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The Toronto World.

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PROBS—Fresh S.E. and E. winds; fair to-day, becoming showery at night.

ALLIED PRINTING TRADES UNION LABEL COUNCIL TORONTO, ONT. 51

SIXTEEN PAGES—SATURDAY MORNING JUNE 13 1908—SIXTEEN PAGES

ALLIED PRINTING TRADES UNION LABEL COUNCIL TORONTO, ONT. 51

28TH YEAR

Struggle in the I.O.F. To Secure Future Must End in Rate Increase

Report of the Supreme Chief Ranger, to Be Presented at Next Week's Meeting, Places Facts Squarely Before the Order.

REACTIONARIES ARE TRYING TO BALK NECESSARY REFORM

That man who desires to put a business on a sound plane is bound to be opposed by reactionaries.

It is not unnatural then that the plan to raise the rates of the I.O.F. is meeting with opposition. Members who have been long in the order naturally feel piqued when their assessments are increased. But the raise in the rates is dictated by a desire, it is to be supposed, to bring the whole order up to a businesslike and actuarial standard. Individuals sometimes have to suffer slightly in their pockets in order that the good of the whole may be achieved.

Thru someone's agency much of the internal economy of the I.O.F. has been washed in public thru the press. So far as The World can see it is a fight within the order, between the Progressivists and the Reactionaries. In that fight The World is with the Progressivists, for they are trying to accomplish what every reputable actuary for years has been saying should have been done—raise the rates.

Hence eliminating the picturesque figure of Harry Collins, Mystic Shriner, etc., the newspaper stories really turn on the kernel of the truth. Shall the rates be raised? If Harry, genial tho he may be, thinks they should not be, then Harry must be relegated to the limbo of has-beens. The World believes that the necessity is upon the I.O.F. to raise its rates, so then let the rates be raised.

Our acquaintance with Supreme Chief Ranger Stevenson is limited, but he is a man well-spoken of and described as one with exceptional ability and unsullied integrity. On this question of rates he is sound from The World's standpoint, and from the standpoint of the insurance commission. This is good recommendation.

Recently there has come to our hands a copy of the supreme chief ranger's report, dated June 16, 1908, in which is given the reasons for the readjustment of the rates of insurance in the order. Here the whole story is told, and the public will find much excellent food for thought in the extracts we publish.

Extracts From the Report.

On page one and the following pages the report says:

"Hardly had the mortal remains of Oronhyatekha been laid at rest, when the report made by the royal commission appointed to investigate insurance companies and societies licensed by the federal insurance department of Canada challenged our attention, and when consideration had been given to its recommendations we found we were threatened with legislation which, if put into operation along the lines of the report of the commission, would prove most detrimental to our interests.

"The salient points of the recommendations deemed by us to be adverse may be summarized as follows:

"(a) It was proposed to divide our society into two classes—one to be composed of the members already in the society, the other to be composed of members who should thereafter join.

"(b) The moneys of the two classes were to be kept distinct and separate, and no part of the funds of one class could be used for the purpose of the other, and no assistance could be rendered by one class to the other.

"(c) The readjustment recommended for the members already in the society was to transfer them to the new class upon their paying the new rate of assessment—the national fraternal congress table of rates—at attained age, or

"(d) Transfer the present members to the new class giving them in the place of their present policies reduced insurance for such amount as the rate of premium paid would bear to the national fraternal congress table at attained age.

"The recommendations from the standpoint of members of fraternal societies were so drastic as to create the belief that no attempt would be made to give them legislative recognition. In this respect, however, fraternalists were disappointed, for at the present session of parliament a bill was introduced by the minister of finance which was understood to have the approval of the government and to be pressed as a government measure.

A Serious Problem.

"This bill so far as its provisions related to fraternal insurance societies gave legislative sanction and effect to what seemed to us to be objectionable features of the recommendations of the royal commission.

"We were therefore face to face with a most serious problem. The action taken that resulted in our securing a postponement of the consideration of the part of the bill relating to fraternal societies until the next session of parliament is familiar to you all.

"We are again assured by the same prophets, who said that the government would not dare to bring in a bill to carry into effect the recommendations of the royal commission, that the government will not dare to press the bill they have introduced.

"Having no inside information upon

Continued on Page 2.

QUITE A PUFF FOR THE BOSS.

From The Dartmouth (N.S.) Patriot.

Hon. George Graham, minister of railways, is the making of a great and admirable minister. By a bill which he has just brought in, the telegraph and telephone companies have been brought under the control of the railway commission, as well as the sleeping cars and express companies. The bill goes even further and takes in such questions as the control of such matters as freight, demurrage, siding charges and a number of other questions which have given shippers no end of trouble in the past. These matters have been fought over with great persistence for years past. For years W. F. Maclean, M.P. for South York, has kept up a vigorous fight to have these matters brought under the control of parliament or the railway commission. He has at last succeeded. W. F. Maclean is one of the few men in parliament who have no fear of the great railway corporations or anybody else. In season and out of season he has fought with a determination, which few men have, for adequate control of these powerful companies, which in many cases openly defy even parliament itself. In his struggle for control he has had very meagre aid from other members, but it has never caused him to waver for a moment. Every session he has renewed the fight, which has at last been crowned with success.

W. F. Maclean is the one only man in the house who has the courage and the untiring energy to press year after year for the reforms he thinks necessary for the good of the country. He is a born fighter, adroit, fearless, persistent and determined.

Very few have any idea what a serious thing it is to go into a fight with any of the powerful companies. Usually it spells ruin for the man who has the temerity to challenge their right to go wherever they wish, no matter how much it may be against the interests of the people. Once their will is opposed the man who opposes is marked and he will not find easy traveling thereafter. The chances are he will pay the penalty with his political life. In any case he will meet all sorts of obstacles, which will check his political ambitions, and make his life a burden. The captains of industry, so-called, do not leave any stone unturned to make the life of an opponent miserable. They do not fail to make that their business. For these reasons few men care to incur the enmity of the big corporations. Only men of courage and great energy dare do it.

Those who take their political lives in their hands and fight the battles of the people generally get scant sympathy, because at every step their motives are called into question and dust is thrown in the eyes of the public. These are the maligned and discredited. That is part of the game. These are the reasons why Mr. Maclean deserves well of the people of Canada. He has fought a battle with the powers for the last 15 or 20 years and is only now winning success. He has made the Grand Trunk sit up and pay attention. He is compelling that road to obey the terms of its charter, which it has wilfully broken for a score of years. He has put up an almost single-handed fight to bring the telegraph and telephone companies under the commission and the other things mentioned. For 15 years he has preached public ownership and is now determined to force the government to nationalize the transcontinental. He believes in the extension of the Intercolonial, and the building by the government of a road to the Pacific. Mr. Maclean can see no reason for the practical building of a road by the people and the handing it over to a company with power to levy toll for all time on the people who paid for it. He is right.

Sir Wilfrid Laurier made the remark some time since that "the 20th century is Canada's." He would have been nearer right if he had said the 20th century belonged to the railways of Canada. The control of the great corporations by government is the great question in politics to-day. Mr. Maclean is the strongest advocate of the supremacy of the people in Canada to-day. He never has wavered. He has never sold out. If he were to drop dead there would be joy unspeakable in the camp of his adversaries. He is the strongest single man in parliament to-day. It is a pleasure to announce some of his successes, for our readers may be sure there are not many papers in Canada which will give Mr. Maclean credit for the work he has done. However, that will not worry him or cause him to relax one moment from the work he has set himself to do.

SARATOGA A HEALTH RESORT.

SARATOGA, N.Y., June 12.—As a result of the passage of the Agnew-Hart law there is to be a new Saratoga, totally different in character and spirit from that which made the name world famous. It is to be surely and simply a spa and health resort, modeled after the best patterns of Europe, and there will be no gambling of any kind.

OCTOBER ELECTIONS?

OTTAWA, June 12.—(Special.)—It is said to-night that the federal elections have been fixed for the last week of October.

First Message Over New C.P.R. Telegraph Line Comes to "The World."

Canadian Pacific Railway Company's Telegraph

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Parry Sound joins hands with the Toronto World in this the first message over the CPR from the station opened today by Mr. W. Marshall Superintendent of telegraph construction

J. D. Crate

NOISELESS GUN A FACT

Inventor Maxim Demonstrates With His New Weapon in New York.

NEW YORK, June 12.—In absolute silence, save for the sharp, short click of the rifle hammer as it fell and the thud of the impact of the bullet on the target, Hiram Percy Maxim repeatedly discharged his new noiseless firearm—a thirty-two calibre Winchester rifle.

Using a stack of old directories as a mark, Mr. Maxim demonstrated to Alfred Wagstaff, president, and the board of managers of the American Society for the Prevention of Cruelty to Animals, the possibilities of the new weapon.

His demonstration was in the offices of the society at Twenty-sixth-street and Madison-avenue, at the request of the members of the board of managers, who are seeking a slaughtering weapon that will kill in a humane manner. Heretofore firearms have been impossible on account of the loud report.

Mr. Maxim's silencer comprises a series of aluminum cells fitted with interior equipment that automatically cuts off the powder gases from sudden escape after the bullet has passed from the rifle barrel. The gases escape slowly and consequently without noise thru "silence" cells fitted to the rifle barrel.

Experiments are soon to be made by officers of the bureau of ordnance of the army with a silent rifle the inventor has made for military sharpshooters. This weapon is more complicated in construction than the slaughtering rifle since the degree of sound in warfare must be an absolute minimum. The army officials have declared, however, that they will be satisfied with a sharpshooter's gun that gives off a report one-third as loud as the present arm.

It was thru his study of the automobile and the problem of reducing the noise of its machinery that Mr. Maxim hit upon the principle of constructing a gun that could be fired without noise.

He believed he could apply a muffler to a gun just as he did to an automobile, and experiments proved his theory correct. There was some difficulty in attaching the necessary mechanism to a rifle barrel in a way that would not interfere with the proper handling of the piece. The solution of this difficulty came to the inventor while riding in a street car with a friend.

Mr. Maxim was born in Brooklyn 39 years ago. He was manager of a projectile company for several years after leaving college, but more recently has been interested in the automobile business.

ROY REARRESTED.

850,000 Bail Required on Charges of Conspiracy and Fraud.

ST. JOHN'S, Que., June 12.—Col. Hibbard, crown prosecutor, and Mr. Lawson of Ottawa, came out from Montreal this evening and caused the re-arrest of Hon. P. H. Roy, on a charge of conspiracy and fraud. Fifty thousand dollars bail is required in the present instance.

PRINCE'S PROGRAM.

LONDON, June 12.—(C.A.P.)—It is officially announced that the Prince of Wales sails for Quebec July 7, arriving via the Straits of Belle Isle on the 22nd, and leaving on the 29th. Capt King Hall of the Indomitable will be in command of the squadron.

THE CIRCUS PARADE.

Col. Grasett, chief of police, has approved the parade route for Cole Brothers' circus parade on Monday morning, and the procession will leave the show grounds, Sunlight Park, on Broadview-avenue, at ten o'clock sharp. The following streets will be covered:

Queen to Jarvis, Jarvis to Carlton, Carlton to Yonge, Yonge to College, College to Spadina, Spadina to King and King and Queen to the show grounds.

GATHERING THE DETAILS FOR NEW WELLAND CANAL

Staff of Twenty-Five Men Have Been Busily Engaged for Several Months Past.

ST. CATHARINES, June 12.—(Special.)—No less than twenty-five men are now employed on the permanent staff of the Welland Canal making extensive surveys of the entire district with a view to ascertaining the levels of all sections in anticipation of the projected new 25-foot channel.

The men are divided into four gangs, who are doing outside work, while a fifth is transcribing notes to plans which will show exactly what will be the most likely course in case the work is decided upon.

This is being done so that when the government decides upon action all information will be on hand, and progress of construction work will not be unnecessarily delayed.

It is expected that the whole work will cost $200,000 and will take almost two years' time. Men have now been at work some months.

HON. MR. BALLANTYNE ILL.

Ex-Speaker of the Legislature is Critically Ill at Stratford.

A Stratford despatch says:

Hon. Thomas Ballantyne, ex-Speaker of the Ontario Legislative Assembly, the "grand old man" of Perth County, and widely known thru his connection with the cheese industry, is on his death-bed, and the end is only a question of a few hours. His sons, Adam of Toronto, Rev. Prof. Ballantyne of Knox College and Alexander of Brantford, have been summoned.

Mr. A. W. Ballantyne stated last evening that while the ex-Speaker has been critically ill for several days the physicians still give some hope for recovery. Hon. Mr. Ballantyne is in his 79th year.

Assembly Concludes.

WINNIPEG, June 12.—The Presbyterian general assembly has closed, after passing a grateful acknowledgement of the fearless stand for purity and righteousness of life taken by our missionaries on the frontier, and especially by Doctors Pringle and Grant in the Yukon.

Corralling Murder Suspects.

VANCOUVER, B.C., June 12.—A despatch from Blaine, Wash., says: "Four additional arrests have been made in this county in connection with the Morrison murder case, all the suspects answering in a general way the description of the murderer."

OBITUARY.

At Boston—Quincy A. Shaw, mining and financial agent, aged 86.

At hamilton, N.Y.—Rev. Dr. Geo. E. Merrill, president Colgate University.

At Sandwich West, Ont., Andrew Hare, fisherman, 95 years occupant of the house in which he lived and died.

OUR CATTLE ARE NEEDED

Only Way in Which U. S. Control of English Meat Market Can Be Curbed.

LONDON, June 12.—(C.A.P.)—"Practical men see only one remedy for the present shortage of cattle here," said Melhuish, a committee man of the Society of London Meat Traders, "namely, breaking down the present American control of the market by bringing in Canadian cattle for fattening."

The superintendent of the Manchester foreign cattle market states that only five cases of tuberculosis have been discovered in the 25,000 Canadian cattle slaughtered there.

In the house of commons last night, several members protested against the board of agriculture's refusal to withdraw the prohibition against the importation of cattle for immediate slaughter from disease free countries, alleging that this refusal was playing into the hands of the American meat combination.

Sir Edward Strachey, a representative of the board of agriculture in the house, on behalf of the board, denied that the operations of the so-called meat trust tended to raise the prices. On the contrary, he said, the policy of the trust in bringing dead meat into the country in preference to live cattle was an economical method, tending to lower the prices.

W. Payne, secretary of the National Federation of Meat Traders, declares the ports should be opened to Canadian cattle, and he demands a government enquiry.

ADVICE TO NEW MINISTERS.

Reception Service at Methodist Conference—Ordinations To-Morrow.

H. S. Lovering, J. B. Lamb, C. C. Kenny, W. S. Irwin, D. K. Gray, W. E. Galloway, J. W. Dudgeon, P. P. Bryce and J. C. Bard were last night received as candidates for the ministry by the Toronto Methodist conference at the Elm-street Church. E. W. Wallace, B.D., who is in China, was also received in absentia. Those present last night will be ordained on Sunday morning.

Rev. Henry Irving, chairman of the Collingwood district, introduced the resolution that these men be received, and in doing so addressed them on the obligation of the pastor to his congregation. A pastor's obligation, he said, was to be a man of God, with a message from God by which to lead his flock to God.

"No matter what a man teaches, if his life is contradictory to what he says, his life is more eloquent than his preaching. Every man that teaches the truth of God must illustrate what that truth is in his own life."

"Where there is a bar and a church there ought to be a row," continued Mr. Irving, adding that men were often in prayer meetings when they should be in political primaries. The pity of it was that the men in the church had not more courage in facing evil.

Rev. Dr. Baker of Euclid-avenue Methodist Church, in seconding the resolution, urged the laymen to look after the business of the church so that the clergymen might have adequate time for looking after the spiritual side of the work.

While passing a saloon at Far Rockaway, L. I., where half a dozen Italians were fighting with revolvers, John Wellstead, 16 years old, was struck by a stray bullet and killed.

One of First Links in New System Which Marks Epoch in History of C.P.R. and City.

An epoch in the history of the C.P.R.—and probably of this city as well—will have been reached to-morrow evening when the first train will leave at 9.30 over that line for Sudbury and on to Winnipeg.

It means a big saving in time to the public, while to the railway it means a release from having to accept running privileges over the G.T.R. to North Bay.

On Thursday night an equipment and maintenance train left to go up the line and to equip ready for business the dozen stations to be opened along the 260 miles of road. The stations will be: Muskoka, Barnesdale, Parry Sound, Carling, Point au Baril, Naiscoutyong, Byng Inlet, Pickerel, Rutter, Paget and Burwash. Muskoka, which is midway between Toronto and Sudbury, will be a divisional point.

The first freight train on the new Canadian Pacific Toronto to Sudbury route will leave here on Monday.

It will be a solid train of 55 cars, the whole shipment being made by the Massey-Harris Co. of this city, the destination being Manitoba, and the contents of the train agricultural implements of that firm intended for the farmers of the prairie province.

On Monday evening the board of trade will recognize the importance of the opening of the new road by tendering a banquet to Sir Thomas Shaughnessy and the directors of the C.P.R.

The C. P. R. officials thought the prospects sufficiently promising for a heavy traffic from Brampton and suburban stations to-day, that they again ordered that a trailer be carried out from the Union Station on the motor car last night.

Seventy-eight passengers came into the city on the motor yesterday morning, which is twenty-four more than the car was originally designed to carry. On the afternoon trip out to the golf links twenty-seven passengers were carried, and on the evening trip thirty-two people were conveyed.

EXPLOSION KILLS NINE.

Another Bad Accident on the G.T.P. Construction.

KENORA, June 12.—(Special.)—The worst dynamite accident for some time happened at the Chambers, McQuigge and McCaffrey Camp on Winnipeg River, when Transcontinental Construction Foreman Simmons and others were charging two fresh holes, when suddenly, without apparent cause, the dynamite exploded, killing nine men.

Two were Englishmen, whose wives are on the ocean to join them. The others killed were Swedes.

The calamity points to some new explosive element contained in mineralized rocks, as the men in charge were most experienced and careful, the holes were cool and no iron implement being used.

Simmons had gone for another box of dynamite when the explosion occurred, and so was saved.

The names of the killed are: Burgess, Bradley and Grey, English; Roberts, Trimbull and Biribi, Italians; Munser, Wagetiny and Jehomami, Galicians.

The seriously injured are McDonald and Shorter.

VICTIM A TORONTONIAN.

Actor Killed in N.Y.—Son of Mrs. Nowell of Toronto.

NEW YORK, June 12.—In a notebook found in the pockets of Albert Crosby, an actor, beaten to death by highwaymen to-day, was an entry reading:

"In case of accident notify my mother, 136 Morse-street, Toronto, Canada."

The electrification of St. Clair tunnel is completed and all trains are now handled by electric locomotives.

HINTS AT SCANDAL IN CUSTOMS DEPTS.

Defalcations and Hushed-up Prosecutions Are Mentioned During a Discussion in the Commons.

OTTAWA, June 12.—(Special.)—Most of the day in the house was taken up with a discussion precipitated by Mr. Clements (Kent), who made the charge that all materials for the railway tunnel under the Detroit River were being allowed to come in free of duty, and that Canadians were not given an opportunity to tender.

The debate gradually widened to include alleged defalcations of customs officials, and the hushing up of prosecutions against friends of the government.

Mr. Cockshutt (Brantford), who followed Mr. Clements, referred to the report of the civil service commission, which said that the chief positions in the outside customs service were political appointments. The minister of customs was so strongly partisan that he could see no wrong in his supporters. In British Columbia a collector had defaulted, and after refunding $4200 boasted that he was still thousands of dollars ahead of the government, and an investigation had ascertained that he was right.

Customs' Seizzures.

Mr. Cockshutt commented on the number of customs seizures, and suggested that where there were systematic infractions of the law. Offenders should be severely punished and have their names published. The system lent itself to private settlement between the inspector and the man who made the seizure, or the informant and the offending firm.

Mr. Cockshut showed that goods to the value of $150,000 were seized last year, for which fines of $21,687 were paid to those making seizures, and $15,077 to those giving information. Between salaries and fines paid over to them, he thought there were customs officers drawing more from the treasury than the prime minister. The system was open to grave abuses. He had been informed there were cases before the customs department at Montreal which were being hushed up because the offenders happened to be political friends, while other offenders were prosecuted to the limit.

Hon. Mr. Paterson asked if Mr. Cockshutt would endorse the statement that the customs department was influenced in its decisions by political considerations, and Mr. Cockshutt said the system was open to influences of that kind. He objected to customs officers getting fines for seizures.

Mr. Cockshutt protested against the materials used by United States contractors on the Detroit River tunnel being admitted free of duty, and said the minister was not carrying out the law requiring that these materials should be so admitted under regulations, when similar concessions were not granted by the United States.

Calls it a Big Fuss.

The minister of customs said a big fuss was being made about the importation of materials for the Detroit tunnel. The law was being carried out.

Mr. Cockshutt insisted that the arrangement was one-side.

Mr. Paterson continued that the chief complaint was in reference to American cement. The contractors had written to Canadian manufacturers asking for 50,000 barrels, and only one Canadian company would give quotations on so large an order, while prices were considerably higher than American.

Mr. Clements puts in that Canadian contractors had been turned down.

Mr. Paterson asked for source of information that officials in the department had hushed up charges against political friends. This Mr. Cockshutt would not give, but he read a letter which was to the effect that a firm in Montreal had been found guilty of defrauding the customs, but that an official had been bribed to make a false statement, which was usually done.

"That is a vile charge," replied Mr. Paterson.

Blockade Lifted.

An interim supply bill for one-eighth of the total estimates, less the amounts already passed, was put thru the house to-night with the consent of the opposition.

After the house had discussed a number of items, including $86,026 for salaries and contingencies, $281,120 salaries and contingencies house of commons; $40,000, libraries; $235,000, printing, and $43,500 charwomen, house of commons, Mr. Pugsley made a request for a vote for celaring of departments generally, but Mr. Foster suggested that this had better stand, as Mr. Fielding had a proposal to make.

Mr. Fielding said, after conferring with Mr. Foster, that he had secured his co-operation in obtaining a vote of one-eighth of such estimates as had not already been passed in full. He, therefore, introduced a bill to that effect. Mr. Foster said there was no objection to the one-eighth asked for. There had been some negotiations along this line, and he desired to say that it had never been the wish of members of the opposition to prevent deserving employes of the country from getting their pay, so far as they could facilitate it, or of stopping the works of the country.

As the finance minister was aware there had been differences of opinion as to certain legislation and for the past month and a half there had been negotiations between the prime minister and the leader of the opposition, and this vote of one-eighth had been assented to as the result of these negotiations.

It was only right to say that the position of the opposition with regard to the disputed clauses remained as it was.

Mr. Fielding added that while there

Continued on Page 7.