

1907
ON COMPANY LIMITED
TUESDAY, APRIL 16

WAREHOUSE SITE
Central, 301 feet deep, two frontages,
price right.
H. H. WILLIAMS & CO.,
50 Victoria Street.
27TH YEAR

at the
the present time
cor shoes have
the standard price,
while leather has
in cost through-
ica. All the
best good shoes
cost. Wages has
Victor shoes cost
a pair to produce,
retaining, delivering,
we stand.
tirely new set of
can lasts are re-
te this announce-
hereafter specified,
pair.
we will continue
tended change is

Bank of Canada
A. ALLAN, Vice-President.
\$5,000,000
\$25,000,000
Interest paid 4 times a year.
Street West.
King Street East.

S and TRUMPETS
line to elapse from
\$2.00 to \$10.00.
refracting Optician
Marriage Licenses
at West - Toronto

SHIP OF YORK, CO. YORK
Tenders to be received by
Wed. up to 7 o'clock p.m. on Wed.
3rd May next, for building
cutters, each 30 feet in length
foot span, and cutting large
street extension from
Mermaid will meet contractors on
York from 8 to 5 p.m. on Wed.
May next, to receive tenders and
to them.
Order necessarily accepted.
ETHEL S. GIBSON & SONS,
Engineers, Townshill York,
date, County York, on Yonge-street
popolitan Railway, April 16/07

BLE CUTLERY
THE BEST ENGLISH MAKE
In Cases, Dessert Sets,
Fish Slicers,
Spoons and Forks
LEWIS & SON,
LIMITED,
no and Victoria Sts., Toronto

Stage Held up
T FALLS, MONT., April 15—
a running between Maltby and
was held up last night, by
and \$25,000 is said to have been
robber has five or six hours
the pursuers, mounted on
horses to be had.

The Toronto World

12 PAGES—WEDNESDAY MORNING APRIL 17 1907—12 PAGES
Senate Reading Room, 31mch01-2192
partly fair: a

TO MORE GRANTS TO THE RAILWAYS WHETHER CLAIM IS GOOD OR BAD

Premier Whitney Reiterates the Policy Upon Which the Public Gave Him Support—Time Has Come to Stop the Granting of Public Lands For Any Purpose, He Says.

EXTENSION OF TIME GIVEN FOR G.N.R. TO EARN BONUS

Premier Whitney reaffirmed before the legislature yesterday afternoon the policy of the government in respect to grants to railroads, declining to make additional grants.

"The policy of the government with regard to railway assistance," he said, "is the same with which we went before the people before the general election. Whether it is a good one or a bad one, whether it has merits or not, makes no difference.

"The policy was that grants should stop. It was one of the factors that induced the people of Ontario to give this government their confidence. What would they think of us if we turned our backs on our professed policy?"

The government intended to keep itself in a position, he proceeded, where it could not be attacked for being inconsistent.

"The deviations from the policy laid down, which the prime minister indicated, were in the direction of extensions of time for the earnings of grants made by the previous administration. The course to be pursued by the government was only to the country at large.

The Canadian Northern Railway were at present making fast time in the extension of their road across the continent to Winnipeg. The late government granted a guarantee of bonds to the line from Toronto to Sudbury. It was intended to construct a line round Lake Superior, and for 300 or 400 miles three days from Northern Ontario. Representations had been made to the government, but no formal application for aid. Next session Premier Whitney expected there would be an application for the guarantee of bonds for other aid. If any railway scheme deserved aid, he thought it was that of the C. N. R., since it was the only one that earned wheat lands. If the government were not justified in assisting them, then they were not justified in assisting any other.

No More Land Grants.
The company had asked this session for an extension of time for the construction of 17 1/2 miles of road running north from Sudbury to Lake Abitibi. The grant of \$2000 a mile in cash and 5000 acres of land had lapsed two years ago. Last year, owing to possible competition with the T. and N. O. R., the government had declined to renew the grant. They also asked for a guarantee of bonds for two smaller roads and for an extension of time on the Neponset line. The government decided, in the case of the latter, that they could not guarantee bonds to any short stretch of road. In view of the offer to swing the main line westward, that was no longer a menace to the government road, they had decided to extend the time for earning the grant of \$2000 a mile, but not for the grant of land.

"The time has come to stop the granting of public lands for any purpose whatever," declared the prime minister. "It is equitable treatment to give certain people who had received rights in the past to earn them. The part of the main line to be honours would be under the supervision of the lieutenant-governor in council.

RELATIVES HURRY TO CHAMBERLAIN'S BEDSIDE

BOSTON, April 16.—Having received word that the illness of her son-in-law, Hon. Joseph Chamberlain, the distinguished English statesman, continues serious, Mrs. W. C. Endicott, widow of the former U. S. Secretary of War, accompanied by her son, William C. Endicott, and his wife, sailed for Liverpool to-day on the Steamer Saxonia.

The party is hurrying to Mr. Chamberlain's bedside.

GRAND JURY CONSIDERS CASE OF MATTIE PERKINS

Will Render Decision To-day—60 Witnesses Have Been Summoned by the Crown.

CAYUGA, April 16.—(Special.)—Gentlemen, you will bear in mind you do not try the guilt or innocence of this woman. Your duties end when you come to an agreement as to whether or not you have heard satisfactory evidence from the crown to warrant you in bringing in either a true bill or no bill to have Mattie Perkins charged before a petty jury in the charge of poisoning Henry Perkins.

"I have these men before me sitting at the opening of the spring, size court of the County of Kaidmand, were admonished by Justice Mabee to consider the bill of indictment charging Mattie Perkins of Canfield with poisoning her husband, who died last Christmas Day by administering strychnine.

With no report from the grand jury at 5 o'clock Justice Mabee adjourned the court until to-morrow morning. The names of 60 witnesses are endorsed on the bill of indictment. If a true bill is found it is unlikely that the trial will close before Saturday evening. There appears to be a strong feeling in favor of the prisoner.

It had been decided by the crown attorneys at a conference this morning to apply for an adjournment owing to the non-appearance of a material witness, when to their relief the missing witness arrived.

She is Mrs. Carter of Walkerville. She left the train at Caledonia and drove 12 miles over heavy country, and thus arrived before the train passengers. She visited the Perkins household for a holiday visit last year at the residence of Mrs. Perkins, and her husband discussed purchasing that property.

W. H. Shaw of Toronto is to be the trial by a handwriting expert for the defence in regard to certain letters found in the trunk.

The names of 60 witnesses have been subpoenaed by the crown.

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CHAMBERLAIN

ATTEMPT MADE GREAT DAMAGE TO WRECK ON I.G.R.

Iron Fastened to Rail Almost Ditches Westbound Express Near St. John, N. B., Almost Successful.

ST. JOHN, N.B., April 16.—(Special.)—Through the reluctance of Intercolonial Railway officials it was not known till to-day that a deliberate attempt was made to wreck the westbound express from Halifax at Plumbe Sweep, forty-seven miles east of St. John, on Monday afternoon.

The train was traveling at top speed, four miles east of Sussex, when it suddenly lurched. Engineer James Cook immediately applied the brakes, all train hands expecting the train to jump the rails on account of the shock. All the coaches, save the Pullman, passed over the obstacle, as the coaches in front had broken an iron from its fastenings, cutting the rails in several places, some an inch deep. All the passengers were shaken up.

Walking back it was found that a piece of iron in the shape of a broken circle about one inch thick and three in circumference had the front end securely fastened to the head of a bolt inside the east rail, the other end of the iron being on the other end of the bolt, where the two rails coupled.

Fortunately the obstruction was placed in a section of straight track. Had it been on a curve the entire train would have left the track. Even as it was escape was miraculous.

The theory that boys may have done it is hardly possible.

The affair occurred a short distance from the spot, where a short time ago a freight was derailed by a sleeper placed across the track. In that case the criminal was caught, but being weak-minded received only a short sentence.

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SENATE DEMAND STATUTE REVISED "ADVANTAGE" PROVED A BELIEF TO OFFICIALS

Upper House Will Refuse to Allow Corporations to Bunco Provinces by Means of Federal Charter.

OTTAWA, April 16.—(Special.)—After listening to an eloquent speech by Hon. George W. Ross, the senate to-day, by a vote of 48 to 1, passed a series of resolutions, declaring that:

"The senate will insist upon the application of section 92 of the British North America Act of 1867, in accordance with the spirit and true intent of that section, to the end that the exclusive powers of the legislature of the province of Canada may be protected and preserved.

The senate will not consider the mere insertion in a bill of a declaration that a work is for the general advantage of Canada or to be in itself sufficient foundation for the exercise of the legislative authority of the parliament of Canada.

The senate will not pass any bill containing a declaration that a local work or undertaking is for the general advantage of Canada or for the advantage of two or more of the provinces, unless the truth of that declaration has been proved.

OTTAWA, April 16.—(Special.)—W. P. Maclean (South York) read to the house to-day a statement that he had reduced to writing and had submitted to eminent counsel.

It was so startling and of such great importance that he forbore to press the minister of justice for an immediate answer, although he demanded an immediate investigation.

It appears that the commissioners in revising the statutes have exceeded their powers and have undertaken to change the law. He cited the liberties that had been taken with the law respecting the sale of railway passenger tickets.

These changes repeal the statute in so far as it relates to the railway companies, but fines and imprisonment are still meted out to the unfortunate traveler.

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CORRUPTION IN POLITICS FIELDING'S OLD DEFENCE

Answers Criticism by Repetition of Claim That Two Wrongs Should Make a Right.

OTTAWA, April 16.—(Special.)—Upon motion to go into supply to-day R. L. Borden called attention to the Hyman case. This brought Mr. Fielding's belated announcement that Mr. Hyman's third resignation was on the way.

Mr. Borden touched upon Mr. Hyman's resignation as minister of public works. Mr. Emmerson's resignation had been curtly refused by Mr. Hyman. Yet Mr. Hyman had made a mere denial, while Mr. Emmerson not only filed an emphatic denial, but brought libel suits to vindicate his character.

The Liberal record of electoral corruption, Mr. Borden recalled the exposures respecting elections in West Huron, Brockville, Queen's and Shelburne, St. Anne's, St. Antoine and St. Mary's, Montreal and Halifax. He believed that all the frauds were closely connected and were the fruits of a systematic organization, controlled by men still undisclosed, of great ability, and supplied with unlimited money.

Those organizations had the tacit if not the open support of the Laurier government. They were not punished, many of them were helped to the United States and were there maintained by the funds of the organization. He closed with an amendment denouncing electoral corruption and urging necessary legislation.

Mr. Fielding said that the Conservative record was far worse than theirs.

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ST. JOHN LIBS. SPLIT IN RUN FOR NOMINATION

Premier Pugsley, Who Wants to Be Railway Minister, is Opposed by Hon. H. A. MacKeown.

ST. JOHN, N. B., April 16.—(Special.)—Considerable interest is being taken in the approaching election to the federal house to fill the vacancy caused by the death of Dr. Stockton. At April 27, lively proceedings are expected. A requisition has been circulated to induce Premier Pugsley to accept the nomination, and that gentleman has signified his willingness. It is believed, however, that he will consent to resign the premiership and run for this constituency, which is more or less uncertain, only on condition that he will succeed Hon. Mr. Emmerson as minister of railways.

But Hon. H. A. MacKeown, who was induced by Emmerson to resign as solicitor-general of the province and contest St. John City and county against Dr. Stockton in the last election, and who suffered defeat, is determined to have the nomination, and his faction in the convention will be by no means weak.

It is believed, however, that if MacKeown's desires are satisfied in some other way, Pugsley will be unopposed.

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ROADBED IN GOOD SHAPE RAIL HAD NO DEFECTS

Report of Railway Commission's Chief Engineer on Chapleau Disaster.

OTTAWA, April 16.—T. L. Simmons, assistant chief engineer of the railway commission, has made a partial report to Chief Engineer Mountain on the Chapleau accident on the C.P.R. It was found that the roadbed at that point was in good condition, it having been standardized last year, and the ballasting was in good shape. The rail was a Lorraine that had been in use for nine years and was apparently without defects.

Whether there was a defect in the rail is hard to tell in many cases, as the least shock to a rail, coming, perhaps, from a broken wheel, will make the rail dangerous.

Mr. Ogilvie, inspector of equipment, reports that the Sand Point wreck may have been of the same nature, and a broken wheel is supposed to have caused the pitch-off.

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WILL GIVE DETAILS. Mr. Fielding Answers Interrogation re Petawawa Camp.

OTTAWA, April 16.—(Special.)—Col. Sam Hughes drew the attention of the house in the house this morning to a report from Toronto in regard to the expropriation of the Petawawa camp site by the government.

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HELO GIRLS MEET.

A meeting of telephone operators will be held this week, to discuss the opening of the enquiry as to the present duties imposed upon them.

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