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27TH YEAR | PROBS: Moderate to fresh winds; [illegible] temperature. | 20 PAGES—SATURDAY MORNING MAY 11 1907—20 PAGES | On Trains Five Cents. | ONE CENT

A BIG INDUSTRY AT CITY'S GATE

Mackenzie and Mann Would Locate on Ashbridge's Marsh.

A MATTER OF TERMS

Establishment of Smelter Would Populate Riverdale District.

At the board of trade banquet to Messrs. Mackenzie and Mann some time ago nothing in the proceedings made a more decided impression than the announcement that these gentlemen intended to establish smelting works and blast furnaces in connection with the Toronto terminus of the Canadian Northern Railway.

In considering the future development of the Riverdale section and east of the Don in general it was not surprising to find that this statement was looming up largely in the future of the city's orient.

Nor was it surprising to find that a proposal was being revived which, if accepted, eighteen years ago when then submitted by a responsible firm, would have placed the city within a couple of years from the present time in possession of a reclaimed marsh and some 600 acres of valuable land.

It is a question whether as favorable terms can be obtained for the city at the present time as Beavis and Brown offered in 1889. But it must be settled whether the city is to pursue a dog-in-the-manger policy for another twenty years, letting the marsh lie in its present swampy uselessness, or whether by terms with some company, or by the city itself the marsh should be made available for use.

Setting aside for the moment the arguments that point to the east end as the fittest situation for a great manufacturing district, and the Ashbridge's Bay land when reclaimed as the ideal point for centring such industries, the interest of the city in relation to the development of the marsh should be held in view.

It is stated, tho the Canadian Northern authorities and the city hall people are equally reticent on the subject, that the general expectation of the railway company is to develop the great iron deposits at Moose Mountain near the northern terminus of their line. Every municipality with any pretensions to manufacturing facilities has been making offers for the establishment of a smelting and blast furnace plant in this connection. The World has heard of one place with a standing offer of 1000 acres to be devoted to the purpose.

Should Give and Take.

It has always hitherto been a cardinal principle in Toronto civics never to do anything whereby anyone else might make a dollar. Toronto has not hitherto offered anything to manufacturers beyond the natural advantages to be found.

If past precedents are to be regarded Toronto will probably not be offered any very glittering return for the use of Ashbridge's Bay. But Toronto will expect to get something more than a merely nominal return, and the city will not be disposed to look favorably on any proposal to alienate the marsh property entirely. It is only prudent to anticipate such a proposal. At the same time, unless Toronto has an alternative plan for the reclaiming of the marsh, it will be absolute folly to postpone the development of this section of the city for another twenty years—perhaps even for longer. There is a tide in the affairs of men which neglected, all the future is stranded in shallows. When Montreal and the Quebec interests are making such efforts to strand Toronto in a back-wash, the city can no longer afford to ignore the broad current of events.

Wanted: A Business Manager.

If the city had a continuous business administration, or by delegating its powers, could obtain a responsible, continuous business management, then the city might take hold of Ashbridge's Bay and develop it, not for the benefit of one railway merely, but of all, and of navigation interests as well. We are told that capital is too shy of Toronto to make it likely that a company could be organized which would do this for the mutual benefit of itself and the city.

As between handing the marsh over to a railway company, and having the city

Continued on Page 7.

MAY REMOVE EMBARGO.

President of the Board of Agriculture Visits Deptford.

(Canadian Associated Press Cable.)

LONDON, May 10.—The president of the board of agriculture visited Deptford Market, it is believed, for the purpose of judging whether the precautions taken and the facilities existing there were sufficient to preclude any possibility of the importation of diseased cattle. Great hopes are entertained that the visit is a prelude to a removal of the veto on Canadian cattle.

Toronto Taxes for 1907.

The city treasurer requests ratepayers who own properties in various parts of the city, and agents who have charge of estates, to send lists to him not later than the 23rd inst., in order that tax bills may be furnished accordingly. 6631

Grand Trunk Earnings.

MONTREAL, May 10.—(Special.)—Grand Trunk Railway traffic earnings from May 1 to 7, 1907, were $866,920; for 1906, $729,383; an increase of $137,537.

In Memory of D'Alton McCarthy,

Who Died May 11th, 1898.

Thy grave is green—
Soft May winds stir with gentle breath
The new-born blades, as if to mock
That stern, grim, scythesman—Death.
Adown the vista of receding years
Thy life like some great edifice, now rears
Its harmony of form and line
Weathering with perfect ease,
Old Time's relentless storms,
This structure nobly planned.
Boasted its base—great love
Its crown—unsullied fame.
As thou didst build on Love,
So love to-day,
Proclaims thy memory for now and aye.

—Lally Bernard.

30,000 Longshoremen Out Ocean Liners Are Crippled

Neither Side Will Give in—Ships Cannot Unload Freight and Business is Going to Other Ports.

NEW YORK, May 10.—The resident heads of the steamship companies included in the international mercantile marine at this port, assumed the aggressive to-day toward the striking longshoremen. After a conference they served notice upon the strikers that unless they returned to work within a week, their places would be permanently filled by other men.

At the meeting the steamship men reaffirmed the determination not to yield to the demand for higher wages. The following was made public:

"The compensation that has hitherto been paid to the longshoremen is a fair wage for the work done, and all of the lines are agreed that it is impossible to advance it.

"Men have been for several years past and are now paid 30 cents an hour during the day and 45 cents an hour for overtime. On the piers of the great majority of lines the average laborer can earn $18 without overtime, and on many piers, with overtime, from $25 to $35 a week.

"It is the consensus of opinion that the lines have been most unreasonably treated by the laboring men, as never before, to their knowledge, has any general strike been declared where laborers had not previously divulged their dissatisfaction and asked for consideration of their claims."

Gustave H. Schwab, general manager of the North German Lloyd Company, took occasion again to-day to deny that there was a possibility that the trans-Atlantic lines would compromise with the strikers.

In the face of these statements, Patrick Connor, president of the Longshoremen's Union & Protective Association, predicted complete victory by the strikers within 24 hours.

Twelve Liners Due.

Twelve big liners are due here within the next 48 hours, and several ocean-going steamships are scheduled to depart in the same time. President Connor declared the lines would be powerless to cope with such a congestion, and must concede the stevedores' demands.

Mr. Connor, who says there are 30,000 men idle, further asserted he would bring out the men of the Market Truck Drivers' Union of the International Brotherhood of Teamsters, most of whom, it is said, are willing to strike out of sympathy.

He will also try to get the coal trimmers to strike so that vessels in this port may be hard put to it to coal.

The strikers talked to-day of appealing to firemen and engineers of the tug which carries strike-breakers to and from the piers to come to their assistance, but they are bound by their licenses from the government.

The strikers were somewhat encouraged to-day when 200 employes of the Fall River Line struck. The company asserts that it will not be inconvenienced, as it has sufficient help. One thousand lumber handlers, employes of fourteen lumber companies, also struck to-day. They demand an increase from $2.50 to $3 for a work-day of ten hours.

Their attitude is construed as being connected with the stevedores, and it promises to further complicate a serious situation.

Some May Give In.

The coastwise shipping companies have shown a disposition to compromise, and the strike, so far as they are concerned, is practically ended. The transatlantic lines, however, are far behind in their freight, and arrangements are being made to transfer to other ports. Boston, Philadelphia and Baltimore will be chiefly benefited. The big liners all got away to-day, but sailed light.

Effects Are Felt.

Instances of the crippling effect of the strike are becoming numerous. One steamer, which got away yesterday, carried insufficient coal in her bunkers, it is said, to carry her to Naples, and she will have to run down to Philadelphia to have her bunkers filled. Another, a freighter, which plies between here and Mediterranean ports, had brought over tons of cases of Italian wines. She sailed for Italy yesterday, carrying more than half of her cargo back again. The importers will be forced to wait until she returns before they can get their goods.

It was stated at the White Star Line dock to-day that all freight was being refused, and the company was satisfied to discharge incoming ships and fill their bunkers with coal.

MAY QUIT WEDNESDAY IF DEMANDS NOT GRANTED

Mass Meeting in Temple Adjourns Without Decision—Cooperage Co. Submits.

The plumbers will definitely decide whether to strike or not at a meeting to be held in the Labor Temple on Tuesday next at 8 p.m.

A mass meeting of the journeyman plumbers was held in Labor Temple last night, and after a stormy session decided to adjourn until Wednesday morning at 9 a.m.

John Armstrong, secretary of the provincial bureau of labor, addressed the plumbers at the Labor Temple. He strongly urged that efforts be made to reach an agrement with the bosses, and proffered all the assistance in his power to assist in bringing the parties together. The men received his remarks in an appreciative fashion.

The executive committee discussed applications for permits to work, and decided to call the men's meeting at 8 p.m. on Tuesday instead.

Over 400 men gathered at the Temple to take part in the meeting, but the assembly hall being engaged by the South Toronto Liberals, they had to use one of the smaller rooms, and 175 men were unable to gain admission.

The meeting was very enthusiastic and inclined to be turbulent towards the close.

Thos. Richards, one of the executive, defended the action of the men's union in requiring an entrance fee of $50. Mr. Richards said that the $50 was not a hardship or imposition as stated. Non-union men were only getting 20 to 25 cents per hour; the union secured for them a minimum of 37 1-2 cents per hour, and the union collected the $50 at the rate of $5 per week out of the extra money the man was earning, and did not insist on payment when the man was out of work. The union had also shown preferences to aid mechanics arriving from the old country to obtain employment and get accustomed to Canadian styles of work. Over 150 men from the old country had been initiated during the last two years.

It is announced that the Canadian Cooperage Company had endorsed the men's agreement, and had returned it duly signed last night.

The World at the Island.

The Daily and Sunday World can now be delivered to any address on the island. Orders and changes of address telephone M. 252, or leave at 33 Yonge-street.

I.P.B.S. MAY PURCHASE PERMANENT QUARTERS

Forty-One New Members Elected—J. A. Proctor Reads Paper on "The Nation Builders."

The purchase of permanent quarters and the holding of an Irish fair in Massey Hall in the fall were among the questions discussed at the monthly meeting of the Irish Protestant Benevolent Society last night in Yonge-street Arcade. J. N. McKendry presided. Both schemes were strongly favored by the president, Hon. Thomas Crawford, Ald. Lytle, Harry McGee and others.

Applications for membership were received from twenty persons, and forty-one were elected members: David Archibald, P. D. Ivey, Wm. R. Archibald, S. A. Ivey, W. L. Argue, Joseph Johnston, J. Chas. Baker, Thos. Jones, George E. Bradshaw, John S. Lucas, Alf. W. Briggs, Chas. H. McAnally, David Colman, Chas. Martin, W. A. Denton, John H. Rynehart, John C. Eaton, Dr. Wallace Seccombe, Thomas J. Greene, W. J. Wilson, W. C. R. Harris, George Young, Henry McQuigg, John Armstrong, Norman Spears, L. R. Geddes, Robt. Gregg, H. I. Armstrong, Fred W. Cullen, A. H. McConnell, Wm. Wallace, J. S. Boddy, C. D. McKendry, Robt. N. Ahern, T. E. Robertson, W. G. McDowell, W. Wiggins, H. R. Hardy, J. J. Vaughan, R. W. Eaton, John A. Livingstone.

Jewels were presented to W. E. Stuart, chairman of charitable committee, and George B. Sweetnam, the secretary.

The first vice-president, James A. Proctor, read a paper entitled, The Nation Builders."

LAURIER'S EMPIRE ROUTE.

Will Be Brought Before the Conference on Tuesday.

(Canadian Associated Press Cable.)

LONDON, May 10.—The Canadian Press has reason to believe that Laurier will bring a scheme for an all-empire route to Britain thru Canada to Australasia and the orient before the imperial conference next Tuesday. The scheme is now ready to be made public, and it seems probable the home government will give it a favorable consideration.

Geddes, Picture Framing, 481 Spadina

AN OVER-FED INTERLOPER

Or the Canadian (Railway) Warblers and the Cowbird.

BUENOS AYRES PEOPLE SWINDLE TORONTO FIRMS

Consignment of Pianos Held for Payment Reveals Nature of Conspiracy.

A huge swindle on Canadian manufacturers, perpetrated by a Buenos Ayres firm, came to light yesterday, when G. M. Murray, secretary of the C. M. A., informed one of his committees of certain revelations that had been made to him.

Last summer a Toronto firm received an order from a concern doing business in Buenos Ayres for a large consignment of pianos to be shipped immediately. A draft for 90 days on the home office in Spain was enclosed. The association was asked for a report on the Buenos Ayres firm, and in the meantime the bankers sent on the draft, which was accepted.

The pianos were shipped. At the termination of the date of the draft the Spanish bankers informed the Canadian shipper that the firm had not made good. In the meantime, however, the pianos were held at the foreign port awaiting developments.

On arrival of the consignment an indignant letter was immediately sent to Toronto, telling the firm that there would be no further business deals if there would be such a display of lack of confidence, but offering to take the pianos at a nominal price. Sooner than pay the freight back to Canada, the Toronto firm let the goods go at a sacrifice.

A week ago Mr. Murray received an enquiry from another, this time a binder twine, firm, asking about a foreign concern which had sent in a large rush order. Mr. Murray referred to his files and found that the firms were the identical two who were working last year, but that the names were changed. The home office, for instance, was Smith & Company, the Buenos Ayres agency, Jones & Company. A year ago the papers and correspondence were the same, but the names were reversed.

This aroused suspicion, and also from the fact that the British vice-consul at the South American city had written to the C. M. A. here advising caution, as the firm there was a new concern and not up to much. They preceded a firm by the name of Brown & Company.

To The World Mr. Murray pointed out that in the piano deal last year the draft was drawn on the same name for the home office in Spain.

"At the meeting this afternoon," he said, "I told my story and several of the members informed me that they had already, in fact, during the past week or so, shipped large quantities to the same concern, or, at least had had orders from them."

Mr. Murray thinks that the swindle is general.

WILL GO TO GERMANY.

Prof. Schofield, Victoria Graduate, is Called by the Kaiser.

BOSTON, Mass., May 10.—Prof. Schofield, a graduate of Victoria College, Toronto, has been designated by the German government to lecture at Berlin.

W. P. Godson & Company, Chartered Accountants, City Hall Square, Manning Chambers. Phone Main 4881.

BRICK MEN ARE ALARMED BY SPRING'S TARDINESS

Frost Will Do Great Damage to New Output—Slight Snowfall Yesterday.

Yesterday's drop in temperature and light snow fall, are probably the final outbreak of an exceedingly ill-behaved winter.

The Weather Observer in Queen's Park thinks there may be some spring weather before Sunday.

During the night the mercury was due to drop below 32. A clear night would mean considerable damage to unburnt brick. W. J. Brown of Toronto Junction has from 30,000 to 40,000 brick that he stands to lose in case of a temperature cold enough to make a layer of ice. Other manufacturers are also in the same trouble and more favorable weather conditions are eagerly hoped for.

Agriculturists say the crops are not far enough advanced to be damaged by a light frost.

This is not the first time that spring has delayed her annual arrival. One of the "oldest inhabitants," Mr. McSweeney, dropped into The World office to say that 22 years ago yesterday, May 10, 1885, the ground at Oshawa was covered with snow. This was corroborated by the weatherman, who said half an inch fell on May 9. The lowest temperature on May 10, 1885, was 36, at 6 a.m. and 10 p.m. There was a drizzling rain all day.

There are but two occasions within the last fifty years when snow has fallen in the neighborhood of Toronto at a later period than the current date. On May 16, 1884, a light coating fell, covering the ground to a depth of 1-10 inch. A still later period is recorded when, on June 3 and 4, 1859, a light snowstorm occurred, being however, immediately followed by fine warm weather.

INCREASE FOR CAR MEN.

Buffalo Street Railway Men Will Get Additional Salary.

BUFFALO, May 10.—Henry J. Pierce, president of the International Railway Co., to-night announced an increase of wages for motormen and conductors.

The men are paid by the hour and under the new schedule will receive an advance of one and a half cents an hour, according to length of service.

About $75,000 a year will be added to the company's payroll.

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Our accident policies cover every possibility of injury, at home or abroad, walking in the streets or traveling in a public or private conveyance. As well as the straight accident policy we issue a sickness and accident policy that covers every cause of disability. The premium is small and the indemnity ample. Such a policy is the best form of insurance, as it secures a regular income during periods of disability. London Guarantee and Accident Co., 46 West King-street. Phone Main 1642.

Oscar Hudson & Company, Chartered Accountants, 5 King West. M. 4786

MACKENZIE & MANN TAKE OVER ANOTHER RAILWAY

D. B. Hanna, President of O. & L. St. J. Railway, With Many Other Toronto Directors.

QUEBEC, May 10.—(Special.)—At the annual meeting of the Quebec and St. John Railway this afternoon half of the local directors withdrew and were replaced by Toronto men, representing Mackenzie & Mann, whose reported acquisition of the controlling interest in the road was thus confirmed. The new directors are: D. B. Hanna, Z. Lash, K.C.; F. C. Annesley, W. H. Moore, A. J. Mitchell and F. Nicholls, all of Toronto. The local men re-elected were: John T. Ross, Senator Tessier, Gaspard Lemoine and E. Beaudet, with Mayor Garneau of Quebec, ex-officio; Judge Gagner, representing Chicoutimi, and Senator Choquette and Geo. Tanguay, M.L.A., representing the provincial government.

D. B. Hanna is the new president, with Gaspard Lemoine and Z. A. Lash, vice-presidents.

The old manager, J. G. Scott, to whom the existence of the road is mainly due, becomes vice-president of the Canadian Great Northern, of which the Lake St. John is to form part.

Mr. Lash, who was here to arrange the transfer, took an official run over the road yesterday and left for Toronto to-day before the meeting.

He declared that Mackenzie & Mann would do as much for Quebec as the C. P. R. had done for Montreal.

If Not, Why Not?
Have you seen our Business Man's and Triple-Indemnity Accident Policy? Call Walter H. Blight, city agent Ocean Accident and Guarantee Corporation, Traders' Bank Building. Phone Main 2770. 136

Hub Hotel, cor. Yonge and Alice St. Remodeled under new management First-class business men's lunch in connection. W. J. Davidson Prop. ed

SPAIN REJOICES FOR ALFONSO JR.

Royal Birth at Madrid Attended by Picturesque Incidents

BOY IS A BLONDE

Arrival at Noon Unexpected, But People Soon Apprised

MADRID, May 10.—Queen Victoria gave birth to-day to a son, who becomes heir to the throne of Spain.

The child is described as being a robust blonde, and as having his mother's complexion.

Queen Victoria and the child are both doing well.

The hurried departure of royal messengers from the palace at 10 o'clock this morning to summon the courtiers and the members of the diplomatic corps was the first public indication that the royal birth was imminent. The usual gathering outside the palace courtyard was soon swelled by immense throngs of the excited populace, who watched the continual stream of brilliantly uniformed personages driving up to the royal residence, and tried to identify the individuals.

The crowd awaited in hushed suspense until nearly 1 o'clock, when the roar of the first cannon shot signified that the accouchment was over. The reports were counted until the number signified that Spain had an heir to the throne. Then enthusiasm broke loose.

National Holiday.

The queen was the first to kiss the baby, and she was followed by the two grandmothers, Princess Beatrice of Battenberg and Maria Christina, the dowager queen of Spain.

Decrees were issued to-night ordering a national holiday thruout Spain for Saturday, Sunday and Monday.

The cabinet met this afternoon, drew up and afterwards presented to King Alfonso for his signature decrees transferring the title of heir presumptive from Prince Charles of Bourbon to the newborn prince.

It has been decided that the baptism shall take place on Tuesday at noon. In vcourt circles it is desired that the baby be named Carlos, but the matter of his appellation has not yet been definitely decided.

King Alfonso, in honor of the event, decreed the pardon of thousands of prisoners to-day, including eight persons who were condemned to suffer the death penalty.

The press of Spain without reservation rejoices in the birth of the little prince.

Almost immediately after the birth had been announced, a Te Deum was chanted in the chapel of the palace, where the Holy Sacrament had remained exposed thruout the accouchement of the queen.

Awaited With Interest.

In accordance with tradition, the king will soon confer various decorations on the grandees of Spain, and the commander of the palace guard, who were on duty at the time of the birth. The halberdier, who was on guard at the door of the queen's bed-chamber when the child was born, will also be decorated, and in addition will receive the piece of gold known as the onza, which will also be presented to all the other halberdiers on duty at the palace.

The birth of the royal babe has been awaited with eager interest thruout Spain. This was intensified early this morning, when the first word came from the palace that the accouchement of the queen was imminent. The news spread like wildfire, and crowds flocked to the great plazza fronting the royal palace. The happy event had taken the capital somewhat by surprise, for only yesterday evening the queen had taken her customary drive.

At 8 o'clock the King canceled the meeting of the council of ministers, which was to have considered current state affairs. By 10 o'clock the high functionaries of the state and capital, with many ambassadors and ministers in their court costumes, had reached the palace. At noon this assemblage of the nobility and power of Spain was grouped in the royal apartments set aside for official ceremonies.

Pleases the People.

The birth of the babe occurred at 12.45 p.m. The announcement was immediately conveyed to the waiting officials and crowds outside the palace,

Continued on Page 6.

NO. 20. Not Good After 12 o'Clock Noon May 20, 1907

Trip to London Ballot

THIS BALLOT GOOD FOR ONE VOTE

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