

Is Standard Oil Company Trying to Get Control of the Canadian Pacific?

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FINGER PRINTS LEAD TO BURGLAR'S ARREST

WHAT IS BEHIND RAPID RISE OF C. P. R. STOCK?

Believed That Standard Oil, in Conjunction With United State's Government, is After Control of Canada's Greatest Railway.

What is there behind this rapid rise in the value of Canadian Pacific Railway stock? It was predicted Saturday morning in the brokers' tips that a big jump would take place during the day, and it took place, and at the close of the market the stock was quoted at 233, an increase from Friday of two and one-half points.

Four months ago the stock was quoted at 190, and from that time on, with one or two little recessions, it has advanced to where it is to-day, an increase in four months of \$43 a share.

A stock of this kind can go up for two reasons at least: First, for the reason that the earnings have greatly increased, and that its prospects are brighter than ever. That can be said of the Canadian Pacific to-day, and that would be a sufficient reason. But sometimes a reason of this kind is not operative; and then a second reason, which The World brings forward, might be that somebody wants to get control of the Canadian Pacific Railway. It might be, as it is whispered about, that the Standard Oil Company of the United States is anxious to get the Canadian Pacific Railway; it might be that the Standard Oil Company of the United States, working in conjunction with the Washington government, might want to get the Canadian Pacific Railway; and once they got it there would be a very good reason for interference should the government of Canada in any way try to prevent American influences getting control of the United States.

The whole thing shows how dangerous it is to a country like Canada to have its great national railways at the mercy of speculators, or, still worse, of politicians, who are willing to go into great speculations in order to accomplish political ends. No such thing as a great national railway company in the hands of speculators would be tolerated in Germany or any European country, not even England.

NICE FAMILY QUARREL ON SIR WILFRID'S HANDS

Some Liberal Politicians Have Decided That it is Time for Hon. Frank Oliver to Quit and He Refuses to See Eye to Eye With Them.

OTTAWA, April 29.—(Special.)—The chief of the family troubles of the Liberal party is the situation regarding Hon. Frank Oliver, minister of the Interior. It may be summed up by the statement that a number of more or less prominent Liberals want Mr. Oliver's scalp, and he objects to the unpleasant proceedings. What makes the scolding process difficult is that the frowning-moustached westerner is a born fighter, to whom a conflict is revelry.

The vendetta originated at the time the Alberta Rutherford government had its troubles over the Alberta and Great Waterways Railway, and the attitude of Mr. Oliver may fairly be surmised from the position assumed by his newspaper, the Edmonton Bulletin. The Bulletin supported the Rutherford administration just as long as it decently could, and when that government reached the end of its usefulness it came out against it. To-day Mr. Oliver's paper supports the Sifton government.

But while it is very probable that Mr. Oliver was thoroughly cognizant of the policy of his newspaper, it is also very certain that he knew not much more than the average politician at that time what was going on at Edmonton. At any rate, he took no part in the machinations of those who had the Liberal party of the old Alberta government must be cleaned out.

McGillivuddy and Cross, however, principally Hon. Charles Cross. Himself a politician confounded, he set himself to confound Mr. Oliver. He found a tool in Dan McGillivuddy, a newspaperman who did not make a success of life at Goderich, and who Rutherford administered justice to in Ottawa and was given a measure of the Interior. This, however, was not to his liking, and he succeeded in getting the Clagary News. His career there was a failure and he found that he could not inspire enough confidence to command further capital when his finances were gone.

He seems to have concluded that the money should have been got for himself, and accordingly became an enemy of the minister of the Interior. Thus he was a ready tool for the Cross faction at Edmonton.

It is known that threats were sent to Mr. Oliver that if he did not pursue a certain course he would be ruined. Threats were sent also to The Edmonton Bulletin, the general effect of which was that incriminating evidence regarding the bank accounts of the minister would be laid before the Conservative party. Anyone who knows Mr. Oliver will realize at once that threats are the

NICE FAMILY SQUABBLE AMONG OTTAWA LIBERALS

VICE-REGAL TRIP TO WEST CUT SHORT

Earl Grey Hurries Back From Winnipeg to Ottawa, Owing, it is Believed, to Political Affairs—Westerners Disappointed at Brevity of Visit.

WINNIPEG, April 29.—(Special.)—Contrary to the hopes of Winnipeg people, who had anticipated that the Earl and Countess Grey would spend a large part of next week in this city, the vice-regal party will leave for the east to-night. The Earl will be present at the play at the theatre to-night, and at the close of the usual performance the members of the party will bid farewell to friends in Winnipeg, and will go direct to the depot. It is understood that the political situation at Ottawa had had some effect on his sudden departure.

Arrangements for the special train were made by the officials of the Canadian Pacific this morning. Personal attention was given to the matter by the vice-president, and all is in readiness for the departure. The train consists of the two cars, the Cornwall and the York, with a standard sleeping car, and a baggage car for the transportation of the required supplies. The departure will be made quietly, with no more display than is essential.

Very great regret is expressed that it has been found necessary that the Earl and Countess Grey should leave for Ottawa so soon. Arrangements had been made for a number of office entertainments. It was expected that the vice-regal party might be present. One of the chief of these was the military concert, to be given by the Sheffield Chorus on Wednesday night. At this function it was hoped that there would be a very large representation of the military of the city, and it was believed that it should be made one of the greatest gatherings in the musical history of the city. Lord Lascelles had indicated his belief that the Earl and Countess would be present, but the plans have had to be changed, and on Wednesday night the party will be again at Rideau Hall.

Another Immense British Bulwark

The Princess Royal Launched—is the Largest Ship in the Imperial Navy.

BARKOW-IN-FURNESS, England, April 29.—The Princess Royal, the largest cruiser-battleship ever built for the British navy, was launched to-day and christened by Princess Royal Louise, after whom the vessel was named.

The cruiser has a displacement of 26,300 tons and turbine engines affording 70,000 horse-power. Her contract was for a speed of 23 knots an hour. She will carry eight 12.5 inch guns, besides smaller weapons.

"GOLDEN RULE" NOT POPULAR

Cleveland Police Resist Against Chief Kohler in Saloon Case.

CLEVELAND, April 29.—The revolt in the police department which began last Sunday, when fifteen patrolmen, without sanction of "Golden Rule" Chief Kohler, arrested fifty saloonists for violating the closing laws, is spreading. Patrolmen who belong to the Forum Club, organized despite the opposition from Kohler, are resigning to-day, following the decision of Director of Safety Hogan, made public yesterday, that patrolmen must quit the club or be suspended and put on trial.

Cleveland to-morrow will experience its first "dry" Sunday in ten years, as a result of Mayor Bahr's order that all saloons and poolrooms must remain closed from midnight to-night until Monday morning.

TOWNSHIP CAN'T DOUGH COUNTY ROADWAYS

Therefore, Leading York Thoroughfares Suffer Thru Delay in Getting Commission Together—Government Now Has Bylaws Under Consideration

There has been considerable complaint by residents of the county during the past few weeks at the unsatisfactory condition of certain sections of the roads which have been set apart for the county good roads scheme, and The World, as a consequence, made some enquiries as to the reason that nothing is being done to put them in shape. So far as could be ascertained, the fault is due largely to the delay of the city and county authorities to get together on the scheme. They have completed their arrangements now, and as soon as the provincial good roads commissioner has completed a scrutiny of the various bylaws, to be approved by the county council, the work will be commenced. This will probably be some time during the present week.

G. E. E. McLean, assistant to Good Roads Commissioner McLean, informed The Sunday World that the bylaws arranging for the establishment of the roads, the construction of which the city and county will cooperate with the provincial government, have only recently reached the office of the commissioner. It will take a little time to scrutinize them and ascertain that the appointment of cost is proper.

Mr. Black was questioned regarding a statement of the county supervisor of roads, to the effect that he was advised to do no work on the roads set apart for the county good roads scheme, until the roads are worked out on the statute labor system is in vogue in the townships, the work is either commuted and applied to the other township roads or is worked out on those roads. When a road is taken over by the county it is looked after entirely by the county, and it may be expected that the county roads are not in good condition.

Rush Work When Started.

Controller Ward, one of the two city commissioners, was questioned as to what had been done, and when the work was to be started, said that as soon as Mr. McLean had made his report the commission will be called together and arrangements made to start work. He intimated that work would be started in several different points at the same time, and in this way it was hoped to hurry the work so as to finish as soon as possible. It is hardly hoped to get all the roads on the system completed this year, but it is expected that the bulk of the work will be done before the bad weather sets in next autumn.

THE NEW STEADIFER.

There is a very interesting item in the cable news of Saturday, namely that the gyroscopic has been applied successfully to the automobile to prevent skidding. To those of our readers who do not know what skidding is, we may define it as the inability of a machine in motion to keep its track by reason of slippery pavements. The gyroscopic may also be defined as a free revolving disc that slides a one wheel car to run on a single rail.

YORK COUNTY ROADS WAIT FOR COMMISSION

Excursion Became a Holocaust

Teachers' Special Leaves the Track and Wreckage Takes Fire One Hundred Reported Killed

Party of Two Hundred Holiday-Seekers Were on Their Way to Washington As Guests of the White House When the Accident Occurred.

Twenty-five bodies have been recovered

Doctors and Nurses Are Hurrying to the Help of the Injured—Fire Adds to Difficulty of Rescuing the Survivors from the Wreck.

EASTON, Pa., April 29.—(Special.)—Many persons, most of them women, school teachers of Utica, Syracuse and Watertown, were killed when the special train of four coaches was derailed at Marston's Creek, N.J., eight miles from Easton, Pa., this afternoon. Many more were mortally injured and scores were seriously injured. The railroad officials refused to give information further than to admit that there was a wreck. One official said that he understood that 15 were killed, but he was not certain that they began at once to summon help from various points, and that surgeons would be hurried to the scene.

Wreckage Caught Fire. Three of the coaches were burned soon after the train left the track. It was traveling at the rate of 30 miles an hour when it jumped the rails. The train left Utica at 10 o'clock this morning with about 250 persons on board, among them 200 school teachers, many of their relatives and several prominent men and women. The Pennsylvania County Judge and Mrs. Hazard and Former County Judge Harvey.

An arrangement had been made by the teachers to take them to Washington for a week. They took advantage of their early spring vacation, for the schools in Utica and some of the neighboring cities will be closed for the next ten days.

The train came down as far as Stroudsburg on the Delaware, Lackawanna and Western Railroad, and was derailed on the tracks of the Pennsylvania Railroad. While the train was passing Marston's Creek, going at the rate of 30 miles an hour, the coaches of the train struck a low embankment. Almost immediately the cars took fire, and there being no means to check the flames, the wreckage burned furiously.

Every physician for miles around was summoned and they hurried to the scene on special trains and in automobiles. Arrangements are being made to bring the injured to the hospital in this city.

Many Injured. By 4 o'clock it was said later, 25 persons had been taken out of the wrecked cars, 10 of them being fatally injured. As a result of the wreckage the telegraph wires were knocked down and no communication could be had with Easton. The only information, the Pennsylvania Railroad people had was obtained by telegraph to the fact that the train had jumped the track and the rear cars had burned up, causing the loss of a number of lives.

53,000 : 53,000

The circulation of The Sunday World has been steadily increasing during the past few months. This week 53,000 were printed, and judgment from the demands from the dealers and newspapers there will not be enough to supply all the public who want to get the paper. The moral is: "Don't leave it till the last minute."

TWO HUNDRED BOY SCOUTS TO ATTEND CORONATION

The Dominion Council to Make Arrangements for a Monster Representation of Canadian Boys—Deputations of Scouts to Attend From All the Colonies.

OTTAWA, April 29.—To consider the colonial boys should arrive just in time for a monster scout rally to take place in London on July 4. The Dominion Council of the Boy Scouts of Canada is holding a meeting at the Dominion Council of the Dominion, which will take place at government house this afternoon.

The original plan and that proposed by the British organization, was that

CLOSING DAY AT THE CANADIAN HORSE SHOW

Big Event Winds Up With a Special Performance for Kiddies and a Brilliant Assembly in the Evening.

Saturday evening saw the close of the most successful Horse Show ever held in Toronto. Both in point of attendance and in the number and high standard of the entries, everything heretofore attempted has been completely eclipsed. The closing day was a gala event all thru. In the morning the kiddies held undisturbed sway and the attendance almost reached the 4000 mark.

Quite a pleasing feature of children's day was the presence of 100 little tots from the Protestant Orphan's Home, who, after thoroughly enjoying the display of ponies, were entertained with ice cream and cake at the expense of several of the directors. Mrs. Phillips in charge of the distribution of good things.

Boy Scouts Attend. The presence of 100 Boy Scouts in full uniform also lent a military aspect to the juvenile army, which was further augmented by about 400 little waifs from the ward. All these were given free admission, thanks to the thoughtfulness of the president and executive committee.

The attendance was also very large, and long before the afternoon competitions began, the seating accommodations were completely sold out for both afternoon and evening. Everybody had compliments profuse for the elaborate decorations and the harmonious coloring effects of the mural draperies and bunting. Especially at the closing events on Saturday evening there was a distinguished gathering of Toronto's leading citizens, as well as many guests from out of town. The Lieutenant-Governor, Hon. J. M. Gibson, was in attendance.

The championship contests and the military events made the evening program one of especial interest, while the ideal jumping contest at the close provided the most exciting event of the whole entertainment.

Miss Houston Presents Cup. Miss Houston Stewart Houston, with her guest, Miss Marion Moore, and in charge of her aunt, Mrs. Forsyth Grant, and Miss Izzard, occupied the box for distinguished guests at the horse show Saturday morning.

During the performance Miss Houston presented a silver cup to the winner in Class 68, for children's turnouts. The cup was presented in memory of her father, the late Stewart Houston, who was manager of the horse show from its inception in 1898. The cup was won by Eric King, a beautiful roan pony, the property of Mrs. C. W. Whitton, Belleville. The pony was admirably driven by Miss Ina Hepburn of Platon.

The band of the 48th Highlanders played selections during the afternoon and evening programs, and when the last strains of the National Anthem had faded, the opinion was unanimous that the seventeenth Canadian National Horse Show, just ended, was in every respect the best ever.

WATCH FOR THE RAIN.

We would not have finer spring weather than we have been getting for the past three days now; the only flaw in the smile in the atmosphere caused by burning grass and the absence of rain. There has been only one stimulating shower so far this spring, and another is badly needed. Nevertheless, the buds of the trees are swelling, and the fall wheat in the fields is greening, and shows a tardy growth. One shower will bring about great transfiguration in nature, and that shower is about due; in fact, for some reason or other it was withheld, but only deterred. The World asked the weatherman what was holding back the rain and he said:

"There has been a depression from the southwestern states moving slowly towards the lake region, which made it look like rain. We will get it in Toronto on Saturday night and Sunday. The Ontario part of Ontario got rain Saturday morning and Friday night."

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