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PROBS.—Light winds; fine; moderately warm. SIXTEEN PAGES—THURSDAY MORNING MAY 20 1909—SIXTEEN PAGES 51 29TH YEAR

"MONGOLIAN" IS IN GRIP OF ICE FLOES

Allan Liner is Imprisoned Off St. John's Harbor and May Be Destroyed if Stormy Weather Comes.

ATTEMPT TO RELIEVE PASSENGERS A FAILURE

ST. JOHN'S, Nfld., May 19.—The Allan Line steamer Mongolian, bound from Glasgow and Liverpool for St. John's, Nfld., Halifax and Philadelphia, with hundreds of passengers on board, was caught in a dangerous ice jam one mile off this harbor late to-day, and to-night was in a hazardous position.

It is feared that if the wind increases before daylight the Mongolian will be driven ashore and become a total wreck.

Should such an accident occur, it is thought that the passengers can escape by walking over the densely packed ice floes.

Just returned from the ice-packed waters of Belle Isle Strait, where she had been abandoned by her crew and later rescued, the coast steamer Prospero, also lies wedged in ice between the Mongolian and the shore.

The Prospero had been despatched by the agents of the Allan Line here when the plight of the Mongolian became known, to attempt to reach the big vessel and take off the passengers and mails.

The little steamer had just passed the harbor mouth, after a continuous battle for every foot of progress, when the ice barrier became impregnable and further headway was impossible. There she kept company during the night with the greater steamer Mongolian, which was equally helpless in the unrelenting grip of the surrounding ice.

The Mongolian left Glasgow on May 5 and Liverpool a few days later, with nearly 500 passengers aboard for this port, Halifax and Philadelphia. Even before Cape Race had been sighted the combat between steamer and ice had become a reality.

Helpless in the Ice.

About a mile off the narrow harbor opening the Mongolian stopped, the power of the engines unable to successfully cope with the great, irregular stretches of ice. The steamer's efforts to run the blockade are believed to have injured some of the bow plates.

To-night, the combined action of wind and the tide strengthened the grip of the floes and the Mongolian was completely surrounded, unable to advance or recede.

Altho assured that they were in no immediate danger, the passengers on board the Mongolian crowded the decks to witness with anxious interest the combat which resulted in the enthralment of the steamer.

Soon some of the anxious eyes discerned far behind the rocky cliffs which marked the harbor opening, a little steamer, headed to them, and the coastal steamer Prospero, which had been sent out by the agents of the line to take off passengers and mails.

But hope of rescue from that source diminished when the Prospero was halted at the mouth of the harbor, where the wind and tide had packed the ice cakes in an impenetrable mass. The hardy fisher folk, undaunted by danger, traversed the ice floes to-night and reached the side of the Mongolian, where they conversed with officers and passengers.

Not Injured.

The fishermen reported to people ashore that the steamer was not seriously injured.

The proximity of the Mongolian to the shore, however, made her position a dangerous one.

ditions had not become more serious and the indications are that the ice-

At a late hour to-night weather confield would keep the steamer imprisoned for several days. The Mongolian's position remained unchanged at midnight.

The Mongolian was built at Glasgow in 1890 for the Allan Line. She has a gross tonnage of 4838 and is 298.2 feet long. She is a screw boat of eight compartments and has two decks.

Hugh Allan Says Steamer is Outside the Jam.

MONTREAL, May 19.—(Special).—Late to-night Hugh A. Allan stated that he did not think the Mongolian was in any trouble. His firm had this afternoon received a message from their agent at St. John's, Newfoundland, stating that the Mongolian was outside the ice field, awaiting a change of wind, and asking for instructions. In reply to this, the Allans wired that the only thing to do was to wait.

Mr. Allan stated that he was confident the seriousness of the Mongolian's situations had been exaggerated, and that there was no cause for anxiety.

The immense fields of ice which have been drifted around the Newfoundland shore have caused damage to a number of vessels already, including the C.P.R. liner "Lake Champlain," which on May 7 was so badly damaged by colliding with ice off Cape Race that it had to limp into St. John's, while on May 13 the Allan liner "Tunisian" also had to seek assistance.

Halifax Agents Also Discredit Report of Damage.

HALIFAX, N.S., May 19.—(Special)—No fears are entertained for the safety of the Allan liner Mongolian by S. Cunard & Company, the Halifax agents of the line, as they think the press despatch is exaggerated.

The Mongolian is one of the staunchest liners in the Allan fleet and is in command of Capt. Williams, who is used to working his way thru the ice fields of the Newfoundland coast. The Red Cross liner Rosalind, bound for New York via Halifax, is held up at St. John's on account of heavy ice off that port, and the agents of the Allan Line are not surprised that the Mongolian is held up outside.

Britain to Insure the Unemployed

LONDON, May 19.—Winston Spencer Churchill, president of the board of trade, announced in the house of commons to-night that he would to-morrow introduce a government bill creating a national system of labor exchanges similar to those already existing on the Continent of Europe, with a view to better organizing labor and reducing unemployment in London and other cities.

With this new departure, he said, the government also intended to associate a policy of unemployment insurance.

FRENCH UNIONS DECLARE FOR A GENERAL STRIKE

Seamen's Union Send Out Call for Cessation of Work—Others Also to Go Out.

PARIS, May 19.—A congress of the Seamen's Union to-night decided to join the movement inaugurated by the general Federation of labor in aid of the postal employes, and an appeal has been sent to all the seamen at ports to cease work immediately.

The copper moulders and cabinet makers also held meetings this evening and decided to strike, and the secretaries of the electricians, provision trades and biscuit makers declared that their respective unions were ready to go out at any time. On the other hand a referendum of the gasmen rejected the strike project by a large majority.

The members of the cabinet are at loggerheads over that portion of the proposed bill defining the position of state employes which relates to individual guarantees.

PHONE RATES AS OF OLD THO ANNEXED TO CITY

Universal Complaint in New Citizens of Greater Toronto Against Bell Charges.

What is the city council going to do to protest on behalf of the new citizens recently brought within the greater city against the discriminatory rates charged by the Bell Telephone Company?

The universal verdict of "greater Toronto" in the matter of the service rendered by the Bell, more particularly as regards the outlying districts, is one that suggest the absolute necessity of the matter being brought to the notice of the railway commission of Canada by the board of control or other authoritative body.

The most noteworthy feature of the dissatisfaction expressed is its universality. Complaints are not limited to any single section, but come from West Toronto, East Toronto and North Toronto alike. They vary somewhat with the locality, but The World has evidence that burdensome and unreasonable charges are laid upon all the suburbs; that discrimination is in evidence in some cases, that there are curious anomolies in the tariff of rates, and that the service in some districts is decidedly poor.

Districts like West Toronto and East Toronto are now part of the city and are undoubtedly entitled to consideration as such. North Toronto, while not nominally in the city, has practically all its business interests here and these are seriously hampered by the rates exacted for telephone connections.

The tariff of long distance charges in the telephone directory shows 62 station connections with which is charged for at the rate of 15c or under a call. There seems to be no reason in the world why all these places should not be grouped into central stations and connections made by trunk lines at the regular city rates.

It would pay the company, too, in the increased installation that would undoubtedly follow. For instance, there are nearly 400 phones in the Junction exchange. Prominent citizens of West Toronto have expressed to The World the opinion that this number would easily be doubled if the regular city rates were to go into force.

East Toronto also feels the pressure of excessive charges, which commencing with the ordinary city rate in the immediate neighborhood of the Beach exchange, grow more onerous as the distance increases from that station.

This "zone system" as it is called, is rather well named. First there is the torrid zone, in which phones are, comparatively speaking, reasonable and plentiful. Then comes the temperate zone, in which those to whom phones are almost a necessity, pay the price and grumble. Finally there is the frigid zone, where the charge is so prohibitive that it operates as a freeze out, and the sole instrument is in a public pay station.

DREDGE HUMBER FOR GREAT DOCKS

Railways Said To Be Contemplating Big Works in West With Idea of Diverting Traffic From Esplanade.

And still rumors of things doing in local railway circles keep alive and new ones are born almost every hour.

All of which bear out in a more or less degree The World's story of some days ago to the effect that North Toronto will soon be the centre of great railway activity, with a large union station on Yonge-street north.

Just at present the Humber and the surrounding district are turning out rumors in abundance and if one-half of them are realized the section lying between Mimico and Swansea will shortly be converted into an exceedingly busy district. From the Humber comes the report that the G. T. R. and C. P. R. have on foot a proposition to dredge the Humber for a distance of half a mile from the mouth and line this channel with wharves and freight sheds for handling both the lake traffic and out rail shipments. The Grand Trunk is to take the west side and the Canadian Pacific the east side, and both shipping ports are to be connected up with West Toronto on the northeast and the Grand Trunk lines on the south. This scheme fits in with the reported general plan to handle all thru freight and passenger business of both companies thru North Toronto.

Another report forecasts an almost direct line from Swansea to West Toronto, but whether this is part of the steam railway companies' scheme or a proposed interurban electric railway branch seems to be uncertain.

New Road to Hamilton.

It is also reported along the western waterfront that a new company is acquiring a right of way for a new railway line between this city and Hamilton, probably backed up by the C.P.R. This line, it is said, will be headed northeast from Humber Beach to West Toronto.

Of course neither company has made a public announcement of its plans in the west end, but the people of Humber Beach have been figuring from certain incidents and claim to have ciphered out the proposition and arrived at convincing results. They began to prick up their ears a few days ago when Michael Woods, the owner of 90 acres flanking on the west side of the Humber near the tracks, his agent, Frederick Sullivan, and two other parties went out in an auto and gamboled over the pasture for about an hour. Shortly after the report was current that Mr. Woods had sold his property for $90,000. Frederick Sullivan, who is said to be Mr. Woods' financial agent, could not be found, but his office clerk denied that the property had been sold.

Close on the heels of this alleged transaction, parties surveyed the river for some distance and took soundings for a considerable distance from the mouth. The land on the eastern bank of the river in this section is owned by Mr. Johnston, who is in Bermuda at the present time. The work by Grand Trunk engineers on the old belt line with the view to rebuilding it and utilizing it shortly, also lends color to the Humber reclamation proposition.

Freight Traffic Diverted.

With wharves on the Humber the railway companies would be in a position to divert the bulk of the freight traffic from the Esplanade, which is now said to be overcrowded and a constant source of danger to people passing to and from the water front. The new shipping port would be in close proximity to the C. P. R.'s large yards at Lambton and the G. T. R. business would also be brought within easy reach of its new yards at Mimico. Shipping facilities on the Humber would be advantageously located, it is held, for the handling of the coal and live stock traffic. The Union Stock Yards are close to the C. P. R. yards and when the G.T.R. establishes connection over the old belt line, that company will also be brought nearer the stock yards. These moves will have the effect of centralizing the live stock trade in the west end.

The chief boon from the public's standpoint at least would be the relieving of the Esplanade of the greater part of its present traffic. The merchants would be able to get their merchandise to the cars and boats without crossing so many tracks.

HOLT, RENFREW & CO. GET SAVOY RESTAURANT

Well-Known Furriers Lease Yonge and Adelaide Corner at $17,000 a Year and Taxes

Holt, Renfrew & Co., Limited, furriers, have leased from Dr. Sheard, M. H. O., the northwest corner of Yonge and Adelaide-streets, now occupied by The Savoy Restaurant, and will likely take possession at the beginning of the next year.

It is understood that the lease, which runs for ten years, is at $17,000 a year and taxes, the latter amounting to about $5000 a year. In addition the new lessees undertake to spend from $10,000 to $15,000 in improvements. H. H. Williams put the deal thru.

LAYING FOR WILFY

JIMMIE WHITNEY: I told him I'd catch him after school—an', by jing! I will.

TWO MEN WITH REVOLVER ROB SAFE IN DAYLIGHT

Express Messenger at Truro Intimidated by One While Pal Gets Away With $1,500.

TRURO, N.S., May 19.—(Special).—There was great excitement in Truro this afternoon when it became known that the clerk employed by the Canadian Express Company had been held up at 1 o'clock by two strange men while alone in his office, and the safe robbed of cash and valuables amounting to $1500.

Agent Linton was away to dinner at the time, and Burgess, his assistant, had charge of the office, which is situated in the I.C.R. baggage building. Burgess was washing ink bottles when the men entered and proceeded to go thru the safe. Burgess remonstrated, when one of the men drew a revolver, put it to his head, and told him to keep quiet or he'd shoot. Burgess shut up.

The other desperado hurriedly went thru the safe, taking everything in sight, hurriedly left the building and crossed the railway yards in the direction of Victoria Park, the other continuing to hold up the messenger till his pal was out of sight, when he left, going quickly in the same direction. The two soon disappeared in the woods.

The police arrested three persons, but all were released when Burgess declared they were not the men.

One of the banks, said to be the Royal, had deposited a package containing $1000, and Davidson Hill, M.L.A., $100. How the other $400 was made up could not be learned.

POLICE STATION BURGLARIZED

"Phoney" Rings and Chief's Revolver Stolen—Two Arrests.

NORTH BAY, May 19.—(Special.)—The North Bay police station was burglarized this afternoon, the office door being forced and a trunk opened. The loot included a number of "phoney" gold rings, confiscated from a Sakir, several jack knives and Chief Raynen's revolver.

Wm. Flowers, released from jail yesterday after serving a term for attempted housebreaking, was arrested while trying to sell some of the rings in "Little Italy." A man named Freedlander, also released yesterday, after doing time for stealing whiskey from a C.P.R. car, was arrested as being implicated in the daring burglary.

It is thought the men framed up the job while in jail largely out of bravado.

James Lucy struck town to-day from Temagami looking for a man with whom he trusted his watch and $85 for safekeeping.

WESTON.

WESTON, May 19.—(Special.)—The Anglican Young People's Society will hold a garden party at Holley Park on Dominion Day. The Weston Band will supply the music and a fine program is being prepared.

"We'll Show Him" Sir James Warns Conmee's Friends

Not for Premier To Move Till Ontario and Michigan Power Company Attempts To Lay Hands on Provincial Property.

When asked what steps would be taken by the government as a result of the passing of the Ontario and Michigan Power Bill, Sir James Whitney said yesterday to The World:

"We have stated our position. We will not submit to any expropriation or taking of provincial property. The next move is not from us, but when C Mr.onmee or his friends to try to take provincial property they will find out."

POSTAL SERVICE TO ELK LAKE

Limitation of the Classes of Matter For Gowganda.

OTTAWA, May 19.—(Special.)—The postoffice department has been notified by its officers that navigation is now open as far as Elk Lake, and all classes of mail matter may be sent to Elk Lake Postoffice.

From Elk Lake inward to Gowganda no road has yet been constructed, and, consequently, while letters, postcards, newspapers and miscellaneous matter of the third-class may be despatched from Elk Lake to Wigwam and Gowganda, it will be impossible for the postoffice to undertake for the present to convey merchandise of any kind beyond Elk Lake.

Postmasters are therefore being instructed not to accept any parcels of merchandise for the offices of Wigwam and Gowganda until further notice.

SOME WHEAT SHOWING

And There's No Need For Alarm Over Late Seeding.

WINNIPEG, May 19.—(Special.)—Spring wheat seeding is now practically completed thruout the Canadian prairie west. In the earlier districts, good progress has been made with oats and other coarse grains. Where seeding was accomplished under the most favorable conditions, grain is already showing above ground, while weather conditions of alternating warm sunshine and showers could hardly be bettered for bringing along the crop. Only in the heavy low lyin goountry, where land is wet and cold, does any appreciable percentage of the land prepared for wheat remain unseeded. Speaking generally, the crop has been got in under splendid conditions, and in good time, as compered with any average season.

Old-timers say that if the spring wheat is in the ground by May 24, it is in plenty time for a good crop, provided subsequent conditions are favorable. There is, therefore, no foundation for any anxiety which may have been felt a few weeks ago regarding the lateness of the season.

Fall wheat in southern Alberta is reported looking good.

BROCKVILLE HOTELMEN WANT "INDIAN" PHOTOS

Agree to Rigidly Comply With License Laws to Stem the Tide of Local Option Sentiment

BROCKVILLE, May 19.—(Special.)—Believing that observance of the liquor license laws of this province will stem the tide of local option so far as Brockville is concerned, the hotelkeepers met to-night and not only bound themselves by hard and fast resolutions to strictly keep hotel, but decided to support the hands of the inspector in maintaining the law.

If they prove as good as their word, there will be no whiskey sold during prohibited hours, neither will the bartenders be permitted to serve up the hot stuff to intoxicated persons, or those on the "Indian list" on pain of dismissal.

Hon. J. W. Hanna, provincial secretary, was requested to have a law passed providing that photographs of persons on the prohibited list be furnished every license holder in Ontario, to ensure the better observance of the law in that respect.

The hotelkeepers were all represented at the meeting, which was attended by License Inspector Ross.

ABBY BARS MEREDITH

Dean Declines to Allow Ashes to Rest There.

LONDON, May 19.—The Westminster authorities have declined permission to place the ashes of Geo. Meredith in the abbey. An appeal to the dean to this end was strongly supported by the Society of Authors, representing all the leading writers, by Premier Asquith, Lord Morley, Rudyard Kipling and James M. Barrie. Mr. Barrie made a personal appeal to the dean, but in vain.

It was announced officially to-night by the dean that a memorial service will be held in the abbey on Saturday. The funeral therefore will be at Dorking, as previously arranged.

SUNDAY CARS AT BRANTFORD

Company Will Run a Service to Mohawk Park.

BRANTFORD, May 19.—(Special.)—The first move to establish a Sunday car service in this city will be made by the Street Railway Company on Sunday next when cars will be run over the city lines regularly to Mohawk Park.

The management announced to-day that it had that legal right and it intended to use it.

The park is just outside the city and is a favorite resort for Sunday visitors who now travel by the Brantford and Hamilton Radial, which operates on Sundays. The Lord's Day Alliance will try to stop it.

SESSION IS OVER WITH REFORMS IGNORED

R. L. Borden's Summary of What's Been Done and Left Undone—The Speech From the Throne.

OTTAWA, May 19.—(Special)—After an unusually short session of four months, parliament prorogued to-day, to meet again probably towards the end of October.

R. L. Borden, leader of the opposition, asked for an expression of opinion regarding the session, said:

"The government has been upon the defensive thruout. Their policy of refusing investigation and defying public opinion has been not only maintained but carried to a more extreme limit than ever before. The house cleaning demanded by important Liberal journals immediately after the general elections, has not even been commenced. No river of investigation has been poured thru the Augean stables.

"The Cassels commission made only limited enquiry into one department. The government refused our motion to extend that enquiry to other spending departments of the government, one at least of which is in a worse condition than was ever the department of marine and fisheries.

"Investigation was refused into the St. John harbor dredging scandals, and the government boldly announced that no attempt would be made to recover the $35,000 paid out of the public treasury thru the contractor for the exercise of political influences. In Great Britain, upon the publication of a report such as that of the New Brunswick Central Railway Commission, public opinion would have compelled the immediate retirement of the minister concerned.

"Here the government and its organs consider that virulent but ineffectual abuse of the commissioners is a sufficient answer to the charges. They do not even promise an investigation.

"Clinging to a degenerate and unworthy method of administration, the government has made no advance in politics. Rather, it has sought to repair its tattered policies of the past, for example, by taking power to borrow money for the purpose of loaning it to the G. T. P. And in the speech from the throne it gravely congratulates the country upon being 'graciously permitted to enjoy the privilege' of making that loan."

The Formal Closing.

The formal ceremony was brilliant, the gay uniforms of the officers in the train of the governor general, the court dress of the state officials, and the brilliant costumes of the ladies adding dignity to the event.

In the senate chamber were the Australian delegates to the forthcoming press conference in London, as well as several of the Western Canadian representatives.

The commons met at 3 o'clock, and on being summoned by the usher of the Black Rod, fyled into the senate chamber and there listened to the proceedings.

Amongst the bills to which royal assent was given were: Respecting the Niagara-Welland Power Company, the Tillsonburg, Lake Erie & Pacific Railway; the subsidy from the Ontario Government to the Lake Superior branch of the G.T.P.; to incorporate the Fort Erie and Buffalo Bridge Company; to incorporate the Canadian Medical Association; respecting the Windsor, Essex and Lake Shore Rapid Railway; respecting the Cobalt Range Company; respecting the Canadian Northern Ontario Railway; to create a department of external affairs; respecting Ontario, Hudson Bay and Western Railway; respecting the Algoma Central and Hudson Bay Railway; respecting the G.T.P. Branch Lines Company; to incorporate the London and Northwestern Railway; to incorporate the Governing Council of the Salvation Army in Canada; to incorporate the Superior and Western Ontario Railway; to incorporate the Canadian Red Cross Society; to authorize the loan to the G.T.P.; respecting the Canada Life Assurance Company; respecting the Thessalon & Northern Railway; to incorporate the Ontario & Michigan Power Company; to establish commission for conservation of natural resources; to incorporate the Catholic Church Extension Society; respecting certain aid for the extension of the C.N.R.; to amend the criminal code.

The speech from the throne was then read by Earl Grey.

The Speech From the Throne.

His excellency spoke as follows:

Honorable gentlemen of the senate, gentlemen of the house of commons:

In relieving you from further attendance on this session I thank you for the assiduity and diligence which you have given to the discharge of the

Continued on Page 7.

AS TO ROMANY RYE.

Speaking of gipsies, it may not be generally known that J. B. Carlyle, the whilom financial promoter, is the dean of the Romany race in Toronto. Of course, there are others.

Race Time Hats.

You'll be a marked man at the races if you wear any other than a hat that has not style and quality to its make up. Dineen has imported this spring absolutely the highest class of hats ever brought into Toronto. Then remember also that Dineen is sole Canadian agent for Henry Heath of London and Dunlap of New York. These two makers head the world in fashionable headgear for men. Heath is sole maker to King Edward.

SEE PAGE 7 FOR LIST OF NOMINATIONS IN THE WORLD'S $15,000.00 PRIZE CONTEST