



of Life Insurance.

The opportunity to insure is yours to-day, but owing to the uncertainty of life, may never some again. If you are absolutely certain that you will live to a ripe old age, in the full enjoyment of your health, the opportunity will no doubt come often; but are you? Our business is to carry the risk on your life. the risk on your life.

Write us, stating your age nearest thday, for full particulars as to our guaranteed plans.

The Manufacturers Life Insurance Company

TORONTO, . . CANADA King and Youge Streets

In 1915 the Company paid to Policyholders and Beneficiaries \$1,824,161.83. Our Assets amounting to \$20,744,678.34 are considered to be of the very highest quality.

Write for a copy of our little booklet

"FACTS."

York County and Suburbs

PERMISSION IS REFUSED

ork Township Solicitor Reported Against Application of Suburban Company.

The York Township Co day refused to consent to the junction of the Lambton line running from the corner of Keele and Dundas streets to Lambton Park with the Toronto-Guelph line recently built between the two cities. The meeting, a special one, was convened to deal with the matter, but no definite action was taken in research to the railway. Strong represents the street, near Sackville street, yesterday afternoon, John Munchat, 62 Eastern avenue, had an epileptic fit and fell under the wheels of a wagon, driven by Frank McKay, 48 Hamilton street. He was taken home in the police ambulance. He received a severe shaking up and minor cuts and bruises. sard to the railway. Strong representations were made to council, and it was pointed out that the railway company already had the right to effect a junction a point a little further

west, but by crossing the highway a better connection between the two ends could be made. J. R. L. Starr, township solicitor, reported against the application, and in view of the fact that the city has expressed a wish to be represented at a conference to consider the whole matter a further adjournment was made.

RMISSION IS REFUSED
FOR RAILWAY JUNCTION

The names of 41 township streets were changed, a majority of them conflicting with city streets and the postal department having urged action along that line. Deputy Reeve Miller was absent thru illness.

TOOK EPILEPTIC FIT INJURED BY WAGON ENTERTAINMENT HELPS

While riding his bicycle along East. King street, near Sackville street,

MET DEATH ACCIDENTALLY. "Accidental death" was the verdict given at last night's inquest at the morgue into the death of John Mc-

* WAR SUMMARY *

THE DAY'S EVENTS REVIEWED

(Continued from Page 1).

can embark on their nefarious raids. Watching the movements of the

The British have slightly improved their position in Mesopotamia by extending their lines to the southward on the southern bank of the Tigris River. In Egypt they raided the camp of the tribesmen at Quatia

Tigris River. In Egypt they raided the camp of the tribesmen at Quatia with aeroplanes and destroyed it.

With the coming of clear weather for artillery spotting work and of calm seas for even keels, the British fleet of coast monitors and kindred craft shelled Zeebrugge and its harbor, and sunk some light German warcraft. The damage done to the docks and harbor. British German warcraft, and complete the present \$5000 has been collected for the building fund. resumed the bombardment of the Belgian coast Sunday, when they heavily shelled Zeebrugge and its harbor, and sunk some light German warcraft. The damage done to the docks and harbor, Dutch reports say, was enormous. British aircraft assisted in finding the ranges by dropping bombs on German batteries. The mere fact that British warships can approach close enough to the shore to make their fire effective, signifies that in the mathematical big and language guns the Germans are hopelessly outclassed. Not ter of big and long-range guns the Germans are hopelessly outclassed. Not later than last autumn they sent some of their most improved type of artillery to the coast to keep off the British squadron. They probably also laid big mine fields, but the new monitors are both mine and submarine proof.

mine fields, but the new monitors are both mine and submarine proof.

After all the raid of the German fleet on Lowestoft in the early hours of yesterday was a farcial affair. Here was a squadron comprising huge battwenty minutes, and then ignominiously fleeing at sight of some light cruisers which came up to engage it. The conduct of the German warships is mere fact that hostile warships can steal up to the English coast under cover of darkness was proved time and again at British naval manoeuvres hefore the war, and there is nothing in the feat worth bragging about. The figure in the despatches so as to cheer up the Germans and to distract them from their defeat before Verdun. It was said on good authority by a Toropto German who has friends in Hamburg, that the German authorities post up the departures and arrivals of their ships which are lying in New York harbor on the pretence that they are still sailing the seas. The Germania, at home, that no British ships ply the ocean except transparants also claim, at home, that no British ships ply the ocean except transparants and the first Russians who arrived came in civilian attire, and that their coming was kept secret. That was probably because these first came by way of Sweden.

Sufferers from indigestion or dyspepsia should remember that the presence of should remember that the presence of smooth or wind in the stomach invariably indicates that the stomach invariably indicates that the stomach invariably indicates that the stomach is troubled by the cover of domain and the stomach invariably indicates that the stomach invariable and the stomach invariable transfers to not not necessive actions of the first transfers that the stomach invariable transfers that t

Squadron Shelled Lowestoft Under Cover of the Darkness.

NAVAL BATTLE ENSUED

German Warships Fled After En- He Will Not Vote for Subsicounter Lasting Twenty Minutes.

Continued From Page 1.

eve been carried out by four or five

have been carried out by four or five zeppelins, only two of which made a serious attempt to penetrate inland.

"About 70 bombs appear to have been dropped. One man is reported seriously injured. No further details of casualties are now available."

Official Report.

The official statement says:

"At about 4.30 o'clock this morning the German battle cruiser equadron, accompanied by light cruisers and destroyers, appeared off Lowestoft.

"The local naval forces engaged it, and in about twenty minutes it returned to Germany, chased by our light cruisers and destroyers.

"On shere two men, one woman and a child were killed.

"The material damage seems to have been insignificant, so far as is known at present.

"Two British light cruisers and a destroyer were hit, but none were sunk."

During the fight a British aeroplane and seaplane dropped heavy bombs on the German warships and on four submarines, and two zeppelins were pursued by naval and land machines over sixty miles out to sea.

Second Raid on Port.

Lowestoft is on the North Sea coast, to the northeast of London. It is almost opposite The Hague.

On previous occasions during the war attacks on the English const have been made by German warships. The most important raid was made on Dec. 16, 1914. The Towns of Scarborough, Whitby and Hartlepool, about 150 miles north of Lowestoft, were bombarded and about 130 persons were killed.

On Jan. 24, 1915, a further attempt of the kind was made but the German vessels escaped.

On Jan. 24, 1915, a further attempt of the kind was made but the German vessels escaped.

caped.
On Jan. 24, 1915, a further attempt of the kind was made, but the German squadron was met off Doggerbank by the British cruiser squadron under Vice-Admiral Sir David Beatty. On being sighted the Germans made for home at high speed, chased by our light cruisers and destroyers.

Cleary, 74 Agnes street, who was killed by a motor car at the corner of Yonge street and Wilton avenue

CCIDENTALLY.

Peerless Pickaninnies," which concert was featured in three heads finguest at the of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of John Mc-lings, which included "The Peerless Pickaninny Schoolhouse," a one-act of the supply on the railway estimates of the Supply on the railway estimates Pickaninny Schoolhouse, and the picker and the Amartin Amartin Contract of Supply on the railway estimates Pickaninny Schoolhouse, and the picker and the Amartin Amartin Contract of the Supply on the railway estimates Pickaninny Schoolhouse, and the Theodometry of the Supply on the railway estimates Pickaninny Schoolhouse, and the Theodometry of the Supply on the railway estimates Pickaninny o

navy for purposes of raiding is like watching the movements of the policeman on his beat for the purposes of perpetrating a burglary. What action the June session of the When the fleet gets a certain distance away from a point on the coast number of hours' grace, and so come out of the Kiel Canal.

The zeppelins which raided England, and which accompanied the battle cruiser squadron of the kaiser, were chased for their lives out to sea by British machines, which liberally salted their tails with bombs, but did not appear to hit a vital spot.

The only infantry fighting at Verdun in 24 hours yesterday consisted of three attacks on the French in their new positions at Le Mort Argument, but this time it proved futile. A heavy infantry attack argument, but this time it proved futile. A heavy infantry attack argument, but this time it proved futile. A heavy infantry attack argument, but this time it proved futile. A heavy infantry attack argument, but this time it proved futile. A heavy infantry attack argument, but this time it proved futile. A heavy infantry attack argument, but this time it proved futile. A heavy infantry attack argument, but this time it proved futile. A heavy infantry attack argument, but this time it proved futile. A heavy infantry attack argument, but this time it proved futile. A heavy infantry attack argument, but this time it proved futile. A heavy infantry attack argument, but this time it proved futile. A heavy infantry attack argument, but this time it proved being a Fokker. The growing importance of West Bloor was not last night prepared to say. The growing importance of West Bloor street is cited by many as a reason for a high level bridge.

The British have slightly improved their position in Mesopotamia by Work Progresses on Church. The southern of the Guentra and Seagunent. What action the June session of the June are larged and the quebec country with the lake argument. What action the June accounts with the reconstruction of the Bloor that the reconstruction of the Bloor that the

WORK PROGRESSES ON CHURCH.

Is Dangerous

Physicians Recommend the Use of Mag-

RAILWAY PROGRAM KEPT DARK SECRET

Opposition Tried in Vain to Draw Out Government Statement.

BURNHAM INSURGENT

dies to Big Lines, He

OTTAWA, April 25 .- But few memcommons re-assembled today, after

had gone forward from west to east over the government railway system.

Lack Storage Facilities.

Sir George Foster said that comparatively little wheat had gone forward because there was no place to store it in the east, and no ships to receive it at the seaboard.

Mr. Pugsley was not satisfied with these explanations. The government, he said, should have had elevator facilities in the east and should have by this time provided more ocean tennage.

Mr. Turriff said that the spread between the street price and the track price in the west last fall had been 10 cents a bushel. The government should have great elevators in the east corresponding to the great elevators at Buffalo. He asked the minister to say whether it was the

OTTAWA, April 25.—But few members were present when the house of commons re-assembled today, after the Easter recess. Only two or three Quebec members were on hand, nearly all the deputies from that province being actively engaged in the provincial campaign. Hon. Wm. Pugsley and Hon. Geo. Graham who led the opposition in the house today, vainly endeavored to learn what is the railway program of the government and failing in this held up the estimates of the railway department in committee of supply.

Burnham Insurgent.

A small subsidy to the Edmonton Dunvegan and British Columbia Railway (a new road into the Peace River country) was made the pretext for the demand that the government should announce what financial aid it intended to extend to the Canadian Northern and the Grand Trunk Pacific, and in the discussion that followed, Mr. Burnham, the Conservative member for West Peterboro, created a mild sensation by saying that he would not vote in favor of any further assistance to either railway.

The greater part of the day, however, was occupied by a discussion of the general transportation question and the problem presented by 150,000,000 bushels of wheat still unmarketed in western Canada.

On the orders for the day, Mr. Carvell, (Carleton, N.B.,) complained of censorship. He said that (Continued From Page 1.

mails to and from the United States were unduly delayed, and it seemed intolerable that every country postmaster should be privileged to overhaul and read the correspondence of citizens. If the government were compelled to retain the censorship he supposed we would have to submit, but some explanation as to its purpose was due to the country.

Berden Explains.

Sir Robert Borden said in reply that the Canadian Government had not been "compelled" to censor the mail, but had done so at the request of the British Government and as a result of secret information which had been disclosed to Sir Wilfrid Laurier. All the mail coming from or to the United States, he said, went to certain large centres where th minister to say whether it was the intention of the government to establish and maintain a 12-cent rato the year round between Winnipeg and St. John. He pointed out that the

bined mileage between Winnipeg and Armstrong in the west, and between Quebec and St. John in the east was 960 miles. If the government could carry grain from Armstrong to Quebec and make money on a :6-cent rate, it should be able to carry grain thru from Winnipeg to St. John, N.B., on a 12-cent rate.
Cochrane's illness.

Dr. Reid: "Some better, but he will not be able to be here again this ses-

Reid said that the rate between Arm-strong and Montreal had been re-scinded at the request of the Grand Trunk, but the government still maintained a 6-cent rate between Armstrong and Quebec.

The supplementary estimates, he said, would provide for building large government elevators at Transcona, near Winnipeg, and at St. John. Discussing the criticism respecting the comparatively small amount of grain carried from west to east this winter over the government railways, Sir George Foster said that if the N.T.R. had run ten trains a day it would require three hundred days to get the entire crop east. But if they had got the entire crop east not a single additional grain of Canadian

wheat would have crossed the ocean.
Ocean tonnage, he said, was scarce
and would get scarcer and scarcer day
by day, month by month, until the ern and the Grand Trunk Pacific, but they were not really opposed to them, Personally he would not favor giving a dollar to either of the roads, Mr. Pugsley: "But you will vote with the government."

Mr. Burnham: "No, I will walk out of the houss when the vote is taken, as I did on a former occasion." grown in Nova Scotia last year, we would not have exported a bushel more

Rates on Wheat.

An extended discussion followed respecting the carriage of wheat over the National Transcontinental under the celebrated six-cent-a-bushel rate, between Armstrong and Montreal and

Quebec.

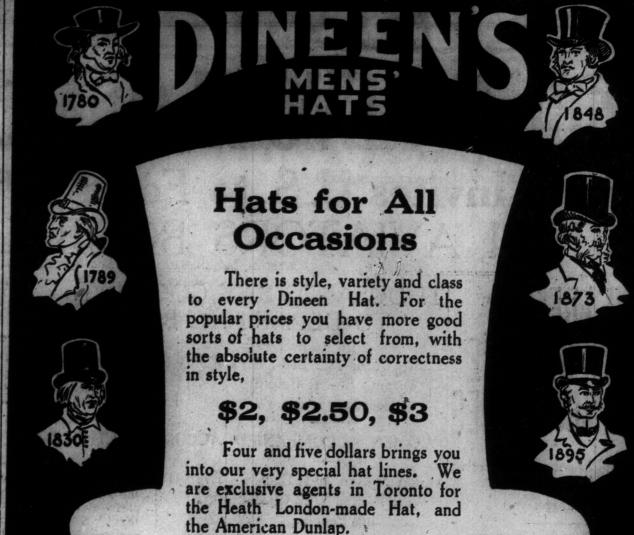
Replying to questions of the opposition, the acting minister, Hon. J. D. lield, stated that the government had lost money on grain going from Armistrong to Montreal because it had to divide the rate with the T. and N. D. and the Grand Trunk. A small profit had been made on the grain carried on government steel from Armstrong to Quebec. The total amount transported under the six-cent-a-bushel rate was eight million bushels.

"Gold Brick." Sava Turniff "Gold Brick," Says Turriff.

Mr. Turriff (Assinibota) said that only one-fortieth of the entire crop had been advantaged by the low rate. He regarded the rate as a gold brick because the government railway had charged so much between Winnipeg and Armstrong and between Quebec City and St. John, N. B., that the thrust rate was exactly equal to the rate maintained for years by the Canadian Pacific between Winnipeg and St. John.

Dr. Reid said that the government endeavored to make the all-rail rate from Arnstrong to Quebec during the winter equivalent to the rail and water rate established for the summer sension by the C. P. R. from the head of navigation to Montreal.

Mr. Pugsley complained that the government had no elevator facilities along the line of the National Transcontinental or at St. John, N.B. He thought it ridiculous that only \$1,000.000 bushels during the entire winter Mr. Turriff (Assinibota) said that



140 YONGE ST. Cor. Temperance

WE D. DINEEN

NOTICE IS HEREBY GIVEN that a dividend at the rate of THIRTEEN PER CENT. PER ANNUM upon the Capital Stock of this ank has this day been declared for the quarter ending the 29th April, 1916, and that the same will be payable at the Head Office in this City,

the B

iron

ball-t

Bon-

SANITARY WASHED WIPING RAGS AND CHEESE CLOTH.

E. PULLAN 3.6.7
20 Maud St. Ad. 760 Following positions are open-Apply Dr. Reid said that in the absence of the minister (Mr. Cochrane) he could announce no policy on this subject.

THE UNION DEPOT

Hon. Geo. P. Graham: "How is Mr.

sion."
Replying to further questions Dr.

war was over.

If the wheat in Canada had been

Hon. Frank Oliver said the outlook was very gloomy for the western far-mer if the minister of trade and com-

Sir George said in reply that Argen-

the United States, and he thought our shelves would be pretty well cleaned up before the next harvest came in.

Less Than Your Age

How to Look Years

than we did.

sow any more wheat?

Continued From Page 1. him. "Yes, he's gone," she replied dully. That was all.
"We're just here to give the boys a send-off," said one.
"Oh, aren't they brave boys?" cried a woman, recognizing her friends among the officers.

the officers.
"I wish I were a man," replied her ompanion. She meant it. ?
In every part of the station good bys were being said. Thru it all the band of the 92nd played. As long as there are women in Canada as heroic as those who said good-by to their loved ones at the Union Station there does not seem any likelihood that the old flag will ever fall.

CANADIAN **CASUALTIES**

Killed in action—A22047, Sweeton Fraser Campbell, Winnipeg; \$1134, George Cassmore, North Bend, B.C.: \$1135, Douglas Sidney Cass, Qu'Appelle, Sask.; 67952, Sgt. Byron Faulkenham, Dalhousie West, N.S.; 61831, Gilbert Gauthier, Montreal; 76028, Wm. Stanley Lane, New Westminster, B.C.: 61596, Falida Livernoche, Three Rivers, Que.; 63345, Malcolm J. McKainnon, Glace Bay, N.S.; 415086, Colin J. McRae, West Lake Ainsley, N.S.; A34554, Charles Marshall, Unity, Sask.; 457625, Joseph Pare, St. Antoine, Que.; 435320, Charles Edward Perry, Calgary; 65856, James Rouse, Montreal; 414871, J. A. Scott, Bridgeport, N.S.; 67430, Lance-Sgt. John Stewart, Reserve Mines, N.S.; 415983, Thos. Stowbridge, Fortune Bay, Nfid.; 415622, Frederick Swain, Yarmouth, N.S.; 61232, Wilfrid Touchette, Montreal; 489343, Pioner Carl Sinclair Walker, Dartmouth, N.S.; 166131, Lance-Corp, Wm. Cornelius Wells, St. Thomas, Ont.; 67819, Sgt. Edgar Cecil Bennett, Halifax; 11329, John Edward Bull, Brantford; 166325, Sgt. Jas S. Fleming, Winnipeg: 475377, Walter Lestie Griffith, Salmon Arm, B.C.; 405769, James Bowman Hards, 877 Lansdowne avenue, Toronto; 407035, Walter Wallace Muirhead, 19 Wentworth street, Hamilton; 414968, Harry Schurman, Sydney, N.S. Killed in action-A22047, merce were right. Apparently there was no market for the 150,000,000 busilels of wheat still in Canada. Why then, should the farmers this spring. of the market. European countries, during the next five months, would buy all their wheat from Canada and

N.S.

Died of wounds—54292, Wm. G. Davies,
London, Ont.: 57202, Harold Hillis, Simcoe, Ont.: 56018, Charles Leslie Nelson,
St. Cathspines; 171002, John Edward
Smith, 321 Wellesley street, Toronto;
80112, Arthur Currie, Calgary; 407082.
Ernest Edward Dennett, 699 West King
street, Toronto; 75418, Harold Everitt,
England; 430043, Lance-Corp. Percy J.
Lumsden, Canso, N.S.; 63624, Alex, Mavor, Montreal; 438720, George Albert
Edward Maycock, West Fort William,
Ont.

69708, Frank McKay, Little Shemogue, N.B.; 440260, Sgt. Arthur Hyde Probert, Shannon, Sask.; 425317, Corp. Wm. Henry Simms, Brandon; 455752, John Grant, Cobourg, Ont. Lieut, Charles C. MacFee Adams, Yan-

OF CANADA **QUARTERLY DIVIDEND NOTICE, NO. 102**

and its Branches, on and after Monday, the 1st day of May, 1916, to shareholders of record of the 21st April, 1916. By Order of the Board.

G. P. SCHOLFIELD, General Manager.

MEN

WANTED at once-Good pay:

One teamster. Two men for unloading freight care. Pay by the ton or day.

Four men for crating, and general work indoors. Ten men for positions indoors. General work on clay articles.

Canadian Porcelain Company Aberdeen Ave., near T. H. & B. Tracks

Telephone 5334 HAMILTON

SECOND COOK WANTED

Write or telephone collect immediately, tating nationality, experience, age, ingle or married, wages desired, etc. HOTEL ROYAL, HAMILTON

couver; 429065, Harry Nelson Austin, Vancouver; 477087, Cecil Gordon Booth, 43 Cassels avenue, Toronto; 80123, Douglas Bradbury, Seal, Alta,; 81127, Harold McAvoy Butterworth, Indian Head, Sask.; 448040, Emile Cardinal, Montreal; 61557 Auguste Caron, St. Eugene, Que; 418036, Harry H. Cochrane, Montreal; 67486, Edward Lewis Connolly, Milford Haven Bridge, N.S.; 400518, Joseph James Cook, Chatham, Ont.; 166409, Pioñeer George Coulter, 313 Ashdale avenue, Toronto; 24238, Robert A. Craig, Montreal; 636365, Corp, Edward F, Dart, Halifax; 448069, Louis De Lisle, Montreal; 62074, Emilien Lacasse, Montreal; 67593, John La Schluma, Parrsboro, N.S.; 63573, Wm. Jos. McCormack, Montreal; 67893, John La Schluma, Parrsboro, N.S.; 63573, Wm. Jos. McCormack, Montreal; 67784, Charles Roy McCullum, Hastings, N.S.; 67404, John N. McDonald, Dominion No. 4, N.S.; 482097, Ploneer N. McKinnon, Reserve Mines, N.S.; 477570, Eldrick Merengeur, 305 Booth avenue, Toronto; 67164, Gordon S. Muree, Yarmouth, N.S.; 65723, Lance-Corp, John Neil, New Toronto, Ont.; 65726, George O. Norman, Montreal; 22780, Sergt, Jack Parks Nuttall, St. John, N.B.; 167995, Ploneer Griffin Smith Oderkirk, North Granville, N. S.; 67086, J. Ernest Paine, Halifax, N.S.;

Died of wounds: 40%3 Bom/ardier Horace E. Yeomans, Belleville, Ont.
Wounded: 92908 Gunner Malcolm Cleophas McAnlay, Charlottetown, P.E.I.;
40603 Bombardier Edmund Thomas Bovey,
Gananoque, Ont.

MOUNTED RIFLES.
Wounded: 113212 Harry Henry Ferguson, Peterboro; 109473 Victor Mayes Mathewson, 734 Queen street east, Toronto; 111474 Corp. David Henry Still, Chatham,

Wounded: 153479 David Stephen, Win-

Wounded: 213 Sapper Frederick Moss, 135 Langford avenue, Toronto. MEDICAL SERVICES.
Wounded: Lieut. Thomas S. O'Connor.
Gananoque. Ont.: 33195 David Williary,
Marchant, 190 Sherbourne street, Toronto.