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PROBS—Strong winds; showers and local thunderstorms; stationary temperature.

MANCHESTER HAS REJECTED CHURCHILL FOR UNIONIST FIRS SHOCK TO ASQUITH

Joynson-Hicks Carries Northwest Division by Majority of 429 in Heaviest Poll of Twenty Years—Bad Blow for Government and Premier Asquith.

SOCIALIST VOTE WAS NOT A FACTOR

MANCHESTER, April 24.—The northwest division of Manchester, by the heaviest poll cast in 20 years, to-day reversed its verdict of 1906, and by a majority of 429 voters unseated as its member of parliament Winston Spencer Churchill, Liberal, who has just been made president of the board of trade in the new Asquith Cabinet, and who that year so brilliantly wrested the seat from W. Joynson-Hicks, Unionist, his chief opponent of to-day. Three candidates stood for election and the result was as follows:
W. Joynson-Hicks (Unionist), 5417.
Winston Spencer Churchill (Liberal), 4988.
Mr. Irving (Socialist), 276.
A Crushing Blow.
The defeat of Mr. Churchill is a crushing blow to the prestige of the government and the young and confident minister, which is bound to have a marked influence in several other impending by-elections. The result is a decidedly in finding for Mr. Churchill a safe seat elsewhere. The Liberals may derive from their defeat of to-day what consolation is possible for the fact that prior to 1906 the northwest division seat was held consistently by Conservatives.

Asquith's Oversight.

Among the many influences and cross currents at work in this extraordinary contest it was not wholly beyond reason to suppose that Mr. Asquith himself was partly responsible for the defeat of his young colleague. It is customary for the leader of the party to send a letter wishing success to any member of his party seeking election to parliament. Mr. Balfour in this case sent Mr. Joynson-Hicks an unusually long and adroit letter, which doubtless very materially assisted the Unionist campaign.

Mr. Asquith, on the other hand, for some as yet unexplained reason omitted to follow this custom, though he sent a letter to Walter Funnell, president of the board of education, who on Thursday contested and won the seat for Dewsbury by a majority of 118 votes. It is impossible to suppose that the omission in the case of Mr. Churchill was intentional; but in any case it gave the Unionists an opening to insinuate that the premier rather disapproved of Mr. Churchill's tactics in pledging the government to the Irish home rule and other questions, or that he would not be unwilling to see an over-confident young member receive a check.

Socialist Vote Small.

Contrary to expectation the Socialist vote was so small that it had practically no effect on the election. Probably more damage was inflicted on the Liberal cause by the activity of the Suffragettes, who worked with the same energy against Mr. Churchill. It is also supposed that David Lloyd-George, chancellor of the exchequer, by breaking the custom that the cabinet abstain personally from canvassing electors, gave many votes of waverers to the Unionists, while Mr. Redmond's address to the Convention in support of Mr. Churchill may have come too late, the English Catholic priests having conducted a very vigorous campaign against Mr. Churchill and the government's education bill.

Licensing Bill Blamed.

Mr. Joynson-Hicks, in an interview after the election, attributed his victory mainly to the action of the licensing bills. He is a London solicitor, 43 years of age and never before has held a seat in parliament. He has a wide acquaintance in Manchester through his wife, who belongs here. He is an able platform speaker. He has travelled much on the continent and in America studying conditions in those countries.

Excitement Was Intense.

There was intense excitement here to-night when the result of the election was announced to an enormous waiting crowd. Mr. Churchill was the first to congratulate his opponent, Mrs. Cornwallis-West. Mr. Churchill's mother, who sat in the front row, later in the evening Mr. Churchill in a speech said:
"It is useless to disguise the fact that we have had a very heavy blow. Its consequences will be grave and serious to all whose interests are interwoven with the principle of free trade."
Mr. Churchill also complained bitterly of what he declared was an unfair influence exerted against him by certain London newspapers.

Last Election Figures.

In the general election in Manchester Mr. Churchill captured the seat by a majority of 134. Following are the figures:
Churchill 5633
Joynson-Hicks 4398

First Seat Offered.

DUNDEE, April 24.—It is reported the Liberal leaders here to-night sent a telegram to Winston Spencer Churchill inviting him to contest the seat in parliament made vacant thru the elevation of the peerage of the Right Hon. Edmund Robertson, Liberal, who has held the seat since 1885.

PUGSLEY'S EASY TIME.

OTTAWA, April 24.—(Special.)—Hon. Wm. Pugsley had fairly smooth sailing with his estimate to-night. The house adjourned at midnight.
Three Months in Jail.
KINGSTON, April 24.—(Special.)—Wm. Thompson, a Battery man, was found guilty of stealing a watch from a comrade at the barracks and given three months in jail.

The Toronto World

18 EIGHTEEN PAGES—SATURDAY MORNING APRIL 25 1908 EIGHTEEN PAGES

RAILWAY STOCK 95 PER CENT. "WATER"

T. F. Ryan, the New York Magnate, Astonishes Grand Jury by His Statement.

NEW YORK, April 24.—When Thos. F. Ryan was before the special grand jury investigating the affairs of the Metropolitan Street Railway Company, he said that 95 per cent. of the stock of railroad corporations in this country never cost a dollar.
There was great surprise, and many of the jurors questioned Mr. Ryan, believing that they had misunderstood; but the only one in the room who manifested no surprise was Mr. Jerome, who, before Mr. Ryan appeared before the jury, had carefully gone over all the testimony with him.
Ryan's remark was made after Mr. Jerome had read to the grand jury the statement prepared by the witness, which Ryan gave out for publication last Monday evening.
Mr. Ryan had figured out that the \$2,000,000 of Metropolitan Street Railway stock represented cash payments of \$3.3 per cent. of its par value. As Mr. Jerome read this statement Ryan interrupted, saying:
"Gentlemen, that is the answer to the statement that has been made for the last five years, that the Metropolitan Street Railway Company stock is all water."
Mr. Jerome promptly came to the witness' rescue, saying:
"Mr. Ryan, you have been connected with a large number of corporate ventures, both in street railways and in steam railways, have you not?"
"Yes, sir," answered Ryan.
"And as a banker you have been familiar with the capitalization of many of the railroads of this country, have you not?"
"Yes, sir."
"How will that compare—that percentage of water if you call it such?"
"Ninety-five per cent. of the stock of railroad corporations of this country never cost a dollar," was Mr. Ryan's declaration.
"You mean," said Mr. Jerome, "that 95 per cent. of the stock of the railroads of this country are all water?"
"How it was done."
"Yes, 95 per cent. of the railroads within the last—these great speculative years that we have had—put up stock so in the last ten or twelve years that it was easy to raise money on stocks and bonds; but up to 1885 per cent. of all steam railroads and all street railroads and all industrial corporations of this country never put in one dollar on their stock, except a little organization expenses that were required for a few shares of stock in the beginning."
"So, then," said Mr. Jerome, "your experience in these matters is that \$5.13 cash paid in for every \$100 in stock is an exception?"
"Yes, sir. Up to 1873 there was not a dollar paid in on St. Paul, Northwestern, Omaha or any of these railroads, was there?"
Mr. Jerome asked another question: "If you took these roads as they stand to-day, including the roads that have been organized and supported on a sound basis, taking them as a whole, both in steam railroading and surface railroading, would \$5.13 cash for every share of \$100 per be a large percentage of cash?"
"A large percentage," replied Mr. Ryan, "50 per cent. of them have not had anything. Not only that; in the re-organization that took place from 1860 up to 1897 they assessed these stocks and gave bonds."
"Mr. Ryan," said one of the grand jurors, "we understand then that the roads only cost about 5 per cent. of the capital issue; they were built with bonds?"
"Built with bonds," said Mr. Ryan. "The Union Pacific Railroad is built with bonds and got a land grant worth \$250,000,000 besides."
"And Atchafalaya," asked one other grand juror.
"Atchafalaya the same."

MR. RYAN NOT ASPIRING TO A CABINET POSITION

Registrar's Trip to Ottawa Not Along That Line—An Interesting Episode Made Known.

A gentleman closely in touch with Mr. Peter Ryan stated yesterday that his mission to Ottawa had nothing whatever to do with politics, and that Mr. Ryan is far from nourishing any such political ambitions, as the Ottawa despatches might indicate. Mr. Ryan he stated quite positively, is not looking for cabinet honors.
As proof of the registrar's declaration—even should others desire him—Wm. an informant related an incident hitherto known to only a few.
Mr. Ryan did refuse two requests that he should appear. On one occasion, so urgently was he wanted, that his friends in the government had all the necessary papers prepared for his appointment to the ministry, hoping that when placed before him they would prove an inducement. Mr. Ryan, however, again declined the honor thus proffered him.

BRITAIN HOLDS FLAG WON BY H.M.S. SHANNON

William Waldorf Astor Presents Historic United States Ensign to British Museum.

LONDON, April 24.—The flag of the American frigate Chesapeake, which was taken by H.M.S. Shannon, June 1, 1813, and which was recently sold at auction in this city, has been presented to the Royal United States Museum by William Waldorf Astor.
This is the first intimation that Mr. Astor was the purchaser of the flag; it was announced at the auction that he was announced at the auction that he was acting on behalf of an American.
The bugle upon which the famous Balaklava charge was sounded, as well as some Crimean medals, auctioned at the same time, also were bought by Mr. Astor, and have been presented by him to the same museum.

WM. MACKENZIE LEAVES WITH GOVT. CERTIFICATE

C. N. R. Magnate is Off for England in Connection With the Provincial Guarantee.

William Mackenzie of the Canadian Northern Railway paid a visit to the parliament buildings yesterday, and was closeted with Premier Whitney, Hon. W. J. Hanna, Hon. J. J. Foy and Hon. Dr. Fyfe for a short time.
Premier Whitney stated that Mr. Mackenzie merely called to satisfy himself with regard to the conditions in which the guarantee matter stood at present.
Mr. Mackenzie leaves for England tomorrow, and will be gone some months. It is understood that he has been furnished with a certificate as to the bonafides of the recent legislature, which has not yet taken available official form, and that fortified with this he will expect to prepare for the flotation of the debenture stock in question.

MIXED RESULTS



MR. OLIVER: It's producing a lot of weeds for such high-priced seed.

TORNADO TEARS THRU MISSISSIPPI VALLEY

Death and Devastation Follow in Wake of One of the Worst Outbursts of Nature's Temper-Ever Experienced in the Sunny South

ATLANTA, Ga., April 24.—A wind of cyclonic proportions swept over portions of Louisiana, Mississippi and Alabama late to-day, leaving a trail of death and injured.
To-night the number of killed is estimated at close to a hundred and the number of injured at over a hundred, with many portions of the afflicted districts to hear from.
Most of the dead are negroes. Perhaps a dozen white persons were caught in falling buildings and either fatally injured or seriously disabled.
The loss of life was chiefly in the quarters of colored persons, where the wind destroyed their cabins, burying the occupants in the debris, or in the farming sections of the country, where trees were uprooted, telegraph and telephone poles torn up, and the loss of life or the extent of the destruction of property, for there is little of commerce connected with the points where the wind and rain did its greatest damage.
In Louisiana it is estimated that a score of small towns were destroyed or partly wrecked.
They include Amite City, Arcadia and Independence.
Belle Grove, Meiton, Lorman, Pine-ridge, Quitman Landing, Fairchild Creek, Purvis and Lumberton, Miss., are reported seriously damaged by storm.
In Alabama, Dora was the chief sufferer. This town is also known as Ber-ger. Four or more persons were killed, among them the wife and daughter of Sectionmaster Moore.
Fifty persons at the lowest estimate were injured. Those most seriously hurt were carried to hospital in Birmingham, Ala. One woman, a Mrs. McCully, died on the train. Two other members of this family were seriously injured.

HEAVY FIGHTING IN INDIA

Kitchener and Minto Will Themselves Take Command of the British Troops—62 Killed in First Engagement.

Desultory firing is reported all along the line, fifteen miles from Mihn, on the Kabul River to Abasal, on the Swat River. Major-Gen. Willcocks' centre rests on Shabkadar fort.
PEOPLE INSURE EMPEROR.
If He Should Die, Fete Expenses Will Be Met.
LONDON, April 24.—A committee of Vienna citizens, which is arranging for the jubilee pageant in honor of Emperor Francis Joseph, has just insured the emperor's life with a British Company for \$1,750,000 until June next, in order to cover the expenses for preparations for the celebrations in the event of his death before they occur.

MAY ASK MCKAY TO GIVE HIS VERSION

Many Liberals Who Can't See Why He Didn't Resist the C. N. R. Guarantee.

The most talked of thing in the city these days is the guarantee of the bonds of the Canadian Northern Railway and a half million by the Ontario Government and Legislature. All sorts of stories are current, some of them of a rather startling character, and some of them that ought to call for some official investigation demanded, but he would go no further, or give any particulars.
An incident that calls for a great deal of comment is the effort now going on to secure a Conservative organ in Toronto, that will be the mouthpiece of the government here and of the opposition at Ottawa. The gossip keeps busily mixing up this proposition with the proposition of the guarantee.
There are Reformers who say that they will insist on some kind of investigation within their own party taking place in regard to the episode, and especially since the News of yesterday afternoon contained a paragraph asserting direct complicity of the opposition with the course of the government. The paragraph reads as follows:
The decision of the Liberals in the legislature to support the consolidated and increased guarantee to the Canadian Northern Railway was reached the morning after the introduction in the house at a conference between Hon. A. G. MacKay, the Liberal leader, and Mr. E. J. B. Penne, the financial critic.
When interviewed by the News at the time, Mr. Penne stated that he had conferred with Mr. MacKay as to the action the opposition should take, and the Liberal leader had advised against any opposition to the measure, maintaining that the Liberals were committed to it by their previous guarantee, and that the present proposals were in accord with the policy inaugurated by the Liberal government.
Mr. Whitford also emphatic in his statement (published yesterday), describing the opposition as a consenting party to the transaction. Here are Mr. Whitford's words:
This bill was introduced and explained on the preceding Thursday. It could not have been debated until to-day if the opposition had wanted to do so. But they did not want to do so; and in spite of that are not ashamed to object to it to-day, in order to, as they desire, cast some odium upon the government. The opposition did not call for a division. They did not say one word in opposition to the bill. They wanted the bill to pass. Consequently it was carried unanimously, they voting with the rest of the members in favor of it.
A lot of Reformers resent these charges and will insist on Mr. MacKay making some explanation, and especially in the conduct of an "election fund" in it for him, as the Globe says there is for Mr. Whitford in it.

MAJOR HODGINS' CHARGES TO BE HEARD

Committee of Five Will Be Appointed to Investigate Charges of Graft on G. T. P.

OTTAWA, April 24.—(Special.)—Sir Wilfrid Laurier announced to-day that on Monday he would move for the appointment of a committee of five members to investigate the charges made by Major Hodgins, former engineer of the National Transcontinental Railway at Kenora, against the commission. He read the correspondence in the matter.
The first letter is from Hon. S. N. Parent, chairman of the commission, to Sir Wilfrid Laurier. Dealing with the charges categorically, Mr. Parent denies that any of them have any foundation. The main charge is that the government is paying padded accounts for work done, and G.T.R. people are making no objection because they merely had to pay the added interest. In reply, Mr. Parent says the railway "make objections when they see fit and these are looked into at once."
The chairman also refutes the statement that the commissioners wanted to change his (Major Hodgins) ideas on construction to classification that is allowed to contractors in Quebec.
"The commissioners," says Mr. Parent, "inadequately time, requested Major Hodgins to adopt in his district any classification not in accordance with the contract and specifications."
This can be classified as a statement, it was looked over and found to be agreeing with these and therefore perfectly regular."
The charges then read: If Mr. Poulin, the engineer appointed by Mr. Parent to replace me on the western district, has allowed the introduction of a classification similar to that allowed in Quebec, this will account for the increase in the estimated cost of the line. If this increase amounts to \$2,000,000 or \$4,000,000, it is time the public demanded some explanation."
Poulin, replied the chairman, was appointed on the recommendation of the chief engineer because he was the best man to take hold of the work of re-organizing the district, which had been left in such bad shape by Major Hodgins.
Proceeding, he says: "Since leaving our employment, Major Hodgins has talked a good deal openly, in fact, much more than professional dignity, and the sense of justice would seem usually to permit of the time we feel, in justice to ourselves and the public, before whom there is an evident desire to misrepresent the facts, to call at half and make it necessary for the accuser to bring facts to substantiate his charges."
"In conclusion," the commissioners would respectfully request, as they do not wish to remain under the aspersions which such reports cast on them, that the whole matter be referred to and looked into by a committee of the house, and that Major Hodgins be assigned to appear before the same to repeat his charges in a specific manner in order to substantiate them, if he can. Then an opportunity will be given right-minded people to see where the truth is and if public interest would have been better served by keeping an engineer who ignored the specifications, or by replacing him, as was done, by one who will follow them."

DISLOGGED TRIBESMEN.

British Losses Said to Be Sixty in Fight.

SIMLA, April 24.—In consequence of an attempt made by the Mohmand tribesmen to cut his lines of communication, Sir James Willcocks, the commander of the British force sent out from Peshawar against the raiding natives, attacked the enemy this morning with two columns comprising all his available troops. After a sharp fight the British troops dislodged the tribesmen from their position. The British casualties are given at 60. The losses of the Mohmands are not known.

THE FIRST STRAWBERRIES.

The first car load of strawberries to arrive in Toronto this year were received by White & Co., yesterday.

They came from North Carolina and arrived in first class order. They are being retailed at the stores at 25c to 30c per quart basket.
Many Happy Returns.
to Joseph Taylor, born April 25,