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SIXTEEN PAGES—TUESDAY MORNING APRIL 23 1912—SIXTEEN PAGES

VOL. XXXII—No. 11,587

## STRIKE ON FIFTY RAILROADS OF U.S. EAST OF CHICAGO, NORTH OF POTOMAC IS ORDERED INTO EFFECT TO-MORROW

**Locomotive Engineers, Firemen and Enginemen Numbering 34,000 Will Go Out, Tying Up 50,000 Miles of Railway—Men's Committee Willing to Arbitrate Demands for Higher Wages—Railroads Positive in Refusal.**

NEW YORK, April 22.—(Special.)—While a call for a strike of locomotive engineers has gone forth, there is still hope of a fairly speedy settlement, provided the railroads show a disposition to accept arbitration.

After the notice had been given by Chief Warren S. Stone of the Brotherhood of Locomotive Engineers, he received an offer from Chas. F. Nell, labor commissioner, and Justice Knapp of the United States commerce court, to arbitrate the differences, and Chief Stone recommended to the men's committee that the proposal be accepted.

The engineers' committee of fifty voted to accept the proposal of Messrs. Knapp and Nell for mediation. The formal announcement will be made to-morrow.

NEW YORK, April 22.—(Can. Press.)—Warren S. Stone of the Brotherhood of Locomotive Engineers, announced at 5:30 p.m. that a strike of engineers on 50 railroads, east of Chicago and north of the Potomac River, would go into effect 24 hours hence.

"The engineers' committee has decided that its 52 men would start for their respective points to-night, and that a strike will be called in 24 hours. This will allow 24 hours for the members to get back to their respective points, ten hours in which to put the strike order into effect and two hours in which to notify the different railroads of the intention to strike."

At the time Mr. Stone gave out the statement he had not received any official word from the railway managers' committee, which had been in session nearly all day considering the engineers' strike vote, but was adjourned to 5 o'clock without having decided to concede the engineers' demand for an increase in wages to about 18 per cent. Mediators at Work.

Commissioner of Labor Charles F. Nell, and Justice Knapp of the U. S. commerce court, were to-night with the hope of getting both sides in the controversy to agree to mediation or arbitration, but it is said that the engineers are determined to go ahead with the strike. Stone accused the railroad managers of bad faith. He said that during the 48 hours armistice the companies were getting ready to fill the places of strikers.

"We were courteous, while they were what I would call arrogant in their attitude," he said.

It is understood that Mr. Stone will make his headquarters in New York City and issue at once an appeal for a assessment to finance the strike.

**Will Be 34,000 Men Affected**

It is declared by Mr. Stone that 34,000 men will be affected by the strike order. Of these 25,700 are members of the Brotherhood of Locomotive Engineers, and about 8500 are in the Brotherhood of Firemen and Enginemen, who, the engineers declare, will join the strike. The rest are non-union men who, Chief Stone says, have joined in the strike vote passed by the brotherhood.

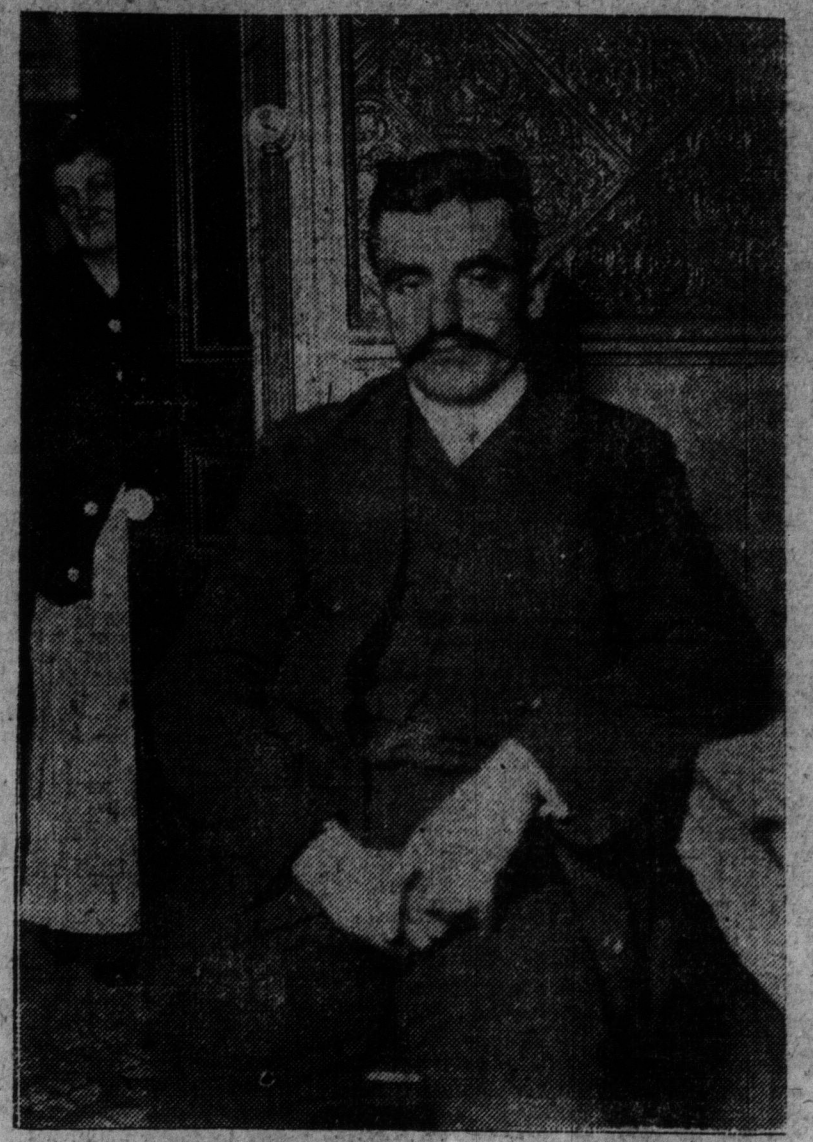
The 50 railroads affected have a mileage of about 50,000 miles, doing 82 per cent. of the railway traffic of the United States.

They include practically all but three of the railroads in the territory roughly described as east of Chicago and north of the Potomac River. The three exceptions are the Central Railroad of New Jersey, whose contract with the engineers does not expire until June 1, and the Central Vermont and Rutland Railroads, both of which are in Vermont, and which have a separate agreement with the men employed, so that the result will be their taking up the wage question directly with the men.

**Can't Afford It, Says Railways**

The engineers' demand for increased pay were made upon all the railroads concerned Jan. 22, and a committee of general managers of the railroads was appointed to confer in New York with Chief Stone and a board of 50 other officers of the Brotherhood of Locomotive Engineers.

At the first conference in March, the railroad companies announced that the demands, if granted, would amount to a payroll of \$7,565,000 a year, or an increase of 17.43 per cent. Ten days later the railroads formally rejected the de-



ABRAM CROWSTEIN, Russian Jew, who is now in Toronto. He was a stowage passenger on the Titanic and survived after being in the water half an hour and on a cake of ice for several hours.

## BRITISH COMMISSION TO PROBE INTO WRECK

**President of British Board of Trade Silences Critics by Announcement of Prompt Action to Uncover Facts—Lord Mersey Will Be Chairman of Court, Which Has Wide Powers.**

LONDON, April 22.—(Can. Press.)—Tonight's session of the house of commons was devoted to a debate of the Titanic catastrophe, and the board of trade's antiquated regulations were brought into discussion.

Will Crooks, the Labor member, initiated the necessary motion and scores of members of the house rose to support him.

A regular fusillade of questions was fired at Sydney Buxton, president of the board of trade, prior to the introduction of Mr. Crooks' motion.

Mr. Buxton in reply announced that he already had summoned a meeting of the leading British ship owners for an immediate exchange of views. He had also taken steps to confer with the lord chancellor in regard to the appointment of a high legal authority as wreck commissioner to preside over the Titanic enquiry. All questions as to route, speed, lifeboats, search lights, etc., would, he said, be submitted to a searching investigation by the strongest possible court of enquiry, and if the board of trade's present powers were inadequate to enforce the necessary regulations, he would not hesitate to ask parliament to confer further powers.

**An International Convention.**

Mr. Buxton said that he was preparing for an immediate conference of the ship owners regarding the measures which the companies themselves contemplated taking, pending a revision of the statutory rules. The president of the board of trade also was carefully considering the advisability of approaching other governments, whose ships navigate the Atlantic with a view to calling an international convention to suggest legislation for the safety of passengers.

Mr. Buxton reiterated the statement which he made on April 13, that the total number of persons aboard the Titanic, according to the information of the board of trade was 2208.

Some of the members displayed anxiety regarding the attendance of witnesses at the British enquiry into the Titanic disaster.

Mr. Buxton said he had no power to detain them.

"Have not we the same power as the

### Strike on U.S. Railways

Goes into effect at 5:30 a.m. Wednesday.

Roads affected—Fifty east of Chicago, and north of the Potomac, covering about 50,000 miles and doing 82 per cent. of railway traffic in the U. S.

Men going on strike—34,000 including locomotive engineers, firemen and enginemen.

Men's demands—Average wage increase of eighteen per cent., standardization of runs and extra pay when held up at terminals, with certain technical demands relating to work on central lines.

Railways' reply—That it would mean \$7,565,000 added to payroll, and lessen powers of roads to make improvements, while some roads would be bankrupted.

### 27 IDENTIFIED OF 53 BODIES RECOVERED

One Body Believed to Be That of George D. Widener, Traction Magnate, of Philadelphia Clergyman Will Commit the Unidentifiable Forms to the Deep.

NEW YORK, April 22.—(Can. Press.)—Twenty-seven bodies have been identified on the cable steamer Mackay-Bennett, according to information received here thru wireless messages to the White Star Line offices. The list of 27 names contains none of several of the prominent men who perished unless it be that of George W. Widener, as sent by wireless reports. It is believed probably, George D. Widener of Philadelphia.

The original passenger lists of the Titanic do not mention "Widener," which apparently establishes the identity of the body as that of Mr. Widener, son of E. A. B. Widener, a director of the White Star Line. Mr. Widener's son, Harry, was among the victims.

The bodies recovered at the White Star Line offices are as follows: D. M. Hoffman, Albinus, a Swedish fisherman, William H. Harbeck, Malcolm Johnson, A. J. Halverson, R. W. Ashe, Leslie Williams, A. H. Hayter, Jerry Morrison, Frederick Dineen, J. G. Gill, E. J. West, B. Tomlin, George Rosenblatt, N. Marriott, John H. Chapman, W. Collins, H. Greenberg, Simon Sothar, N. Cohen, Mrs. George W. Widener, Raymond Artagaveytia, Nihil Schedi, Steward No. 76, Yostie Dracoul, R. B. Att, Leslie Gilinski.

A number of the 27 names in the list do not check up with the Titanic's passenger list, which leads to the belief that a number of the bodies recovered are members of the Titanic's crew.

A wireless message after listing the names concluded "All preserved," presumably referring to the non-decomposed condition of the bodies.

**Recovered Fifty-Three Bodies.**

HALIFAX, N.S., April 22.—(Can. Press.)—A message from the cable ship Mackay-Bennett, sent also to New York, states that she has fifty-three bodies picked up from the Titanic wreck, and which either have been identified or are in such condition that it is probable they can be identified.

**CONFERENCE ON DOUBLE TRACKS**

North Toronto Council Ready to Make Agreement Covering Railway on Yonge Street.

At Saturday night's meeting of the North Toronto council Solicitor Gibson was advised to act with Solicitor Wright of the Toronto and York Radial Railway in framing up an agreement between the corporation and the town with respect to the double-tracking of Yonge-street. This action was adopted in response to a letter from Manager Moore asking that such a course be taken.

**FOUR BURNED TO DEATH**

PRINCE ALBERT, Sask., April 22.—(Can. Press.)—Four persons were burned to death early Sunday morning in a fire which destroyed the residence of Robert Adamson, a farmer, three miles west of Shellbrook. The dead are: Hazel Naomi, aged 3; Cecil, aged 3; Horace, aged 3; and John Rubhan, the hired man.

Mrs. Adamson, who is badly burned about the arms, escaped by a window with an baby in her arms.

The belief is that the hired man perished in an attempt to save the eldest child.

## UNKNOWN STEAMER FIVE MILES OFF IGNORED ALL DISTRESS SIGNALS FLASHED FROM SINKING TITANIC

### C. M. Hays Memorial Service.

MONTREAL, April 22.—(Special.)—The Grand Trunk to-day issued the following official statement:

"A public memorial service in memory of the late Charles Melville Hays will be held in the American Presbyterian Church, Montreal, at 11:30 a.m. Thursday, April 25. Seats on the main floor will be reserved for representatives of organizations who may express a wish to be present."

### TWO SURVIVORS ARE NOW BOUND FOR TORONTO

Edward Beard and Wife, Whose Honeymoon Was Marred by Shipwreck, Will Make His Home in This City—Were Given \$200 From Relief Fund.

NEW YORK, April 22.—(Special to The World.)—The work of assisting the survivors of the Titanic was taken up to-day by the women's relief committee, under the personal supervision of the United States Commission, which was in the Metropolitan Building. Among the first to call were Mrs. M. and Mrs. Edward Beard, who had been married in England and left immediately on the Titanic to make their future home in Toronto, Canada.

They lost all their personal belongings, and had just enough money left to pay their fare to Toronto. They were given \$200.

A pathetic story was told by Mrs. Agnes Davis, who was accompanied by her 11-year-old son, James Davis, and her niece, Miss Maude Sirocco. Her son, who lost his life by the disaster, carried all the savings of the little family at the time, and it was his intention to obtain employment in this country to support his mother and brother.

**New Start in Missouri.**

They gave transportation to Missouri, and sufficient money to start another start in life. The White Star Co. had previously given transportation to Mrs. Beale Watt and her 12-year-old daughter, Bertha, to Portland, Oregon.

Mrs. Watt was given \$400 by the committee and a new outfit of clothing for herself and daughter.

Several third-class passengers, who were cared for by the Finnish Aid Society, were given transportation to California. Among them were two young women who were en route to San Francisco, where they expected to obtain employment.

### CANADA HOSTILE TO HOME RULE

So Thinks Walter Long, M.P., Who is Likely to Come and Tour the Country.

LONDON, April 22.—(C. A. P.)—Walter Long, M.P., speaking at Dulwich to-night declared that after reading the home rule bill he could not understand how men outside the walls of Bedlam could have produced such a measure. Far from being a boon to Briton, it was an insult to their intelligence.

If parliament was not sitting in August or September, the former Irish secretary said he meant to visit Canada and place the whole question of home rule before the Unionists of that Dominion. Long added: "When we were engaged in a struggle in South Africa Canada sent a magnificent contingent, while Irish members did their best to prevent men from Ireland joining the British Army and Navy."

He was going to ask Canada what she thought of a party which could be the agent of an attack of that kind, and of men who tried to paralyze our hands and check our power. He believed that if the case were put to Canada it would be found there wasn't Dominion support for home rule as we understand it.

**AND STILL THEY COME**

The World's mail yesterday was filled with more letters in regard to a local feature of the wreck of the Titanic. We never saw a community so wrought up.

## Sensational Evidence Given by Fourth Officer Boxhall, Who Said Lights Were Distinctly Visible, and Capt. Smith Believed Signals Were Answered—Franklin Made Some Candid Admissions.

WASHINGTON, April 22.—(Can. Press.)—With succor five miles away, the Titanic slid into its watery grave, carrying with it more than 1600 of its passengers and crew, while an unidentified steamer that might have saved all, failed or refused to see the frantic signals flashed to it for aid.

This phase of the tragic disaster was brought out to-night before the senate investigation committee, when J. E. Boxhall, fourth officer of the Titanic, told of his unsuccessful attempts to attract the stranger's attention. This ship, according to Boxhall, could not have been more than five miles away and was steaming toward the Titanic. So close was it that from the bridge Boxhall plainly saw its masthead lights, and then its red side light. Both with rockets and with the Morse electric signal did the young officer hail the stranger.

Capt. Smith and several others in the vicinity of the bridge declared at the time their belief that the vessel had seen them and was signaling in reply. Boxhall failed to see the replies, however, and in any case the steamer kept on its course obliquely past the Titanic without extending aid.

**Admits Lack of Lifeboats**

This and the declaration of P. A. E. Franklin, vice-president of the White Star Line, that there were not sufficient lifeboats aboard the Titanic to care for the ship's company at any time, were easily the features of the hearing.

The official was quizzed through the morning session on the messages exchanged between the Carpathia and himself after the ship had started for New York with the Titanic survivors on board. Among the survivors was J. Bruce Ismay, managing director of the line.

Among the wireless telegrams read into the record was one from Mr. Ismay urging that the Carpathia should be held until the Carpathia arrived with its sorry burden. He declared he believed it "most desirable" that the survivors of the Titanic's crew be rushed out of the country as quickly as possible. He also, the message said, would sail on the Cedric and asked that clothing be ready at the pier for him when the Carpathia docked. The senate's subpoena blocked the plan.

The committee will resume its hearing at 10 o'clock to-morrow morning.

Fourth Officer Boxhall is expected to continue on the stand to tell more fully of the events immediately preceding the collision.

**Steamer Few Miles Away.**

J. E. Boxhall, the fourth officer of the Titanic, after giving his account of the events of the fateful night, told of seeing another steamship a few miles away. By the captain's orders, he had gone to the wireless room to give the operators the ship's position. Then he went back to the lifeboats, where he found many men and women with life-belts on. He continued:

"After that I was on the bridge most of the time sending out distress signals, trying to attract the attention of boats ahead," he said. "I went up distress rockets until I left the ship, to try to attract the attention of a ship directly ahead. I had seen her lights. She seemed to be meeting us and not far away."

"She got close enough, so she seemed to me, to read our electric Morse signals. I told the captain. He stood with me much of the time, trying to signal her. He told me to tell her in Morse rocket signals, 'Come at once—we are sinking.'"

"Did any answer come?" asked Senator Smith.

"I did not see them, but two men say they saw signals from that ship."

"How far away do you think the ship was from you?"

"Approximately five miles."

**An Unknown Ship.**

Boxhall said he did not know what ship it was.

"Have you learned anything about that ship since?"

"No. Some people say she replied to our rockets and our signals, but I did not see it."

"By some people whom do you mean?"

"Not passengers, but stewards and the captain all declared they saw them."

"What lights did you see on the ship?"

"First we saw her masthead lights and a few minutes later her red side lights. She was standing closer."

"Suppose you had had a powerful

searchlight on the Titanic could you have thrown a beam on the vessel and have compelled her attention?"

"We might."

**Refused to Enter Boat.**

Boxhall said he had rowed in the sea boat three-quarters of a mile from the Titanic before she went down. He had rowed around the ship's stern some as the boat, but could get nobody to come in. He had only one man who knew how to handle an oar, he said, and feared to remain longer in that vicinity in fear of a accident to those who had been placed in his charge by Capt. Smith who had ordered him to take off the lifeboat. His boat, he said, was the first to reach the Carpathia, at 4:10 a.m. He had spoken with J. Bruce Ismay on the bridge just as the captain ordered him to take an emergency boat. He had light on his boat and he saw several other boats with other lights, but could not state that all had them. He did not state that all had them. He did not state that all had them. He did not state that all had them.

Warning Desregarded.

Boxhall gave testimony which will probably allow the committee to test the accuracy of a story told by a steward to the effect that the men in the crew's nest had reported ice ahead and that Officer Murdoch had disregarded the warning. Boxhall said the two men in the crew's nest were Fleet and Leigh. The usual quota of officers were off the lookout.

The shock of the iceberg, he said, was

Continued on Page 2, Column 1.

THE TWO HAULUP VETERANS.



(Continued from Page 1, Column 1.)

JARR AND JOHN: We both hauled-up the Sunday street cars for five years. The Bloor street viaduct for four years, the association of North Toronto, the tubes for cheap and quick transit to the citizens and suburbanites for one year and more!

JARR: An' I hauled up the \$2,000,000 for gold roads, the bonus to Sir James' railway, the paving of Surrey Place.

JARR: An' we hold up the hands of Robert John in collecting double fares, in having three widths of gauge on the city and radial tracks; and we refused to get all the franchises about Toronto to the one jurisdiction, so as to effect a commutation of them all!

JARR AND JOHN: An' we never said a word for interchange of street car traffic. An' we'll never let the men who pay the taxes have a vote on street railway questions or money by-laws.

JARR AND JOHN: We believe in New York, in Landmarks before sidewalks for the British born in Earlsfort, who have caused a lot of needless problems to spring up.

JARR: An' I'm no for Adam Beck.

JOHN: But you are for Sir John and the Cataracts.

JARR: An' for Sir Westland and Sir Henry.

JOHN: An' for Little York.

JARR: Every time. Fas yer model o' a public servant, John?

JOHN: Robert John, of course.

JARR: An' takes kin' o' road do ye favor, John, for the suburbs?

JOHN: Clay roads, old pal.

**SHW Felt Hats.**

Stiff felt hats by the best of English and American makers. They are the same blocks as are being worn on the continent by well-groomed men. You'll find them at Dineen's, 140 Yonge-street. The moon is sole Canadian agent for Henry Heath of London and "Daisy" of New York. All prices from \$2 to \$25.

# Rain Coat Time ALL RIGHT

These are the days when a shower gives no warning, and you need your Raincoat handy all the time. There are all kinds of coats that are supposed to be waterproof, but our experience has taught us that there is only one really safe coat to buy that will keep you dry, and that coat must have good rubber in it. Every coat we sell has a layer of Pure Para Rubber between the fabrics, and is absolutely proof against rain; added to that we have a hard and fast guarantee from the makers that secures you against getting an inferior article. We start our price range at \$8.50, \$10.00, \$12.00, \$15.00 and so on up to \$30.00. Just now all sizes are complete, and the showing fine. We carry a splendid line of Boys' Raincoats, also Ladies'.

## OAK HALL, CLOTHIERS

CORNER YONGE AND ADELAIDE STS.

J. C. COOMBES, Manager.

## UNKNOWN STEAMER IGNORED SIGNALS

Continued From Page 1.

light. He was going to the bridge at the time, and neither the captain nor the other officers thought the matter serious. They had not sight of the iceberg, as it seemed dark grey, instead of white and was only thirty feet above the water.

Boxhall told of seeing many working to lower lifeboats and later seeing the managing director in a collapsible boat with W. T. Carter of Philadelphia, and three other men who looked like Phillips and a number of foreign workmen.

Boxhall described the condition of the sea that night as an oily calm. It was exceedingly difficult to see ice ahead under such conditions, he said.

"If there had been the least little ripple on the water," he concluded, "I believe the Titanic would have sighted it in time to be averted."

**Huge Capitalization.**

P. A. S. Franklin, who first took the stand at the morning sitting, is vice-president of the International Mercantile Marine Company, the real representative in America of the White Star Line.

"What is your company's capitalization?" began Senator Smith.

"One hundred million dollars in common and preferred shares; \$32,000,000 in 4 per cent. bonds; \$10,000,000 in 5 per cent. bonds; and about \$7,000,000 of underlying bonds."

"Did you know Capt. Smith of the Titanic?"

"Ever since 1888," said the witness, adding that Capt. Smith had commanded the Atlantic, Adriatic, Baltic and Olympic.

"So far as you know, did you or any of your subordinate officers have any communication with Capt. Smith on his last voyage?"

"None at all. We did not hear from him in any way or shape."

Mr. Franklin said he had received no communication from Mr. Ismay, except one by cable from Southampton.

"That mysterious message," Mr. Franklin the telegram received by

## SOW SIMMERS' SEEDS

Now is the time to tone up your lawn by sowing some fresh LAWN GRASS SEED.

**SIMMERS' TORONTO PARKS LAWN GRASS MIXTURE.** Recognized as the best. Per lb. 30c. 10 lbs. \$1.40; 10 lbs. \$2.75.

**WHITE DUTCH CLOVER.** For mowing with Lawn Grass Seed. Per lb. 60c.

**SIMMERS' SHADY NOOK GRASS MIXTURE.** For sowing under trees and in shady places. Per lb. 35c.

**SIMMERS' LAWN ENRICHER.** Ensures luxuriant growth of grass without weeds, which are always produced when manure is used. 5 lbs. \$2.00; 10 lbs. \$3.50; 25 lbs. \$8.00; 50 lbs. \$15.00; 100 lbs. \$28.00.

**Sow Sweet Peas Now**

**SIMMERS' GILT EDGE MIXTURE.** Composed of only the best large-flowering varieties. 5 lbs. \$2.00; 10 lbs. \$3.50; 25 lbs. \$8.00; 50 lbs. \$15.00; 100 lbs. \$28.00.

**ECKFORD'S UP-TO-DATE MIXTURE.** 5 lbs. \$2.00; 10 lbs. \$3.50; 25 lbs. \$8.00; 50 lbs. \$15.00; 100 lbs. \$28.00.

## J. A. SIMMERS LIMITED

PHONE 143 to 151 King St. E. Main 2192.

## LEPROSY CURE FOUND

Experiments Made at Johns Hopkins Hospital With Carbolic Acid Snow Treatment May Result in Cure of Dreaded Disease—Mission to Lepers Meets.

Miss E. James of the China Inland Mission, who has spent seven years in China, in an address before the Toronto branch of the Mission to Lepers yesterday afternoon described what is believed to be a cure for leprosy. The experiment which she believed has effected a cure, was tried simultaneously about a month ago at the Johns Hopkins Hospital, Baltimore, and at a U. S. Government station on the Hawaii Islands.

The cure is known as the carbolic acid snow treatment, and consists of carbolic acid in snow form, which is applied externally. In addition to this an internal treatment is given. This is for cases in the early stages.

On account of the cure being reported by such a high authority as the Johns Hopkins Hospital, the association are considering the advisability of trying this method of treatment in their various leper stations in China, India and the Philippine Islands. The matter will be dealt with at the next meeting, when further reports from the doctors who are attending the two cases will have been received. The opinion was expressed that the Chinese leper boy who was attending a Toronto public school will be sent to the hospital's leper station at Canton, China. Ten Chinese lepers, who were deported from British Columbia, were taken there.

## BRITISH COMMISSION TO PROBE INTO WRECK

Continued From Page 1.

American senate," asked Mr. Crooks.

"I have not such powers," Mr. Crooks replied.

**Berardoff's Query.**

Admiral Lord Berardoff then asked: "Will every passenger officer and man that can give evidence be detained in this country, and will you be careful that what occurred in the sinking of Beechey Head of the steamer Octans, when officers who manned the boats were allowed to leave the country before testifying, does not occur in this case?"

"I have no power to detain the passengers or crew," Mr. Buxton answered, "but the court will decide what will be constituted before their arrival will have the fullest powers."

Not one passenger officer, he replied, of the president of the board of trade were unavailability, and he moved an adjournment of the house, which was carried.

On the resumption of the debate, which Crooks had not intended to seek a vote of censure with respect to the president of the board of trade, but to give an expression of opinion to the deplorable loss of the vessel, he said he had no right to blame anyone until they had heard the evidence. A commission should be set up at once and begin to find the immediate cause of the catastrophe, and take steps to bring them before the proper tribunal.

**Laids U. S. Senate.**

In referring to the prompt action taken by the American senate, which "did not wait to find out whether the law gave them power to subpoena and question people who could give evidence on the matter," he said he had no authority under the law to do so, but that if England had appointed a commission to investigate the disaster, they had no right to blame anyone until they had heard the evidence. A commission should be set up at once and begin to find the immediate cause of the catastrophe, and take steps to bring them before the proper tribunal.

**A Public Probe.**

The proceedings of the enquiry, continued Mr. Buxton, will be public. Arrangements have also been made for the British office to take the affidavits of officers and members of the crew who might be detained in the U. S. as well as the evidence of passengers who could supply useful information. Mr. Crooks expressed satisfaction at the assurances and withdrew his motion.

## HONORS FOR CARPATHIA'S CREW

WASHINGTON, April 22.—(Can. Press.)—A bill to provide medals of honor for Capt. A. H. Rostron and the officers and crew of the Carpathia at Carpathia was introduced today by Representative Francis of Ohio. It would appropriate \$10,000 and instruct the director of the mint to design a suitable medal to commemorate their heroism in rescuing the Titanic's survivors.

## TABLET FOR WINNIPEGERS

WINNIPEG, April 22.—A brass tablet in memory of the Winnipeg men who met death like men in the disaster to the Titanic will be erected at once in the main corridor of the city hall.

## POOR POLICY IN SETTLING NORTH WOULD BE DISASTROUS

Facts Brought Out at Meeting of Shantymen's Christian Association Show That Government Should be Cautious in Getting Settlers for New Ontario—Explorers Tell of Vastness of the Illicit Liquor Evil and the Necessity of Correction.

At the fourth annual meeting of the Shantymen's Christian Association last night in the Bible Training School, Superintendent William Henderson of Burke's Falls, addressed the meeting on the work of the association in the north, and the results of the work during the past year and the prospects for the future.

Altogether the temperature in the White River district had fallen to 72 degrees below zero, the workers said that cold had not suffered any more from the great pleasure to walk in the dry snow. The association had made an ideal health resort. Everyone who came to the resort, he admitted, had a good time, and many of the younger men, increased their weight and filled them with a desire to live in the north.

The association had made a mission station in the north, and during the long winter the nearly deserted more from the heat than from the cold.

**Rich Farm Land.**

The construction of the C.N.R. between Sudbury and Port Arthur adds about 100 miles of accessible lakes, forests and rivers.

"After walking 100 miles or thereabouts from Sudbury," said Mr. Henderson, "we came into a district which is rich in land. Here for about 100 miles we walk over level tracks of land covered with a sub-soil of clay under about 18 inches of muskeg.

"The land will need clearing and draining," continued the speaker, "but once this is done it will prove well worth it. How the government hopes to get this district settled we do not know, but it is a mistake to adopt some policy that will enable settlers to make living out of the land from the start or it can not expect to make a living out of the land of the west. If the pulp wood on the land is to be given away to large companies, the government will have nothing left to help pay his expenses for clearing."

"As we look at the present development of the country we must confess that it is not very hopeful. The mining towns and villages are springing up, and the country is being settled, but it is only once a year that he gets around."

The new directors for the next year are: J. C. Stuart, chairman (Toronto), J. G. Henderson (Toronto), Thos. Yallowley (Toronto), W. Henderson (Burke's Falls), D. Purvis (Hamilton), and J. C. Stuart (Toronto).

## MAN ROBBED

"It had enough to make liquor sold as it is, but the lawlessness that allows men to be robbed systematically as soon as they get drunk, as happens everywhere in the north, is a more serious evil, that could be stopped by the employment of a few detectives, without much trouble, but it is not done," concluded Mr. Henderson.

A letter received by Mr. Henderson from a missionary in a mission station in Scotland in one of the camps who had left to go to Toronto, but while passing thru Webbwood he had some drink with an old friend, and was knocked down and had his money taken.

The missionary states that there are hundreds of similar cases every week in town and villages, which shantymen and lumbermen pass. Men stopped at a dive to get some drink, and awakened a few hours later, relieved of their money and valuables.

There are 15,000,000 acres of good farming land, and how this district is to be settled is a vital question to the country.

## STRIKE OF FIFTY RAILROADS IN U. S.

Continued From Page 1.

mands, declaring that the increase would be tantamount to placing a lien of \$18,844,000 on the properties, which would have preference over the first mortgage bonds and lessen the ability of the roads to make additional improvements and install additional safeguards.

It was also stated that the railroads were not making sufficient net earnings to warrant the increase, and that the increase would be followed by demands of other employees, which would result in actual bankruptcy to some of the railroads.

On March 28 Mr. Stone and his lieutenants voted to order the members of the Brotherhood of Locomotive Engineers to ballot on the question, whether the question being definitely put whether they would authorize a strike if further negotiations with the railroads should fail. The result of the vote as announced on April 22, was declared to be overwhelmingly in favor of the strike, by a percentage of 92.8 of the 25,700 votes cast.

**Railroads Hold Firm.**

J. C. Stuart, chairman of the management conference committee, was notified of the strike vote, and a second joint conference was held here on April 17, but ended in a deadlock. The engine formally presented their demands again, notifying the railroad managers that if their reply was unsatisfactory, a strike would be called. They only run one passenger boat, the rest are freighters.

"I cannot say anything," B. F. Folger of the Niagara Navigation and Hamilton Steamboat Company, said.

"I prefer not to discuss this subject while the public is in its present excited state. More fully than reputable steamboat owners the responsibility of their position, and no one welcomes more gladly than any practical suggestion to improve the safety of passengers."

"Such matters, however, must be treated calmly and intelligently by both parties, and it is essential to safeguard the people."

The Niagara Navigation Co. stands prepared to accept all demands, to meet the criticism and adopt the recommendations of such a tribunal.

"We carry a life-preserver to accompany the crew in the boats," said James Bell of the Inland Line, Ltd. "The number of lifeboats varies in accordance with the tonnage of the vessel. Our boats are equipped with wireless apparatus on many points from Montreal to Port Arthur, the day does not seem to be getting on all passenger steamers will be equipped with this great safety device. Possibly freighters too."

General Passenger Agent James Ritchie of the R. and O. Navigation Co., whose boats travel between Toronto and Hamilton, said that all passenger lifeboats and life-preservers, in accordance with the law, and beyond

## FIRST TORONTO TO HAMILTON

Steamer Macassa Opened the Season Yesterday, and Will Make Round Trip Daily.

The navigation season between Toronto and Hamilton was opened yesterday by the Niagara Navigation Company's steamer Macassa. This is about a month later than last spring.

The Macassa left Toronto for Hamilton at 4 o'clock yesterday morning. She left Hamilton with a number of passengers and a good cargo of freight at 10 a.m., arriving in Toronto at 12:45 noon. She left for Hamilton again at 5 o'clock yesterday afternoon, inaugurating a one-trip daily schedule, leaving Hamilton at 9 a.m. and Toronto at 3 p.m.

The vessel was in charge of Captain Henderson, who was with her under the Hamilton Steamboat Company, the only change being in the engineer, this position being taken by E. A. Prince, formerly with the Niagara Line steamer Chippewa.

## Geological Expert Was Among Victims

OTTAWA, April 22.—(Can. Press.)—Among the passengers who perished in the Titanic disaster was E. J. Stodet, a native of Sweden, who for several years has been engaged in geological and mineralogical work in Canada, principally in the copper bearing district of the north shore of Lake Superior. Some months ago he was engaged in a mission to visit his native country, and the department of mines deemed it advisable to accord him a passport, presenting to make investigations in the treatment of copper ores in Norway and Sweden. He was on the return trip when he met death on the White Star liner.

## ONE WOMAN IN FIVE PERISHED WHILE SEVEN MEN IN TEN DIED

Finally Revised Statistics Show Clearly That "Women and Children First" Tradition Was Followed—Only 12 Second-Class Male Passengers of 157 Survived.

NEW YORK, April 22.—(Can. Press.)—That the women on the Titanic were given the first opportunity to escape when the ship sank is strikingly shown by figures given out at the offices of the White Star line. The number of men rescued as compared with the women is noticeably small, especially in the second and third classes.

In the first class there were 325 men, women and children who sailed from England. Of this number there were 148 women, 177 men and five boys. The women saved were 141 in number, the men 68, and the boys three. This would show that of the female passengers 90 per cent. were rescued by the Carpathia, while only 22 per cent. of the males lived to tell the story.

**Twenty Per Cent. of Women Died.**

The second class, as far as the women are concerned, compares well with that of the first. There were 152 men on the ship, and 124 women and children. Of this number, only 22 men survived, and 105 women and children. Here the percentage of women and children saved is eighty-two per cent. of the number, and the percentage of men saved is only 18 per cent.

Summing the two classes up, the figures would tend to show that only about twenty per cent. of the women perished, while over seventy per cent. of the men met their end.

One feature of the figures is that the man rescued decreased in number according to classes. The first-class shows that over thirty per cent. of the men were taken into lifeboats, and in the third an average of ten per cent.

With the women it was quite different. In the first, ninety per cent. boarded the Carpathia, and in the second class, over eighty per cent.

## ALL GUESSES ARE WRONG

The Street Railway Men's Union does not appreciate or approve of The World's policy to give the citizens of Toronto exclusive news hours before the other papers were clearly manifested yesterday at the Labor Temple when a World reporter called on Busby.

Neither Mr. Gibbons nor Secretary Robbins could deny the truth of The World's report on the meeting in the Star Theatre on Sunday morning, but they held that what transpired during

## STRIKE OF FIFTY RAILROADS IN U. S.

Continued From Page 1.

When told the substance of the despatch, "What J. P. Amund, director of the union, said that a strike would result to Toronto only in a small way."

"It would simply mean," he said, "that other shippers would be used for the distribution of American freight. We do not depend very much on the other side for supplies, and with the exception of the quantity of freight, the strike would have little effect on Toronto. But I don't think you will see a strike; it would amaze me if one were called."

**The Effect Here.**

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According to U. E. Gillen, local superintendent of the G. T. R., only points of interchange of traffic would be affected by the strike. It would have a tendency to lessen the quantity of freight, but Toronto, he thought, would suffer very little from this. Mr. Gillen, however, was quite optimistic that there would be no strike. He thought the men had nothing to gain by such action.

J. H. Hill, superintendent of the C. N. O. R., claimed that the prospective strike would have comparatively no effect on that railway.

"We are not a thru line," he said, "and our traffic is largely local. It would affect points like Montreal, where an interchange of traffic takes place, but can't see how it would have much bearing on local conditions."

## PRIESTS SHOWN CALM HEROISM

Refusing Changes for Safety, They Ministered to Passengers as Steamer Sank.

NEW YORK, April 22.—(Can. Press.)—Witnesses among many pathetic stories of the Titanic catastrophe today was the tale of two clergymen who went down with Titanic while ministering to the welfare of some of the stricken passengers grouped on their knees about them.

One of the clergymen was the Rev. Thomas R. D. Fyles of Westminster parish, London, who was on his way to officiate at the marriage of his brother in Brooklyn, and the other a German priest, whose name is unknown. Father Fyles was in the first cabin and the German priest in the stateroom.

Both had celebrated mass in the stateroom Sunday morning and, strangely, perhaps, each in his sermon had spoken of the necessity for men to be possessed of the Holy Spirit of religious consolation in time of spiritual shipwreck. The story of the deaths of the priests was related today by three women survivors of the Titanic, Miss Muckle, Bertha Moran and Miss McCoy.

**Gave Absolution.**

When the liner struck the iceberg, they said, Father Fyles came down in a lifeboat, and ministered to the people by giving them absolution and the blessing. "He led us to where the lifeboats were," said Miss Muckle, "and helped women and children to get into them. He whispered words of comfort and encouragement to all. The priest was deeply impressed by his self-control. Twice he refused to leave the boat and save himself."

"After the boat was sunk," continued Miss Muckle, "I could hear distinctly the voices of the priests and prayers. They were very faint and finally I could hear only the strains of 'Nearer, My God, to Thee.'"

## SPEDING TO MAKE RECORD

Freeman Says "Men Bled" Were Under Orders to Climb on All Possible Speed.

NEW YORK, April 22.—(Can. Press.)—John Thompson, a fireman of the Titanic suffering with a broken arm at St. Vincent's Hospital, may be an important witness at the senatorial investigation into the wreck, at Washington. Thompson comes from Liverpool, and he asserts that the Titanic was "out to beat all records and mid-ocean trips."

"From Queenstown out," Thompson is quoted as saying, "all the firemen had been talking of the orders we had to fire her up as hard as we possibly could. We were to make as quick a passage as possible, the orders ran, and we were to beat all records on our maiden trip. I heard that the Titanic came from the engineering department, but, bless you, we men didn't have time to talk about where these orders came from."

"We were carrying full pressure. From the time we left Queenstown until the moment of the shock we never ceased to make from 74 to 77 revolutions. It never went below 74, and at Queenstown that was Sunday we had been keeping up the 77, surely we must have been making that speed then."

## HAMILTON HOTELS HOTEL ROYAL

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**HELP WANTED**

WANTED—A first-class cutter, Apply to the Woolen Mills Company, 243 Yonge street.

TITANIC RELIEF FUND.

Editor World: I should esteem it a kindness if you would be good enough to give some prominence in your paper to the request for subscriptions to the fund in aid of the sufferers from the Titanic disaster.

There is a general feeling that subscriptions should be taken up, and since you have been so kind as to make an announcement of the intention to receive contributions at the city hall I think that possibly a little space given to bringing the matter prominently before the people would result in our being able to close the matter up in a very short time.

Thanking you in anticipation, believe me to be, Faithfully yours, W. R. GEARY, Mayor.

A Candle Lighted in England Not Extinguished in Our Time

Sir William Ramsay's Proposal to Convert Coal into Gas as it Lies in the Earth Has Awakened Interest of Scientists.

Sir William Ramsay, the famous scientist, whose recent statement on the possibility of converting coal into gas as it lies in the earth evoked much interest, has made arrangements with a large colliery proprietor for carrying out an experiment on these lines on a small scale this summer.

Domestic lighting and heating at a fraction of the present cost. Such a saving of fuel as will prolong the life of the coalfields almost indefinitely.

A saving of men; for, in place of miners, the workers who will be most needed will be skilled mechanics.

Underground Fires. Sir William is not at present at liberty to say where the experiment will be made with a practically worthless stratum of coal—will be carried out. A bore-hole will be made to the stratum of coal.

The Advantages. In an interview with a representative of The Pall Mall Gazette, Sir William claimed the following advantages for his proposal.

Electrical power for railways and industries at one-fifth, and probably one-tenth the present cost.

AX IS FALLING ON LICENSED HOTELS

Stratford Has Reduced Its Number of Licensed Premises, and Kingston is Following Suit — Commissioners Are Busy All Over the Province.

Licensed hotels throughout the province are fast decreasing in numbers. Stratford has just had its coterie of licensed premises reduced from 15 to 10 by the action of the North Perth License Commissioners.

Those on whom the ax fell were the Dominion, the G. T. R. Restaurant, the Ontario and Victoria. These four were granted an extension to May 20, to sell out. The G. T. R. Restaurant has been a long time in existence and is a well-known rendezvous for railway men especially.

The City of Kingston is also about to have ten licenses cut off. At present there are 26. A special bylaw was passed here as in Stratford, to make these reductions.

North Oxford License Commissioners have discontinued licenses at the G. T. R. Hotel at the G. T. R. R. Station, Woodstock; at the Commercial Hotel, Embro, and at the Inverkip Hotel.

FAULT NOT THE CAPTAIN'S

Montrealer Says Titanic's Commander Was Known for Strict Discipline

MONTREAL, April 22.—"Having served under the late Capt. Smith of the ill-fated Titanic as a sub-lieutenant in the Royal Naval Reserve, I can not for one moment conceive that the terrible disaster was due to negligence or any want of foresight on his part."

Welland Canal Opens. PORT DALHOUSIE, April 22.—The Welland Canal was opened for the season today. No boats have arrived as yet to take advantage of the fact.

TITANIC BABIES ARE HAPPY AND WELL

Two Children Survivors of the Ill-Fated Ship Are Being Well Looked After by Miss Margaret Hays — Parents Have Not Been Located Yet.

NEW YORK, April 22.—(Special)—"Louis" and "Lola," or as the latter has been called "Lump," the two little mysteries of the Titanic, had another blissful day today, unconscious that somewhere a tearful mother may be sorrowing for them.

The event of the day was in the afternoon, when Frank K. Hays, Miss Hays' father, ordered around his automobile. Saturday the children had been taken down town, where they received a complete new outfit of clothing.

Mr. M. E. Laney, spent two hours talking to the children Saturday without being able to decide from their speech whether they were French or Swiss. The only date are their description, the fact that a "Mr. Hoffmann" is the only person unaccounted for in the first or second cabin of the Titanic.

RECOGNITION OF HEROES

NEW YORK, April 22.—(Can. Press.)—The attention of the Carnegie hero commission will be directed to the gallantly displayed by certain of the men passengers on the Titanic, as well as some of the officers and crew, who went down with the ship.

It was reported today that the Carnegie commission was already considering detailing investigators to get all the facts for its use.

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PARISIAN FASHIONS: Showing the peculiarities of dress from the year 1500 down to the era of the hobble skirt. This plate has been much admired, and will be appreciated by those interested in fashions.

CERAMIC AND DECORATIVE ART: Numerous rare and costly pieces are shown in all their beauty.

THE WONDERS OF THE DEEP: Many specimens will be found in their proper places.

BADGES AND DECORATIONS OF HONOR: Showing the jewels and decorations of many of the famous and world-wide societies in which kings and queens, rich and poor, old and young, have distinguished themselves.

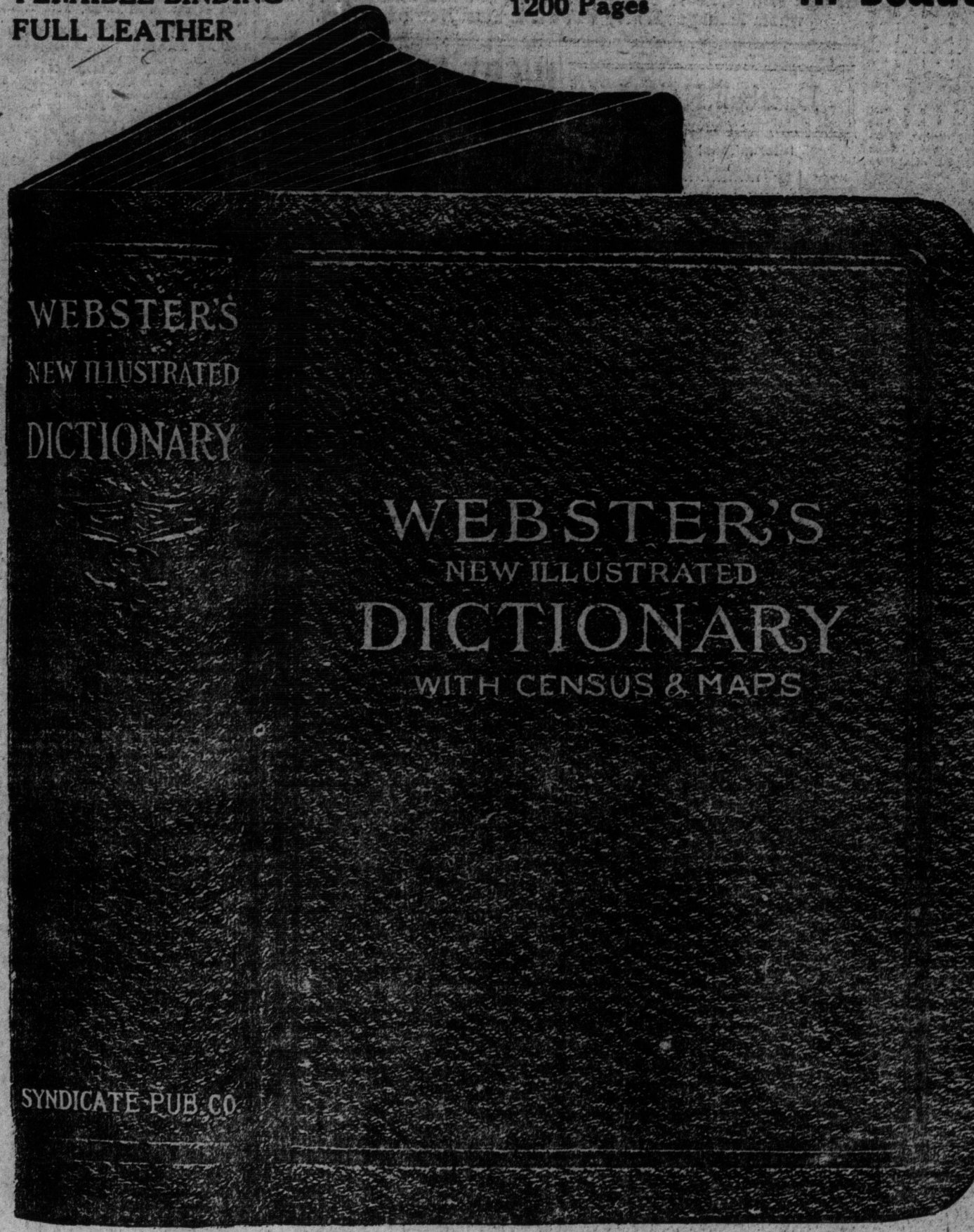
FISH OF UNUSUAL INTEREST: Specimens in varied hues and rare colors are shown.

CUTE KITTENS: In every design and variety, occupy a full page, and will bring joy to the heart of many a child.

SECRET SOCIETIES: With their emblems and jewels, the designs of which have been prepared especially for this work, from two more unique and instructive colored pages.

FAMOUS GEMS: Showing all the rare jewels of the world, including the great Mogul diamond, which weighs 279 karats; the Koh-i-noor, the Orloff, as well as the famous Hope diamond, which has had so much notoriety of late, and many other "pearls of great price" will give rare entertainment to those interested in these gems of the earth.

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THE NEW CANADIAN CENSUS

As a rule you would not expect to find a census of Canada in a dictionary, but that is one of the important and distinctive features of Webster's New Illustrated Dictionary, which is being distributed to the amount of several thousand copies among our readers who have clipped six coupons from the columns of The World.

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Baseball

F.M.C.A. on Thursday  
was held for the pur-  
a wholesale drygoods  
Representatives were  
King's Wholesale dry-  
adshaw & Son, W. H.  
Macdonald & Co. and  
The following officers  
ident, J. Dale, first  
Bradshaw, second  
Ross, third vice-  
Richardson, G. Gardner,  
fourth vice-  
double schedule, with  
good.

will hold a practice  
Park on Wednesday  
lock. The following  
to turn out: L.  
C. Christie, P. Bal-  
Richardson, G. Gardner,  
P. Phillips, Meyers, G.

of the West Toronto  
a fine workout on  
and if present pro-  
around make things  
teams when the ball  
on May 8. This team  
user of new players,  
of last year's cham-  
who play ball in  
League. Practices will  
Dickford's campus,  
a place on the team.

the Don Valley Senior  
to arrange a game  
team for Saturday.

League of baseball  
Diamond at Bayville  
to hear from sev-  
Queen and Cameron  
Mr. Nicholson, 10  
articles, at 822  
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are requested to turn  
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tel League will hold  
25 in the Cameron  
Queen and Cameron  
for the coming season,  
going to play ball in  
they have two repre-  
tary on time. Mr. T.  
known Queen senior  
as president for the



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Grays, blue-grays, browns, tans, plain and fancy blues are all correct and fashionable this Spring. All first-class tailors are showing them, but to ensure perfect fit, correct style and expert tailoring at a reasonable price insist on 20th Century Brand.

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**Horses In Training**  
Beginning to Step  
At Woodbine Track

Things are beginning to stir at the Woodbine, and already a considerable colony of horsemen are camped at the track. All the stables are, of course, in backward shape.

The province-bred of Robert Davies, in charge of Ed. Gleason, sent his entire lot of colts yesterday morning. Gleason bred the plater Gold Bud five-eighths at a two-minute clip. The rest bred a quarter in 20 seconds, viz. Tyrant, Mentor, Lizzie, Holby, John Bowman, all three-year-olds; also Queen Sain and Frolic. Gleason has his horses in fine shape. F. Maher's Peter Dooley went a quarter in 22, and Jim O. a quarter in 23, with Dalton McCarthy in the saddle.

The Woodstock horses are quartered at the west end of the track. Detective, the winner of the Hamilton Derby of 1926, the son of Madjar, has wintered extra well, and Trainer Smith has great hopes of getting the big fellow to the races in fine shape. He also has the good mare Golden

Wedding, Allen, Cast Steel, Tophet and Helen Winter in training. They all look good.

Wes. Sherrard has the Gorman horse this year, and they are well supported in the King's Plate. The best is Mary Bud, Sate, Calumny. Mr. Gorman was a victor at the track yesterday, and was pleased to be able to say that his horse had improved wonderfully since they arrived from Ottawa two weeks ago. Tom Seyer is also in the Gorman stable. Wes. Sherrard also trains Outcast, another plater, which he has already sent a mile in 2:05.

The veteran Mike Gorman has been sick for some time, but is able to get around a little again.

Trainer Barry Littlefield and Jockey Phil Musgrave were also victors at the track yesterday. Little field will send the Seagram horses to the track the first of next week. They are all in good shape and have wintered well.

Ambrose Woods' plater, Jane Shore, one of the favorites this year, stepped in a hole yesterday and wrenched her leg. She will be out of training for a few days.

**St. Paul's Stag Euohra.**  
St. Paul's C.L. and A.A. are holding a stag euohra on April 29 for the benefit of their ball team. The tickets are 25c and can be purchased from any of the club members.

**Oshawa Loses**  
Claim Case to  
Glen Williams

The judicial committee of the C.L.A. met last night at the Iroquois Hotel to deal with several claims put in by teams in the organization.

Glen Williams' claim for expenses against the Oshawa club was allowed and the latter club was suspended until such a time as they come over with the amount.

Preston has a claim against Galt and Matland's claim that St. Catharines owes them some money. These two cases were laid over until the next meeting of the committee, which will be held next Monday or Tuesday.

**Old Country Cricket Club.**  
The Old Country Cricket Club have still the following dates vacant: May 11 and July 1, away; Aug. 5, Sept. 2, 7, 14 and 21 at home. Address: Wm. MacBean, 151 Close avenue, Parkdale, secretary.

**FAVORITES HAVE BAD DAY AT JAMESTOWN TRACK**

Queen Bee is the Only First Choice to Win—R. Davies Scratches Stalmora.

JAMESTOWN, April 22.—With the closing of Charleston track a lot of better horses have reached here. It is more than probable that there will be seven races a day until the end of the meet. Queen Bee, Reed's Bannockburn filly, was the only prime favorite to win out, but all the events proved interesting. Robert Davies of Toronto scratched his Stalmora in the second, and the other two favorites, for that race, Slim Princess and Irene Gummell, were also withdrawn.

**FIRST RACE**—Four furlongs, two-year-olds, purse: 1. Capt. Elliott, 109 (Schuttlinger), 5 to 2, 4 to 5 and out. 2. Mary Scribe, 109 (Burwell), 5 to 1, 5 to 2 and 5 to 5. 3. Fred Levy, 112 (Jensen), 7 to 1, 2 to 1 and even.

**Time 1:14.4.** Rebound, Dorwood, Fountain Fay and Monitor also ran.

**SECOND RACE**—Seven furlongs, 3-year-olds and up, selling: 1. Remarkable, 105 (Bergan), 7 to 1, 2 to 1 and even. 2. Gilbert, 112 (Jensen), 3 to 1, 2 to 1 and even. 3. Rick Tack, 105 (Estep), 5 to 5, 3 to 3 and out.

**Time 1:17.4.** Capt. English, Belt, Winning Sails and Day Bell also ran.

**THIRD RACE**—Seven furlongs, three-year-olds and up, selling: 1. Queen Bee, 104 (Ambrose), 4 to 5, out. 2. Gardner, 112 (Hanover), 4 to 1, 2 to 1 and 1 to 2. 3. Little Ernie, 103 (Lounsbury), 3 to 1, 4 to 5 and out.

**Time 1:41.3.** Kittery and Plotism also ran.

**FOURTH RACE**—Six furlongs, selling: 1. Lady Irma, 106 (Martin), 3 to 1, 1 to 1 and out. 2. Sand Hill, 103 (McCabe), 1 to 2, out. 3. Handrunning, 109 (Estep), 5 to 1, 3 to 5 and out.

**Time 1:17.2.** Howlet also ran.

**FIFTH RACE**—Six furlongs, selling: 1. Joe Galtens, 111 (Martin), 3 to 1, 4 to 5 and 2 to 5. 2. Arant, 98 (Ambrose), 4 to 1, 5 to 1 and 7 to 10. 3. Mason, 101 (Schuttlinger), 4 to 1, 3 to 5 and 7 to 10.

**Time 1:17.4.** Mollie Kearney, Malatine, Sheriff Greengrass also ran.

**SIXTH RACE**—Six furlongs, selling: 1. Rossaux, 114 (McCabe), 2 to 1, 4 to 5 and out. 2. Camel, 110 (Skirvin), 12 to 1, 4 to 1 and 8 to 5. 3. Seneca II, 108 (Hanover), 4 to 1, 2 to 1 and 4 to 5.

**Time 1:16.5.** Mad Racer, Onager, Fanchoche, Love, Watcher and Casque also ran.

**SEVENTH RACE**—Selling, one mile and seventy yards: 1. Tom Melton, 98 (Martin), 4 to 1, 5 to 5 and 2 to 5. 2. Babler, 101 (Ambrose), 7 to 2, 6 to 5 and 2 to 5. 3. Duke of Bridgewater, 101 (Dunn), 12 to 1, 4 to 1 and 2 to 1.

**Time 1:30.** My Gal, Belle Mawr and Astor also ran.

**The World's Selections**  
JAMESTOWN.  
**FIRST RACE**—Boss Pink Lady, Ponkassett.  
**SECOND RACE**—Aggression, Racewell, Male Fletcher.  
**THIRD RACE**—Fred Mulholland, Aspic, Montague.  
**FOURTH RACE**—Magazine, Bob R. Hoffman.  
**FIFTH RACE**—Ethel Le Brune, Aviator, Tonlat.  
**SIXTH RACE**—Rye Straw, Fatherola, Naps Nick.  
**SEVENTH RACE**—Troy Weight, El Oro, Norbitt.

**Meet of the Hounds.**  
The hounds will meet at Upper Canada College at 2:30 o'clock Saturday, April 27.

**FREE BASEBALL TICKETS**

**SMOKE "BOAKE" CIGARS**  
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We have secured Reserved Seats for the Opening Game, May 1st, and give one FREE for each 100 Boake Bands sent to

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Other good values in side saddles, \$33.00, \$26.00, \$10.50. Men's All Hogskin Saddles, fitted complete, \$15.50, \$16.50, \$19.25, \$24.00.

**WEYMOUTH BRIDLES**, with two reins and bits, \$9.50, \$6.50, \$4.75.

**PELHAM BRIDLES**, two reins and bits, \$5.00, \$4.25, \$3.00.

**SNAFFLE** Single Rein and Bit Bridles, \$3.25, \$2.50, \$1.80.

**MARTINGALES**, Flat, 75c and 90c. Round, \$1.00 each.

—Saddlery Section—Basement.

**THE T. EATON CO. LIMITED**

**To-day's Entries**

At Jamestown, JAMESTOWN, April 22.—Entries for tomorrow's races are as follows:

**FIRST RACE**—Two-year-olds, 4 1/2 furlongs: 1. Roseburg IV, 109 (Buzoste), 10 to 1, 5 to 1 and 2 to 1. 2. Malamaia, 102 (Bos), 10 to 1, 5 to 1 and 2 to 1. 3. Pink Lady, 111 (Supersition), 10 to 1, 5 to 1 and 2 to 1.

**SECOND RACE**—One mile and six furlongs, maiden jumpers, four-year-olds and up: 1. Uncle Oliver, 102 (Aggression), 10 to 1, 5 to 1 and 2 to 1. 2. Day Bell, 119 (Male Fletcher), 10 to 1, 5 to 1 and 2 to 1. 3. Sam Weller, 122 (Sam Weller), 10 to 1, 5 to 1 and 2 to 1.

**THIRD RACE**—One mile, three-year-olds and up, selling: 1. Montague, 112 (Harvey F.), 10 to 1, 5 to 1 and 2 to 1. 2. Mulholland, 108 (Colcondas), 10 to 1, 5 to 1 and 2 to 1. 3. Roseburg II, 104 (Catsuke), 10 to 1, 5 to 1 and 2 to 1. 4. New Star, 100 (Agiler), 10 to 1, 5 to 1 and 2 to 1.

**FOURTH RACE**—One mile, three-year-olds and up, selling: 1. F. Mulholland, 108 (Hoffman), 10 to 1, 5 to 1 and 2 to 1. 2. Beaucoup, 111 (Bob R.), 10 to 1, 5 to 1 and 2 to 1. 3. Beaucoup, 111 (Bob R.), 10 to 1, 5 to 1 and 2 to 1.

**FIFTH RACE**—Six furlongs, three-year-olds and up, selling: 1. Chilton Trance, 99 (Aviator), 10 to 1, 5 to 1 and 2 to 1. 2. Rubie Grand, 102 (B. Stray), 10 to 1, 5 to 1 and 2 to 1. 3. Dr. Barkley, 115 (Congo), 10 to 1, 5 to 1 and 2 to 1. 4. France, 108 (Tonlat), 10 to 1, 5 to 1 and 2 to 1. 5. Royal Onyx, 108 (Ridgeand), 10 to 1, 5 to 1 and 2 to 1. 6. Ethel Le Brune, 108 (Black River), 10 to 1, 5 to 1 and 2 to 1.

**SIXTH RACE**—Selling, 5/8 furlongs, three-year-olds and up, selling: 1. Belle Clem, 100 (Amvri), 10 to 1, 5 to 1 and 2 to 1. 2. Bonnie Bee, 91 (Summer Night), 10 to 1, 5 to 1 and 2 to 1. 3. Sprit, 101 (Alfred the Great), 10 to 1, 5 to 1 and 2 to 1. 4. Thrifty, 106 (B. Stray), 10 to 1, 5 to 1 and 2 to 1. 5. Kerran, 105 (Lewis), 10 to 1, 5 to 1 and 2 to 1. 6. Fatherola, 105 (Naps Nick), 10 to 1, 5 to 1 and 2 to 1.

**SEVENTH RACE**—One mile and seventy yards, three-year-olds and up, selling: 1. Norbitt, 108 (Little Ernie), 10 to 1, 5 to 1 and 2 to 1. 2. El Oro, 101 (Belle Mawr), 10 to 1, 5 to 1 and 2 to 1. 3. Troy Weight, 101 (V. Powers), 10 to 1, 5 to 1 and 2 to 1. 4. Bract Fast, 116 (Mad River), 10 to 1, 5 to 1 and 2 to 1.

Weather cloudy; track fast.

**SAMUEL MAY & CO**  
MANUFACTURERS OF  
BILLIARD & POOL  
TABLES, ALSO  
REGULATION  
BOWLING ALLEYS  
102 & 104  
ADGIADE ST. W.  
TORONTO  
ESTABLISHED 30 YEARS

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This ball is the best on the market, because it never slips, never loses its shape, always rolls true, hooks and curves easily, does not become greasy, is absolutely guaranteed, is cheaper than any other reputable patent ball and complies with the rules and regulations of the A. B. C.

All first-class alleys are putting these balls on. Try one on the alley where you roll and you will never roll any other ball.

248  
TORONTO WAITERS BANQUET

**HOFBRAU**  
LIQUID EXTRACT OF MALT.  
The most invigorating preparation of its kind ever introduced to help and sustain the invalid or the athlete.  
W. H. LEE, Chemist, Toronto, Canadian Agent.

MANUFACTURED BY 248  
The Reinhardt Salvador Brewery, Limited, Toronto.

while driving the country purchasing them.

The following are some of the buyers who were present: W. Taylor, Niagara Falls, purchased a full cartons for shipment west. W. Patriarche, Burlington; E. Cope, Hamilton; C. McKinnon, Fort Arthur; T. McQuade, Oshawa; P. J. Coffin, Whitby; J. Todd, O'Sullivan's Corners; W. A. Shook, Clarkson; E. Greag, Weston; C. Line, Sherwood; W. H. Youngblood, St. Catharines; J. Conlin, Ontario; H. Anderson, Muskoka; A. R. Speers, J. J. Welsh, the Union Dairy Co., T. McCannan, W. Harris & Co., the City Dairy Co. (Ltd.), J. W. Goddard, H. Berghel, J. Manas, Herb Smith, J. W. Johnson, Mulland & Co., Nelson Ice Cream Co., Firstbrook Box Co., M. Crofton, Standard Chemical Co., Jas. Sercombe, A. Gordon, B. Fox & Son, H. Scott, T. Balmford, Ed. McCaul, H. Atterton, T. A. Crow, T. O'Rourke, H. Struthers, A. Townsend, F. English, J. Brennan.

Royal Canadian Yacht Club.  
The annual meeting of the Royal Canadian Yacht Club will be held at the Kings Edward Hotel next Saturday night. The

**DR. SOPER DR. WHITE**

**SPECIALISTS**

In the following Diseases of Men:  
Piles, Gonorrhoea, Syphilis, Eczema, Scabies, Rheumatism, Asthma, Hayfever, Loss of Vitality, Catarrh, Stricture, Kidney Diseases, Diabetes, Emotions, Kidney Affections, and Blood, Nerve and Bladder Diseases, Old Age, and all other ailments.

Free Book on Diseases and Question Cards. The Medicines furnished in tablet form. Hours—10 a.m. to 1 p.m. and 2 to 5 p.m. Sundays—10 a.m. to 1 p.m. Consultation free.

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Private Diseases and Weaknesses quickly and permanently cured. Call or write. Medicine mailed in plain package. DR. F. WENSON, 171 St. East, Toronto.

**RICORD'S SPECIFIC**

The only Remedy which permanently cures Gonorrhoea, Gleet, Stricture, etc. No matter how long standing. Two bottles cure the worst case. My signature on every bottle. Other genuine. Those who have tried other remedies without success will not be disappointed in this. At per bottle. Sole agent, HOPKINS' DRUG STORE, 121 DUNDAS ST. COR. TERAULT'S, 1st FLOOR.

**MEN'S DISEASES**

Incurable Diseases, Nervous Debility, Blood Disease affecting Throat, Mouth and Skin, Unnatural Discharges, Loss of Vitality, Kidney and Bladder Affections, and all diseases of the Nerve and Genito-Urinary Organs, a specialty. It makes no difference who has failed to cure you. Call or write. Consultation Free. Medicine sent to any address.

Hours—9 to 12, 1 to 6, 7 to 9.


**DR. J. REEVE**  
18 Carlton Street, Toronto.  
Phone North 612.

nominations closed on Saturday, with the office filled by acclamation.

Following is the corrected list of nominations, as handed out yesterday:  
Commander, Aetolus Jarvis; vice-commander, Wm. C. Brent; rear-commander, Sidney Small; hon. treasurer, Louis S. McMurray.

Committee—D. G. Brannan, H. A. Moore, Dr. A. A. Macdonald, A. W. S. Robert, C. G. Marlett, S. B. Brush, F. M. Gray, John M. Lyle, R. H. Eason, A. H. Smith, E. G. Stanton, M. A. Kennedy, C. A. B. Brown.

**Aw, Cheer Up! The Yanks May Simply Be Having a Slump -- By "Bud" Fisher**



**BASEBALL SCORECARD**

WASH	2	0	3	1	2	0	0	2	0	10
YANKS	0	0	2	0	1	0	0	0	0	3

**JEFF, I WANT YOU TO DO ME A FAVOR. I WANT YOU TO GO MIX IN THAT CROWD AT THE SCORE BOARD AND YELL THREE SIMPLE WORDS FOR ME. YELL 'EM LOUD.**

**WHAT IS THEM WORDS?**

**EVEN MONEY THE YANKS WIN A GAME THIS SEASON**

**LOST AGAIN!**

**GEE, IVE GOT AN IDEA?**

**5 STRAIGHT LOST**

**HURRAH FOR WOLVERTON**

**WASH!**













YORK COUNTY

YORK TOWNSHIP RUSH BRIDGES PLANS

Nearly 900 Acres Gets Sanction of Township Council—Real Estate Men Invade Chamber.

YORK TOWNSHIP COUNCIL CHAMBER, April 22.—(Special.)—Monday was a field day in the council chamber, the historic precincts being invaded by an array of real estate men all anxious to get their plans for subdivisions before the new city and Suburban Land Act comes into force.

REVEE VAYTON PRESIDES, and all the members of council were present. No particular attention was given to the suggested changes outlined by the Guild of Civic Art for a Greater Toronto to ask for council delay pending the validation of the city and suburban plans or some action might have resulted. The properties affected were nearly all in the west.

HOWEVER, in all between 800 and 900 acres were dealt with and approved by the special meeting called to consider them among the largest parcels being those of the British and Colonial Land and Security, of which Sir H. G. V. is the proprietor, containing all 800 acres, running from St. Clair avenue, and the York and Vaughan roads to the southern boundary, and a large tract on the east side of Eglinton avenue on the north. The plans have been prepared by an English landscape firm and are said to be in line with the city scheme, especially with relation to the private and broken sections.

ANOTHER big block which came up for examination was the William A. Watson farm at Fairbank, containing 400 acres, and bounded by Dufferin street, the Belt Line Railway, and Fairbank street. Fairbank Hotel and pastures are on the corner of the farm, and it is being placed on the market at once.

THE HOLLAND and Whalen farms on Yonge street, between York Mills and the former containing 60 acres and the latter 20, were submitted for approval and, although certain modifications such as the running thru additional streets in the northern division being insisted upon and conceded. About 80 acres of this property will be placed on the market and the rear portion thru which runs the western branch of the Don River will be reserved to be laid out in accordance with some such plan as that outlined by the city.

THE HEYDEN farm, lots 11 and 12, in the second concession, West York, 200 acres situated on Fairbank street, was also dealt with and passed. It will be cut up into half acre lots and placed on the market at once.

ANOTHER block containing 2 1/2 acres, just north of Ward 7, and running out to the Weston road, was put thru, as was the larger property on Fairbank street, the approval of plans submitted by the latter gentleman for opening up of "Grandview Heights" at Loring on Yonge street. Mr. Purby's plans were regarded as eminently satisfactory and passed thru.

THE Lambert property in the Todmorden district, about 4 acres, went thru, as did the Lea farm running westerly from Fairbank street, and several smaller blocks, the whole totaling, as stated, about 900 acres in all.

A marvelous feature of the whole occurrence and one which caused a great deal of comment to those who were on the scene and celebrity which the council could not pass up, was the fact that the property was in the hands of a general public. In view of the deep thought and long discussions engendered in this legislature over this same phase of municipal life, it looks as if the haste was manifested at Monday's session of the council. That everything should be brought thru at yesterday's meeting, was significant.

WEST TORONTO, April 22.—(Special.)—The monthly meeting of the West Toronto Ratepayers' Association was held to-night in the auditorium of the public library, Dundas-st., the president, Peter Laughton, in the chair. The principal business discussed was the question of clauses in the act of the Hydro-Electric Commission which is perfectly willing to install the electric lights on this street provided they are properly installed for, in which case they would come under the

West Toronto North Toronto East Toronto

CATTLE HIGHER IN MONTREAL MARKET

Another Big Advance in Prices Due to Scarcity of Choice Stocks—Hogs Unchanged.

MONTREAL, April 22.—At the Montreal Cattle Market the week ending April 20 was the best since the week ending April 19, 1913. The market was very active and prices advanced. The advance was due to the scarcity of choice stocks. Hogs were unchanged.

WEST TORONTO, April 22.—(Special.)—The sacred concert to be given in Immanuel Presbyterian Church to-morrow night (Tuesday), April 23, under the auspices of Mrs. Britton's Bible class, promises to be a great success.

EAST TORONTO, April 22.—(Special.)—The sacred concert to be given in Immanuel Presbyterian Church to-morrow night (Tuesday), April 23, under the auspices of Mrs. Britton's Bible class, promises to be a great success.

HUMBER BAY, April 22.—(Special.)—Although it is rather early in the season to enjoy a boating party, a number of sailboats, canoes, etc., have been observed from the shore-roads. Quite a few canoes have already made trips to the Hamlets, but evidently do not get very far before the occupants turn back and make for the boat-house.

MIMICO, April 22.—(Special.)—The new hydro-power recently installed by the village is giving the best of satisfaction. During the last month or so it has been given a thorough trial, and the results have been very satisfactory.

Drainage Canal Would Lower Level 10 Inches. Further Consideration Shows Effect on St. Lawrence Would Be Worse Than Originally Thought.

OTTAWA, April 22.—It is proposed to send out parties next summer to make a thorough investigation as to the effect which the Chicago drainage canal scheme will have upon the St. Lawrence River.

BROWN WINS SUIT. Toronto Real Estate Agent Gets Judgment in Action.

Pruning the Appendix. What thousands of people are required to the hospital these days with the idea that pruning the appendix will rid them of the cause and effect of strong habits of eating and living.

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Portland, Me. LAURENTIC \* CANADA. Liverpool. APRIL 27. MAY 4. SUMMER SAILINGS: Montreal and Quebec to Liverpool.

The Largest Steamer in the World 45,000 TONS OLYMPIC FROM NEW YORK May 25, June 18, July 6, July 27.

AMERICAN LINE, WHITE STAR LINE, ATLANTIC TRANSPORT, RED STAR LINE.

CANADIAN PACIFIC HOMESEEKERS' EXCURSIONS. APRIL 20, MAY 14 and 28.

WINNIPEG & RETURN, \$34.00. EDMONTON & RETURN, \$42.00.

For Montreal and Ottawa. Try the 1000 ton, 14000 horse power, through Electric Lighted Sleepers and Compartment Cabs.

ALLAN LINE ROYAL MAIL STEAMERS. LIVERPOOL SERVICE. T.S.S. "Corcoran" 11,000 tons.

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