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## UNSAFE TO WAIT TILL GOLD WASHED OFF BRICK

### If Reciprocity Killed by Amendments in U.S. Senate, Democrats Would Give Canadian Farmer Promised Benefits Without Exacting Price of His Home Markets.

OTTAWA, May 26.—(Special.)—Ottawa Liberals, who a day or two ago scoffed at the probability of an early election on the reciprocity issue, today admit that the appeal to the people will be made not later than the coming fall. They still stubbornly refuse to confirm the report that parliament will be dissolved, and the election fought in August. The belief that this is really what Sir Wilfrid Laurier is playing for, whether his colleagues want it or not, is very strong with opposition members in Ottawa. That they regard an August or September election as more than a probability is admitted, and is attested by the fact that R. L. Borden has cut short his fishing trip at Echo Beach and is today back in his office at the parliament buildings hard at work, with no thought of getting any holiday between now and November.

The motive which has prompted the government to prepare a general election or early fall campaign comes from Washington and reciprocity is in danger of defeat in the United States by way of the Root amendments and other amendments. That the killing of the bill will be followed by Democratic tariff action is known by the government here. It is believed that the Democrats, with the reciprocity bill out of the way, will go ahead with a still more extended free list, giving the Canadian farmer all the benefits promised by the reciprocity negotiators without exacting the price of his home markets. That is what the Laurier government wants to head off and that is why the jump is likely to be made so soon. Sir Wilfrid Laurier deems it unsafe to wait till all the gold is washed off the brick.

### Local Organizers Ready.

While everybody is on the cut-throat political headquarters in Ottawa over the prospect of a general election in the near future, and no announcement is forthcoming, the local organizers in Toronto are holding themselves in readiness to "jump" at any moment's notice. The World made inquiry yesterday, and leading Conservatives say they would not be surprised to see parliament dissolved until the present adjournment. On the other hand the Liberals claim to have no specific knowledge on the subject, and declare that the secret is "locked in Sir Wilfrid's mind."

It was openly stated yesterday that the Conservatives have nothing to gain by a redistribution, and are committed to the party in power. Mr. Borden suggested that as one of the alternatives the government might adopt, but there was no plea on the part of the opposition. The tactical advantage of Mr. Borden's position seems to improve every day, while the government is helping the United States to act. On a straight reciprocity issue the Liberals hope for gains in the country. If the bill is passed both at Washington and Ottawa they think the party lines may be more clearly defined. The Conservatives want a fight, and are ready for it. They want a question to be settled once for all.

### A Whirlwind Campaign.

"No matter what may happen, an election can hardly be held before November," said one of the "insiders" in "any event voting will have to take place on the 1910 lists, and all the unorganized districts in Ontario will have to be canvassed and new lists prepared, which cannot commence before August 1, and the Manitoba lists will also have to be prepared. Older Ontario voters never in better shape for an election, and once the crop is harvested a whirlwind campaign would seem to suit the temper of the people."

Sir Wilfrid Laurier is expected to return to Ottawa by the second week in July. Meanwhile, cabinet ministers and members are resting, and if the people are tired of the election, a discussion, reciprocity is by no means quiet in the country, and once the war bugle is sounded there will be a struggle of levitations.

### ONTARIO PEOPLE HURT

#### When Freight Trolley Struck Lehigh Valley Express.

GALT, May 26.—(Special.)—Mrs. Wm. Preston, Jr., of Galt, had her shoulder broken and her skull crushed in an accident at Tonawanda Junction, N.Y., when a freight trolley crashed into a Lehigh Valley express and sent a car of the latter down a 16-foot embankment, where it landed upside down. Mrs. Garratt of Brantford, who was first reported to be dying, is not seriously injured. She is somewhat cut and suffering mostly from shock. She is a daughter of W. M. Hesse, a member of the institute for the blind at Brantford. Robt. Coppleston of Galt was cut about the body, but is not badly hurt. Among the slightly bruised are Mrs. Wm. Preston, sr., and J. E. Fryer, both of Galt. The latter is an ex-president of the Power Union of Western Municipalities.

### EVERYBODY WILL WANT ONE.

A galaxy of King's Plate pictures, showing group pictures, portraits, unframed, unmounted, by the cosmopolitan crowd that thronged Woodbine Park on opening day, including such well-known society people as Lady Evelyn Grey and party, Lady Evelyn Grey and friends, Mrs. J. Dixon, Mrs. Lally McCarthy, Mrs. H. H. Sweeney and group of friends, Mrs. Frederick Hammond, Mrs. Jack Macdonald, Mrs. Sherry, Mrs. George, Mrs. Le Mesurier, Mrs. Ireland, Mrs. C. A. Burns, Mrs. Parkin and Mrs. Jack Murray, Lt. Gov. Gibson and party, many others will appear in the Art Section of this week's Sunday World.

### Not of One Mind.

WASHINGTON, May 26.—(Vice-President Sherman, a White House caller to-day, declared that he expected a vote to be taken on the Canadian reciprocity bill in the senate by June 15, and said he would not be surprised to see congress adjourn long before October. Mr. Sherman did not say whether he expected the reciprocity bill to be passed.

The vice-president's optimism as to an early vote on reciprocity is not shared by a number of senators. President Taft told callers to-day that while he still is of the opinion that the bill will pass, he is not counting on a vote as soon as June 15.

## ATLANTIC RATE WAR THREATENS

### C.P.R. Prepared to Pull Out of Pool When "London Agreement" Expires—Causes of Complaint.

MONTREAL, May 26.—The prospect of a rate war in the Atlantic shipping trade, is the principal topic of discussion in shipping circles to-day. It now appears that the Canadian Pacific, which occupies as influential place in the National Conference as the Irish party does in the British house of commons, has been a leader in the insurgent movement, and a considerable time ago gave notice that it would not again be a party to the agreement, under which all the principal shipping lines on the North Atlantic have been working. This agreement, which is known as the "London agreement," has since been extended temporarily on two occasions, but it expires finally on June 30.

This agreement not only forbids shipping lines from running to ports served by their rivals, but not up to the time of the agreement served by them, but also brought into effect an arrangement by which all the immigrant traffic—which is a huge paying business—was pooled, each vessel getting such percentage of the total proceeds of such traffic as was allotted to her by the conference, regardless of the number of immigrants she carried. Thus, if a boat was allowed a percentage on the basis of 500 immigrants per trip, her owners would be paid for 500 passengers whether she carried 600 or only twenty. This applied to all the vessels running to North Atlantic ports, from Halifax to Halifax.

Detrimental to Canadian Shipping. The effect of the agreement is considered to have been detrimental rather than otherwise to Canadian shipping. There has not been such a boom in immigration to Canada that the Canadian vessels have been loaded to capacity with immigrants on almost every trip, and the result has been that good money earned by the Canadian lines has in effect been handed over by them to their American rivals.

There is another cause for complaint. A clause in the agreement forbidding trespassing on each other's territory has been interpreted in too loose a way by the companies. For instance, while such lines as the Cunard, White Star, and the German-American lines have been allowed to operate in the waters of the Dominion Line, the Cunard has come in under the auspices of the Dominion Line, and the German-American line has come in under the auspices of the Canada Line. One clause of the agreement says that it shall be interpreted as well as in letter, and it is alleged that the coming of the big lines referred to cannot be interpreted as observing the agreement "in spirit."

### Germany Got Too Much.

Still another cause for dissatisfaction has an international base. When the agreement was drawn up, the figures of the previous three years of continental immigration were taken as the basis for allotting the percentages to the German boats. As a matter of fact there has been considerable drop in continental immigration since then, and the result has been that the British lines have found themselves in the position of being to hand over the percentage money to German rivals.

The Canadian Pacific is said to be determined to conduct its own business on its own basis in the future, and as other Canadian lines are supporting them, there seems little prospect of a continuation of the combination.

### LAST DAY OF THE RACES.

To-day will see the finish of the race and the best race meet ever held in Canada. It was also a big time for the merchants, because of the crowd of visitors that came to Toronto. The Dixie Company is recording the largest hat week in its history and is looking to a big time starting at eight o'clock this morning. All the new straw hats with Panama specials, starting at \$5. The store remains open until ten o'clock Saturday night.

## CITY GAINING TO NORTH ONTARIO

### Board of Trade's Commissioner Tells What Development of Neglected Territory Means to Cities of Province.

The Toronto Board of Trade, having received upon an aggressive policy in opening the eyes of the people of older Ontario to the possibilities of the country to the north, has already a commissioner's initial report ready. It is from Fred W. Field, the well-known financial writer, and in a graphic way it deals with development to date and points the way to the time when Toronto and other Ontario cities will receive great industrial stimulus from the demands of the north.

Mr. Field writes as follows: "That two nations speaking the same tongue, having somewhat similar ideals and with big trade ties, should for many years continue to thrive as two on one continent, is a marvel in economic history. It reveals the magnetism of the motherland. It recalls the mistakes of a home government. That Northern Ontario should remain undeveloped, its timber almost alone standing sentinel, its mineral resources making mute appeal, its water power offering riches, is a curiosity in economic. It reveals the magnetism of the west. It recalls the errors of the east."

Generally speaking, the Toronto business man has not appreciated the possibilities of the northern portion of his province. The Ontario of Western Canada has proved the dominant note. Manitoba, Saskatchewan and Alberta deserved all the attention they could get. The west has overshadowed the possibilities of the north. In entering the rapid growth of our three western giants, we have gotten to sleep our own slumbering colossus. It is not a case of loving west the less or east the more, but north not enough.

There is some excuse for Toronto City's neglect in failing to paint over its portals. The gateway of Northern Ontario, the gateway of the great country was practically an unopened land of possibilities. Statistics, like statistics, are apt to be misleading when they are involved in large quantities. So, in old Ontario we have juggled with millions in speaking of northern acres and water power and farming lands, gibbering ciphers and not thinking as hard as we might about the practical consideration. Eastern progress has meant large orders for Eastern Canada, and Toronto has had its share. This caused output with an almost immediate return. The north showed no signs of near-divine farming industry and wholesale house was content to leave possibilities for conversational purposes.

Eleven years ago it was first heard from government explorers that 16,000,000 acres of valuable agricultural lands awaited labor in New Ontario. To-day closer surveys make it 20,000,000 acres. These are mostly unworked. In that fact is coiled a herculean but imperative task. It may be done by the Dominion and provincial governments, the boards of trade of Ontario and especially the individual citizens. With filled and tilled lands, a new story will be told by the Toronto, London, Hamilton, Ottawa and Brantford farm clearing statistics. Settlements, the clearing of farming districts may mean new clearing houses. Canadian finance has a knack of keeping time with legitimate progress and checking, and it may be expected to encourage the present movement to remove the lid of inaction from Northern Ontario's bowl of natural resources.

### A Railway Wisely Built.

The Timiskaming and Northern Ontario Railroad, fostered and operated by the provincial government, making indelible history with steel. Its commissioners have exhibited far wiser enterprise than has blessed government railroads in many lands. Disaster has been exercised where most needed, as witness the building, in quick time, of a branch road to the Porcupine gold camp, while another district, which had not been proverbially denied the acquaintance of government rails and locomotives. The railway requirements of this section are now being considered and a solution satisfactory to those concerned is sure to follow in due course. Like the quality of mercy, railroad operation blesses both giver and receiver. The Timiskaming has given service in a country where it was badly wanted and that country has given support to the railway. The result is which is the basis of a good balance sheet at the end of the year. It is less than six years when the business-like locomotive, built with government dignity, started their career in the north. During the first year of operation the road carried 86,643 passengers, and last year 79,918. In its cars were bearing the comparative-

### Continued on Page 3, Col. 4.

### NO CORONATION STAMPS.

OTTAWA, May 26.—(Sp.)—It is officially stated that there will be no special issue of stamps by the Canadian postal department in connection with the coronation of King George. It will probably be a matter of some months yet before the regular issue bearing the head of the new King will be ready for general use.

## A THOUGHTLESS TRICK.



WILFRID: Aw, let up on that, Bill Taft—that's not funny.

## FLED FROM CAPITAL LIKE THIEF IN NIGHT

### Ex-President Diaz Left by Unusual Route to Avoid Bandits—Goes to Vera Cruz, Where He Will Embark for Spain—Took Elaborate Precautions.

MEXICO CITY, May 26.—Porfirio Diaz, for whom during thirty years old Mexico stood so one side or the other, has in a few days, fled from the capital. Only a few devoted friends, whom he dared to trust, followed him to the station at 2 o'clock this morning. Shortly after the celebration over his resignation had quieted down, Diaz was bound for Vera Cruz to take ship for Spain. In the distance he could hear the voices of a few of the more enthusiastic citizens who were still acclaiming the new president, Francisco Leon de la Barra and shouting "Viva Madero!"

Travel between Mexico City and Vera Cruz usually is over the Mexican Railway, a standard gauge line with modern equipment. Diaz, along this route, however, frequently has been removed of late by bandits, who have determined that Diaz, for reasons best known to themselves, should not leave the capital. They are reported to have harbored the idea that Diaz would follow the precedent of other Latin American ex-presidents and carry the national funds with him.

### The Path of Safety.

There is also a narrow gauge railroad to the coast. Taking it for granted that Diaz would take the more luxurious route, the bandits did not molest the narrow gauge road. For this reason, it was chosen by Diaz for his trip.

Gen. Diaz, still feeble from his illness and far from being a well man, left his home under dreary circumstances. Rain had fallen earlier in the night and by the time the former president emerged from his house, the air was chilly. It was close to 2 o'clock when the single automobile was used. The trip to the San Lazaro station was made over unprepared streets. By a prearranged scheme, at the last moment, police were scattered along the way. At certain points close friends of the former chief executive, including those who are to accompany him across the Atlantic, fell in behind the Diaz automobiles.

### Used Three Trains.

Three trains were used, the first as a pilot. The Diaz special followed. A third train, occupied by a detachment of the Twenty-Fifth Infantry, brought up the rear. The cars of the fugitive's special were occupied as follows: First, Gen. Diaz and Mrs. Diaz, Mrs. Romero Rubio de Terrosa, Col. Porfirio, Jr., a son, Lieut. Lorenzo Elizaga and several families. Second, Gen. Fernandez Gonzalez, Manuel Gonzalez, Col. Sanz Cruz, Major Espinosa, Y. Rondero. Third, Gen. Francisco S. Garcia, Gen. de la Gerita, and a kitchen crew. The trains ran without orders, for fear the bandits along the line might tap the wires and get news of the flight.

Just when or on what ship Gen. Diaz will sail is a matter of conjecture. The French ship Espagne was due to leave the port yesterday, but may have been held at the disposal of the party from Mexico City. From private telegrams received here to-night, report the arrival of Gen. Diaz at Vera Cruz at 2 o'clock this afternoon.

According to these advices, Diaz boarded the Ypiranga, a Hamburg-American boat to-night. The Ypiranga is due to sail south to Coatzacoalcas tomorrow. She will return to Vera Cruz and sail for Europe Wednesday.

### Madero Resigns

JUAREZ, Mex., May 26.—Francisco I. Madero, Jr., in a manifesto to the people of Mexico to-night resigned the position of provisional president conferred on him by a convention of revolutionists at San Luis Potosi last October, and called on all Mexicans to support Senor de la Barra as the sole executive of Mexico.

Senor Madero placed his force at the disposal of Senor de la Barra and paid tribute to the character of the new executive, pointing out that he might well be regarded as "one of us." The manifesto was Senor Madero's last act as provisional president.

## SIX DEATHS IN CHICAGO FROM EXTREME HEAT

### Scores of Prostrations—One Death Reported From St. Louis, Mercury Reached 99.

CHICAGO, May 26.—The second day of sweltering weather, with the thermometer equalling its May record of yesterday, 94.2 degrees, caused six deaths and scores of prostrations today. The suffering was more intense than yesterday, because the breeze was not so strong. United States weather forecasters to-night said that the unusual heat probably would continue for some time.

Many families made preparations to spend most of the night in the open air, and as darkness came on, the parks and the lake shore were crowded.

In the tenement quarters the suffering was intense. Thousands of pounds of ice were distributed by the city and county relief associations. In spite of this, the police patrol and ambulances were busy taking prostrated persons to hospitals.

### Thermometer Touched 99.

ST. LOUIS, Mo., May 26.—This was the hottest May day locally since the establishment of the weather bureau, the government thermometer being 94 degrees, while the mercury in a government kiosk at street level touched 99 degrees.

One death and seven prostrations, due to heat, were reported. All public schools were closed at noon.

### Getaway Day at the Princess.

The "Madame Sherry" Company, which has delighted theatregoers this week, closes its Toronto engagement with a matinee this afternoon and an evening performance at the Princess Theatre. Those who have not seen "Madame Sherry" should not miss the last opportunity.

### More Immigrants.

A special Grand-Trunk train arrived at the Union station at 11:45 yesterday evening, bringing sixty-four emigrants from the Empire of Ireland. Forty-four remained in the city, the remainder leaving for the west.

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VOL. XXXI—No. 11,236

## MUNRO IN DARK IN SIGNING RETURNS

### So Former President of the Farmers' Bank Argued, and Witnesses Gave Evidence in Support—Letter From Munro to Travers Spoke of "Rumors."

After the examination of a number of witnesses, including W. R. Travers, former manager, in an effort to establish that Col. James Munro of Embro, president of the Farmers' Bank at the time of its suspension, had wilfully signed returns falsely showing the position of the bank, the crown concluded its case late yesterday afternoon. Judgment was reserved by Judge Winchester. H. H. Dewart, K.C., appeared for Col. Munro, and Louis Monahan represented the crown.

The accused banker, while acknowledging the signatures as his, stoutly maintained that he had signed the returns believing them to be correct. The evidence of Mr. Travers and Accountant Fitzgibbon supported this testimony, each declaring that the president had attached his name to the reports without any idea that they were aware, any idea that they did not truly represent the bank's status.

Letter a Bombshell.

Somewhat of a sensation was caused by the introduction by the crown of a private letter written by Col. Munro to Travers in December, 1908. It referred to "rumors" which the writer thought the bank could not afford to disregard, and suggested that Dr. Beattie Nesbitt be compelled to pay his indebtedness to the bank, as many people seem to know of it and claim he is worth it.

F. W. Stair testified that he had warned the colonel a year before the collapse that the bank was un sound. Col. Munro admitted this, and said he had spoken to Travers about it, and had been assured that all was well.

W. R. Travers Called.

W. R. Travers, former manager of the bank, who was the first witness called by the crown, said that every bank had to make monthly returns to the government and that these returns had to be signed by the president or someone on his behalf. He was shown the original returns, and identified Col. Munro's signature.

Mr. Dewart here intervened and said he admitted the falseness of the returns, but his client denied they were wilfully false. Travers said that the returns were made up by the accountants, and that Munro merely signed them and had no part in their compilation. Witness said Munro would be in the bank about three months, but he got a letter about the investment in the Keeley mine, and he thought the mine was a good one, and he told Munro that the \$500,000 invested was amply secured.

Mr. Monahan then showed Travers the returns for each month, and asked him how the various amounts were made.

Continued on Page 14, Column 1.

## HUGE PLAN FOR FEDERAL BLOCK

### Civic Improvement Committee Suggests Acquisition of Big Square West of the City Hall.

If the plans of a sub-committee of the civic improvement committee, composed jointly of members of the city council and citizens as realized, downtown Toronto will undergo such a transformation that it will not know itself.

The sub-committee has prepared plans with the idea of a Dominion or Federal square, to be located between the city hall and Osgoode hall, a 100-foot wide Federal-avenue to Front-street from Queen, between Bay and York-streets, and both park and drill grounds south of Agnes-street, between University and Teraulay. The vastness of the scheme is apparent at the first, as it will include in one great municipal and government block all the land between Queen, Agnes, University and Teraulay, all the civic and government buildings, spaciouly laid out with wide approaching streets, plazas and ornaments with green parks. Altogether the scheme is calculated to make Gore-proud Hamiltonians turn green with envy.

The scheme was unfolded at a meeting in the city hall yesterday.

Buy and Sell Land.

However, such an undertaking is not without its cost, and as the finance sub-committee on civic improvements had no report ready, the aldermen present were not altogether satisfied that the scheme was yet ready to go on to council. Edmund Burke, chairman of the plans committee, explained that the proposed avenue down to Front-street would be for more than "itself" under the new act allowing the city to purchase 200 feet along any expropriated street. Agnes-st. would work out in the same way. It was also hoped that the federal government would contribute as their affairs would be directly benefited, he said. In this way the cost would be greatly lessened.

In the strip between Teraulay and Elizabeth, the only building of any size is the Manning Chambers, while the only place of importance affected by the proposed avenue would be the Queen's Hotel, which would be cut nearly in two. The members of the committee, being unanimous in favor of the project, held up the fact of the large majority of cheap buildings which were on the proposed grounds.

It was finally decided to have Chairman K. J. Dunstan, of the civic improvement committee, and Chairman John Lyle and Edmund Burke of the sub-committees, appear before the city council on Monday, and show the plan, and there ask permission to make public the scheme with maps. The finance sub-committee was also asked to bring in an approximate report of the cost.

## TWO MEN BADLY HURT IN PECULIAR ACCIDENTS

### Auto Struck Street Railway Conductor and Teamster Impaled on Wagon Tongue.

Two men are in a serious condition at St. Michael's Hospital as the result of two unusual accidents. The first, George Carter, 208 George-street, learning to be a conductor on the street cars, comes from Peterboro, Ont. Yesterday he was riding on a riding on the knife-board of an open Avenue-road trailer, George A. Graham's big touring car was standing in the roadway at Avenue-road and Cottingham-street. It was not fairly against the curb and, the hood being down, this part of the machine struck Carter, knocking him to the pavement.

One rib was broken and pierced the lungs. He was given medical attention and later removed in the police ambulance to the hospital.

Charles Barker, a teamster, living at 111 Berkeley-street, while backing his team in a lane in rear of the Ontario Woolen Mills, was impaled upon the tongue of his wagon. The tongue pierced the abdomen when he was jammed against the wall. He walked to his home holding his hand over the wound, which was bleeding profusely, but was later removed to the hospital in the police ambulance.

The morning paper is becoming more and more the paper of the masses. The live, up-to-date man or woman of the present day is no longer content to wait ten or twelve hours to learn of the daily happenings. The big events in sports and business are merely materialized until the afternoon or evening—then the play time, and people are away from the office and the home. The unexpected happens and the complete story appears in the afternoon paper. World. Have it delivered before breakfast. Any address in the city or suburb for twenty-five cents per month. Phone M. 5308.