintenance; Frank Scott is vice-president and treasurer of the Grand Trunk.

D. B. Hanna, president of the Canadian National Railway system, when called up by The World last night, said that the announcement of the

(Continued on Page 7, Column 3).

"GIVE WOOL AWAY" ON BOSTON MART

Boston, May 21. — Auctioneers said they were virtually giving wool away when prices at the final sale by the British government here today went slightly below the low levels established in the break of yesterday. These quotations, from 10 to 20 per cent. under recent prices, did not pass the dollar mark per pound for greasy wool, or $2 for clean wool in any lot.

There were few bidders and only 24 per cent. of the wool offered was sold. In the two-day sale less than one-third of the offering was disposed of.

PREDICTS BIG CALL ON HYDRO FOR POWER

Mayor of Kitchener Advises Manufacturers to Install Auxiliary Plants.

Kitchener, May 21.—(Special.)—As a result of attending the conference of the Ontario Municipal Electrical Association yesterday, inquiring into the labor troubles at Chippawa, Mayor John H. Eden, of this city, publicly warned all Kitchener manufacturers using Hydro power to install steam auxiliary plants in their factories before next winter if they wish to avoid trouble. The mayor declared his observations at yesterday's meeting were of such a nature as to convince him that the power shortage next winter would be even more acute than that of last winter.

EMPIRE DAY SEES QUEEN'S WEATHER FOR CADET REVIEW

Over Five Thousand Pupils Take Part in Brightest Celebration Witnessed.

MONUMENTS DECKED

"Lads in khaki, lads in red,
Lads in green and grey";
Proudly we watched their marching ranks—
They'll be our men some day."

Brighter and with more outstanding features than on any previous occasion, was the celebration of Empire Day by the high, public and separate schools of the city, in which 5270 pupils took part and which the committees in charge succeeded in turning into one of the most attractive fetes ever witnessed in Toronto. The presence of their excellencies the Duke and Duchess of Devonshire gave a national touch to the occasion, and the sun for the first time this year gave the real summer atmosphere and traditional "queen's weather." Long before the scheduled hour—2.30 p.m.—crowds had gathered, and when the different companies of cadets were lined up along University avenue, they were surrounded on both sides from the Parliament buildings to Queen street. Eight hundred girls in white headed by parties bearing stands variously decorated, on which were laid sumptuous wreaths and other floral offerings, made pretty contrast among the coats of khaki and red.

Prior to the review of the boys the girls marched in procession, winding

(Continued on Page 12, Column 2).

TELEGRAPHIC RATE ADVANCES ALLOWED

Permit Increase of Thirty-Two Per Cent. on Commercial Messages.

Ottawa, May 21.—(By Canadian Press.)—Increases averaging 32 per cent. in eastern Canada, and 20 per cent. in western Canada are allowed on commercial telegraph messages thruout Canada in a judgment handed down by the railway commission today. The companies will be allowed to subdivide the existing rate zones east of Sudbury, Ont., and extend these zones to Quebec province. Flat rates for these zones are increased from 25 cents for ten words to 30 cents for 10 words, and excess words will cost two cents, instead of one cent a word. Scaled increases from 10 cents to 25 cents a word are allowed on the $1 transcontinental rate, with a special provision to permit the Grand Trunk Pacific to charge $1.55 to Prince Rupert, B. C. Tariffs may be filed at once, based on the commission's rulings, and the rates will come into effect as soon as the commission ratifies the tariffs. The increased rates do not apply to press despatches or leased wires.

The Big Clean-Up Next.

Now that the joint committee has been named to co-ordinate Grand Trunk and National lines the public will hail with even greater pleasure the co-ordination of the Toronto and Hamilton private-owned radials and power plants with Hydro Electric and Hydro Rails. It can't come too soon. It may happen before the end of the month.

ANOTHER STEP TO CLEAR UP TRANSPORTATION TROUBLES

Bill, Authorizing Commission to Deal With Whole Question, Brings Solution of City's Street Car Difficulties Nearer—Legislature Approves Measure, Which Now Only Awaits Formal Ratification.

Another step towards clearing up Toronto's transportation difficulties was taken yesterday morning, when the city's bill, authorizing the establishment of a transportation commission of three members to serve without salary passed the committee stage of the legislature without opposition. Its final passage is now assured.

Now that the city has received the necessary authority, it is expected that the commission will be named at once, and an early start made to grapple with and clean up the transportation problems of the city.

Under the act, the necessary permission is given for the taking over of the Toronto street railway, and for its control, operation and management by the commission, as well as of the civic car lines.

Appointment of Commission.

"The said commission shall be a body corporate," the act states, "and shall consist of three members, each of whom shall be a resident and a ratepayer of the city of Toronto, and shall be appointed by the council of the corporation of the city of Toronto on the nomination of the board of control, and no appointment shall be made by such council in the absence of such nomination except on the affirmative vote of at least two-thirds of the members of the council present and voting, and the members so appointed shall hold office for three years, and until their successors are appointed.

"Where a vacancy in the commission occurs from any cause, the council shall immediately appoint, as set out in the preceding paragraph, a member who shall hold office for the remainder of the term for which his predecessor was appointed.

"Any member shall be eligible for reappointment on the termination of his term of office."

Civic Car Lines Included.

Another clause says: "The council of the said corporation may, in its discretion, by bylaw entrust the control, operation and management of the civic car lines referred to in the foregoing section to the said commmission at any time before the acquiring by the said corporation of the property of the Toronto Railway Company herein referred to."

Motor Buses and Tubes.

As to the construction and opera-

(Continued on Page 4, Column 5).

VIOLENT DECLINE IN FOODSTUFFS PRICES

Cotton, Sugar, Corn and Pro visions Options, Including Pork, Slump Heavily in New York and Chicago—State of Demoralization Prevails in Chicago Pit.

New York, May 21.—Influenced by the general price-cutting agitation, that is steadily gaining ground, the principal commodity markets of the country today continued to "mark down" quoted values. Cotton, sugar and corn options broke violently here and in Chicago, and cereals and provisions, including pork, also suffered sharp reactions. Significance was attached to the drop in the pork prices as marking the first pronounced break in high-priced foodstuffs.

The stock exchange showed improvement on a sharp recovery of Liberty bonds and Victory notes.

A large part of today's liquidation in cotton and grains was attributed to the further scaling down of credits by banking institutions here and in other reserve centres, evidently in conformity with the request of the federal reserve board.

In the local cotton market, May contracts broke almost 400 points, with equally sharp reactions in New Orleans. The Liverpool market also reported substantial reactions.

Domestic and foreign metal markets quoted lower prices for spot and future deliveries, silver proving the only exception at a slight rise in London. Little business was done here in copper for immediate delivery.

Banks in the uptown or wholesale dry goods district reported additional loan contraction and most of the retail shops advertised "cuts" of 25 to 40 per cent. in women's wearing apparel.

Dealings in Liberty bonds and Victory failed to reach the huge totals of the two preceding days, but most of the deliveries business was on an ascending scale. Practically all the Liberty issues closed at the day's maximum quotations, gains extending from one per cent. to 3.04 per cent., the fourth 4¼'s scoring the greatest advance.

GRAIN PIT DEMORALIZED.

Chicago, May 21.—Millions of bushels of grain were flung suddenly on the market today by holders who had become unnerved. Prices quivered and then collapsed. The strain and its violent result was attributed mostly to sweeping changes announced in railroad operation and to nation-wide tightening of credits. Wreckage of values totaled 13 1-2 cents a bushel on corn, 6 3-8 on oats and $1.75 a barrel on pork. Tonight, owing to the tension created, every brokerage house in Chicago was calling for heavily increased margins on all open trades and there was prospect of another strenuous day on exchange tomorrow. Whether a reaction or a further drop in quotations was to be looked for few authorities are willing to predict, but anxiety was evident that either contingency should be guarded against to an unusual degree.

Rural owners took a conspicuous part in the general selling rush that precipitated today's smash in prices. It was said also that heavy pressure came from houses with Wall street connections. The outstanding certainty was that liquidation of magnitude had commenced and was wholly unchecked when the session came to an end, with quotations at the lowest point reached and the trading pits a bedlam.

Fear of a glut of supplies at distributing centres had much to do with the extreme weakness of the grain markets and of the sympathetic action of provisions. In this connection the belief was widely accepted that a drastic order would be issued for the railroads to move grain on a priority basis. Another special bearish influence was the continued attention given to the cutting of merchandise prices in department stores at distant cities, whereas little or no notice in the confusion was taken today of Liberty bonds.

Egyptian Cotton Slump.

Manchester, Eng., May 21.—The sensational slump in the price of Egyptian Cotton during the past three days in Manchester and Liverpool is said to have been largely due to speculation in Alexandria, Egypt, and the refusal of bankers longer to finance speculative transactions. The latter contingency, it is asserted, compelled speculators in Alexandria to realize on the best obtainable terms.

Sir Alfred Herbert Dixon, chairman of the cotton control board, addressing the Cotton Spinners' Association today, referred to the tremendous over-capitalization of the Lancashire cotton mills during the past year, thru their repeated resales at enhanced prices. Sir Alfred said he could only compare the movement to the South Sea bubble, and declared that the day of reckoning would come as surely as it did to that wild period of speculation.

COAL SHORTAGE CONFIRMED; CARVELL'S STATEMENT HARMFUL, FUEL ADMINISTRATOR SAYS

Retail Merchants and Gas Company Confirm H. A. Harrington's Pronouncement—Chairman of Railway Board Condemned for Statement Mischievous to Situation.

The chairman of the Dominion Railway Board may know something about railway trains, but evidently he is not fully informed upon the seriousness of the coal situation in Ontario. Writing yesterday to Mayor Church in reference to payment of freight rates on coal from the United States, the chairman, the Hon. F. B. Carvell said:

"On the other hand, however, I have not much sympathy with the cry that is being put up all over Ontario that a calamity is impending on account of the scarcity of coal. All this talk about a coal famine is simply nonsense."

The opinion of local coal merchants aid J. H. A. Harrington, fuel administrator for Ontario, is in direct contravention of the views expressed by Mr. Carvell. Mr. Harrington pointed out in yesterday's World that from May 1 to May 15 the number of carloads of coal to arrive in Ontario was 1,750. The normal number for the period was 9,255 carloads. Unfortunately, declared the fuel commissioner, there is no immediate prospect of catching up, for coal now arriving is decreasing rather than increasing. Mr. Harrington further declares that unless something unforeseen occurs he fears their will be stringency and trouble in keeping the provincial industries going. But no matter whether Ontario obtains more coal or less coal for her requirements, Mr. Harrington foresees the price going skywards, as owing to the exchange rate the black heat will cost 70 cents more per ton at the mines and 23 cents extra in freight.

Backed By Coal Merchants.

In all these facts the Ontario fuel commissioner is backed up by such

(Continued on Page 5, Column 6).

OBJECT TO TAXING NINE-DOLLAR BOOTS

Retailers Declare Exemption Limit Should Be Raised to Twelve Dollars.

Ottawa, May 21.—The boot and shoe retailers of the city are to raise objections regarding the imposition by the budget of a 10 per cent. tax on all boots and shoe retailing at $9 or over.

A. E. Stephens of the firm of A. J. Stephens, tonight received a telegram from Warren Fegan, Toronto, president of the National Shoe Retailers' Association, to the effect that a wire had been sent to the finance minister, that "the National Shoe Retailers' Association of Canada protests against the price tax minimum being $9. This should, in all fairness, be $12. We submit the tax should be 10 per cent. on increase above specified amount on all total sales. Price forms should also be procurable for checking of same."

A meeting of the local retailers will be held early next week, when the members will come to a decision regarding the action to be taken.

PRINCE HEADS MOUNTED POLICE.

Ottawa, May 21.—(By Canadian Press).—An order-in-Council has been passed appointing his royal highness the Prince of Wales, honorary commandant of the Royal Canadian Mounted Police.

ONLY ONE CLEFT IN RANKS.

The little hand of Conservative members in the legislature have presented a pretty solid phalanx during the session. Their ranks, on the liquor questions, have remained unbroken with one exception. The occasion was the vote on the referendum, and J. R. Cooke (North Hastings), could not see eye to eye with his party, but lined up behind the government, who wanted a mandate from the house to apply to Ottawa for a referendum on the continuation of the O.T.A.

GOVERNMENT WILL FORCE COMPANY TO TAKE HYDRO POWER

Great Lakes Paper Plant Must Not Break Agreement.

LICENSEE BROKE O.T.A.

Morning sessions of the legislature promise to be a big success in the way of expediting business. The first one was held yesterday, and more actual work was accomplished than at any previous session of the house. The premier complimented the members and said that if they continued to discharge their duties so expeditiously they would probably get thru by next Thursday.

Mr. Hogarth (Port Arthur) was informed by the provincial secretary that the government had received an application from the Great Lakes Paper Co. for the issuance of a flat with a view of having the courts determine whether the company was obliged to take its power requirements from the Nipigon development of the Hydro-Electric Power Commission. The government had not yet issued the flat. There had been no about face in this matter, the premier said, and he felt sure the upshot of the whole thing would be that the company would take Hydro power. The government insisted they had a good case against the company and would seek to press it in the courts.

License Informer Gone.

The Liberal leader, Hartley Dewart, was told by the provincial secretary that A. Courrain had severed his connection with the license board by leaving Toronto. He had not been paid any sum by the department for special services in connection with the charges against Inspector Ayearst which were investigated before the Meredith commission. He had been only paid one month's salary of $120.

A bill was introduced by W. H. Price to authorize and confirm grants by municipal corporations for patriotic purposes. He said the enabling

(Continued on Page 7, Column 5).

MIMICO ABSENTEES DRAWS REVOLVER

Two Boys Caught While Watching Cadets Parade Yesterday.

Chased thru the crowd from University avenue and Queen to Simcoe street yesterday afternoon, Walter Pelley is alleged to have ran behind a post at the corner of Queen and Simcoe, and, drawing a 38 calibre revolver from a holster, attempted to shoot at Policeman Devine. Devine stated that the revolver misfired and that four loaded and one empty chamber were in the gun when he took it from Pelley. Pelley is 19 years old and lived at 1031 Shaw street. His chum, James Eyres, aged 17, 74 Denison avenue, was also arrested.

Both boys were inmates of the Mimico Industrial School, having escaped from that institution several weeks ago. They were watching the boys of the school parading up University avenue yesterday afternoon when Guard Ralph Borden spotted them and called to Policemen Devine and McAllister. McAllister caught Eyres at the monument at University avenue, while Devine chased Pelley.

Pelley was found also to be carrying 34 rounds of ammunition in his pocket. He is charged with carrying concealed weapons, escaping from Mimico and shopbreaking. Eyres is charged with escaping from custody and with shopbreaking.

Thursday night they are alleged to have broke into McGee's pavilion at the Humber and stolen $8 in money and a large sack full of cigars and chocolate. The chocolate was found lying in the bag on West Richmond street yesterday morning. Both youths are suspected of being mixed up in other recent crimes committed and an effort will be made today to link them up with these cases.

Sure, Mike!

And the cat came back—so did the races!

COME INTO DINEEN'S TODAY.

Dineen's is an exclusive quality shop for Men's Hats. Only the very best makes kept in stock. Dineen's carry hats by the best English makers and are exclusive agents for Henry Heath of London, England. Dineen's hats represent better value, whether the price is $5.00 or $10.00—the price and quality is better.

Silk Hats.
Felt Hats.
Straw Hats, and
Panamas.

Come into Dineen's before you go to the races and look over the new styles today. Dineen's Store is at 140 Yonge street.