

\$29

beginning of expect to you are boat in Jan- tion. And season is advance with \$11

lined Coats, col- and linings are of both shells. Regu- \$29.00

ceable linings and 85c

uctions

s, 3 pairs \$1

all-wool Worsted heel and toe, soft Thursday, January \$1.00

SUPER WHITE



SPECIALISTS

kin, Blood and Nerve, and of men only. One visit, but if impossible, send stamp for free reply. and 2 to 4: Sunday, 1 to 1:30 P.M.

PER AND WHITE

ND CALK HORSESHOE ANY LITERED.

3

VANTAGES of the Dis- it saves money, it is being adjustable, the shoe can be removed to be re-

rest, PETERBORO, ONT.

CIGARETS, DIES.

Resolution Proves Fatal

Ind. Jan. 12.—Edward

years old, died here as

keeping a New Year's

which he gave up the

He was addicted to

oking and was urged to

had the young man

use, the denial of them

serious system seriously

ned to do without smok-

the keen desire for them

way.

using 73 Feet 1 human C.

Jan. 12.—A village, who

near this village, saying that

his horse, six, nine inches

in a single, nine inches

taken from a hog that

feet from

hundred of them.

with in Whitney yester-

premises, in one morning

the system for the

drawings artists.

holders not a word of

his not responsible in

\$4500

Detached residence, near Dupont and

Avon Road. Four rooms on ground

floor, excellent location, doctor or

dentist, must be sold at once.

H. H. WILLIAMS & CO.,

Realty Brokers, 26 Victoria St.

PROBS.—Strong southerly winds; a little

hail with snow.

INDIAN CHIEFS

WANT TO GO BACK

Six Nation Delegates Off to Ot-

tawa to Demand Satisfaction

for Bad Invest-

ment by Govt. in

1834.

Three Indian chiefs, with blood in

their eyes, passed thru Toronto last

night bound for Ottawa.

Chiefs Dekanarrah (two ranks of

men), Shokasharavane (big raft), and

Sakokares (much bite)—modern

known as A. G. Smith, William Smith

and Josiah Hill.

They are after a refund from the Do-

minion Government of \$123,025, a

compound interest from the year 1834

to the present time; the price and ac-

quired interest upon 1800 acres of val-

uable corn land which was flooded by

the construction operations of the

Grand River Navigation Company in

the early thirties; also the price and

interest of 200 acres of land sold to

interest from their people by the

Canadian government to be utilized

as tow-paths along the waterway

which was never developed.

They have been deputed by the coun-

cil of the Six Nation Indians of the

Brant Reserve, and armed with a vol-

untinous legal brief and a letter of as-

surance from Hon. Frank Oliver, sup-

erintendent of Indian affairs, that they

will be given a fair hearing, they are

in high hopes of securing a remittal in

full without going into the law courts.

Senator Belcourt and Solicitor A. G. C.

Chisholm of London have been their

legal advisers.

The trio left Brantford at 4.30 and

had supper with "Chief" Tom Flana-

gan at the Grand Central Hotel, leav-

ing for Ottawa via C.P.R. at 10 p.m.

Their case is this: They always had

the privilege of selling land in order to

secure money for improvement and liv-

ing purposes, and the imperial govern-

ment permitted them to deposit the

proceeds with the crown for safe keep-

ing with interest. In 1834, when a char-

tered company wanted to make the

Grand River navigable from Lake Erie

to Brantford, the government appropri-

ated their people's funds and invested

it against their wish in stock of the

Grand River Navigation Company.

Enough money was subscribed in this

way to absorb three-quarters of the

capital stock. The Buffalo and Lake

Huron Railway (now the Grand Trunk

Railway) was chartered to run the

scheme. In addition to surrendering some

three hundred acres of land for a tow-

path along the canal, the government

was flooded and rendered forever

useless. While the scheme was still in

embryo, the government of Upper Can-

ada, providing that the purchaser

would take over the defunct stock. The

government took the 40,000 acres, but

left them still laden with the stock. Sir

John Colborne, they say, was governor

at that time.

Ancient Documents.

Their brief includes excerpts from

government statistics and cor-

respondence between interested parties

and the government. Among the an-

cient correspondence on the subject is

a letter from the Rev. W. H. Landon,

dated June, 1844, which was forwarded

to Lord Stanley, then colonial secre-

tary, which states:

"Sir John Colborne during his ad-

ministration of the government, has

caused this money to be invested in the

stock of the Grand River Navigation

Co., where it has ever since remained

unproductive, nor is it ever likely to

pay anything like a fair equivalent."

"Last year many persons among

them perished for want of food," etc.

Their brief goes on to state:

"Apparently prior to July, 1852, the

Six Nations had petitioned the gov-

ernment (according to report of com-

mittee of council Lord Elgin), pray-

ing your excellency to recommend to

the legislature to pay back their money

upon the same terms as the stock-

holders were paid in the Welland Can-

al, but the petition was refused by

colonel, as the board of opinion that

the Indian lands have been much im-

proved in value by the works of the

Grand River Navigation Co.

"This was in face of the report of the

commissioners for Indian affairs, who

reported to parliament:

"The opening of this navigation

does not appear to have increased the

value of their remaining lands, while

it has flooded and rendered unfit for

use a large portion of the valuable flats

on both sides of the river, which the

Indians formerly cultivated and for

the loss of which they have received

no compensation.

"The Indians have ever since sought

compensation for their loss.

There are now in Canada about 4000

descendants of the Six Nation Indians,

and they expect that the government's

sense of justice will refund to them

\$200,000. They now have between \$20,

000 and \$800,000 invested with the

government, upon which they are drawing

interest.

Lounghton's Request.

As the matter was discussed last

year, Mr. Flanagan went with a

hitherto mysterious remark got off by

Mr. Lounghton on the way over to the

Olympic games last summer. The rum-

or was in a morose mood, and had

not spoken for several leagues, when

suddenly he exclaimed, "I am going to

the King and tell him that he owes

my people \$200,000.

Windsor's Building Record.

WINDSOR, Jan. 13.—(Special.)—In the

past year, Windsor established a new

record for building operations. The

aggregate was \$25,750, over double that

of the previous year.

The Toronto World

TWELVE PAGES—THURSDAY MORNING JANUARY 14 1909—TWELVE PAGES

Can Canada Build Georgian Bay Canal Under Terms of the New Treaty?

A good deal of local discontent is being expressed over the lack of definite information from Ottawa as to what the water power treaty really means and what are its actual terms.

If some of the rumors are true, the document is a scandalous exhibition of Canadian official ignorance.

Is the treaty terminable or is it binding for all time?

Can the United States draw water ad libitum from the great lakes, and confront Canada with a violated treaty if she follows suit?

Canada takes no water out of the lakes that would affect navigation by development at Niagara.

The United States is drawing water at the other end of the lake system thru the Chicago drainage canal at a rate which is already arousing protests from the lake mariners.

The Chicago canal taking 13,000 cubic feet per second is the means by which Uncle Sam intends and has begun to develop thousands and thousands of horse power all the way from Chicago down to the gulf. In any treaty made by Canada this development should be considered in estimating the United States contra account with Canada at Niagara.

The Niagara escarpment offers other opportunities for the development of power between Lake Erie and Lake Ontario, and it does not appear whether the new treaty interferes with such rights or not.

Another point has been raised which no one seems prepared to settle. If the terms of the treaty are correctly reported they give Uncle Sam a right to interfere with Canada on her own territory and actually to forbid the construction of the Georgian Bay Canal.

Sir Wilfrid had better rise and explain at once.

ROOSEVELT RIDES JOHN HOY KILLED NINETY MILES A DAY FALLS 50 FEET FROM ROOF

Wanted to Prove That Order Submitting Officers to Test Was Not Harsh—In Good Shape at End.

WASHINGTON, Jan. 13.—President Roosevelt rode ninety-eight miles on horseback to-day; and when he dismounted to-night at the White House door, more than seventeen hours after having departed therefrom, he did not show any marked signs of weariness.

The object of his long day ride in the saddle, he explained to a representative of The Associated Press after his return, was to "prove to the critics who have found fault with the recent order requiring all army and navy officers to take a physical test, that a president, who is not in training, can ride ninety miles in one day without being laid up in bed thereby. It should not be too much to ask the men who are supposed to be in the best of physical training all the time to ride ninety miles in three days."

Mounting his faithful rider and junior "Rowell" in front of the White House door at 3.30 o'clock this morning, he dismounted at the same place at 8.40 o'clock to-night. The journey was to Warrenton, Va., and back.

"And Virginia roads in the winter time," said the president, "are not usually in the best condition."

With the president were Dr. Roxey, surgeon general of the navy, Dr. Carroll Grayson, and Captain Archibald Butt, one of the president's aides.

On the return trip the last thirty miles of the journey was made in sleet and rain, while the last fifteen miles were in almost pitch darkness.

Arriving at the Aqueduct Bridge across the Potomac, the president rode to take the carriage which was waiting there for him. When he dismounted his coat and hat were frozen stiff with sleet and ice. There were four riders in the carriage.

As the four horseback riders, followed by two policemen on wheels and the empty carriage, drove into the mansion, the president in front, with his broad-brimmed slouch hat drawn down over his face, they presented a striking picture.

In less than an hour after returning to the White House the president had changed his ice-coated clothing for an evening dress and appeared in the dining room, ready for as hearty a meal as he has eaten for a long time.

State Prohibition Carries in Tennessee Governor Will Veto Measure, But House Will Pass It Over Executive Head.

NASHVILLE, Tenn., Jan. 13.—The bill to prohibit the sale of all intoxicating liquors in Tennessee passed the lower-house of the general assembly to-night by a vote of 62 to 34.

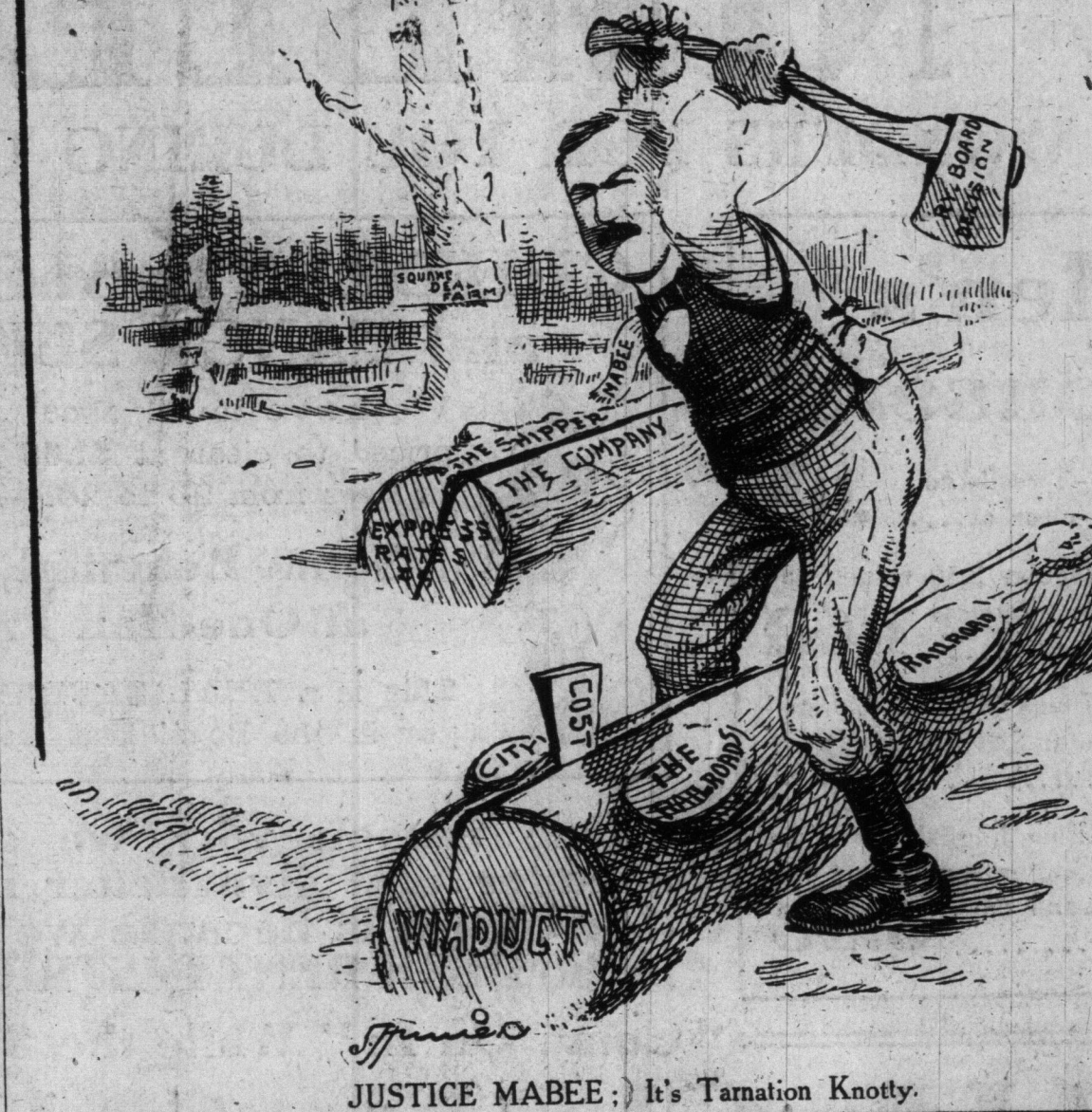
The bill, which goes to Governor Patterson, who, it is expected, will veto it. Under the constitution, his veto only acts as a stay, and a bare majority may pass a bill over the executive's unfavorable action.

The bill provides that prohibition become effective July 1, 1909.

C. P. After Wisconsin Central.

NEW YORK, Jan. 13.—(Special.)—The Canadian Pacific Railway is actively negotiating for the purchase of the Wisconsin Central Railway, to obtain a Chicago terminal.

THE "RAILS" SPLITTER



JUSTICE MABEE: It's Tarnation Knotty.

COMPANY READY TO SELL CAR LINE AND ASSETS TO CITY OF WINNIPEG

Power Committee Willing to Deal With Mr. Mackenzie on Actual Value Without Regard to Franchise.

WINNIPEG, Jan. 13.—(Special.)—The feature of the street railway company's conference with the civic power committee this morning was the announcement from the street railway solicitor, Mr. Mackenzie, that the company is prepared to offer a reduction in lighting prices if the city will accept the power offer to be made by the company and pass the motion by the committee looking toward the purchase of the whole business and undertakings of the street railway at their actual value, the price to be fixed by arbitrators.

William Mackenzie, president of the company, will leave Toronto for several days taking part in the arrangements for the city power committee to deal on the basis provided the arbitrators fix the value on the basis of the actual value at the present time, without regard to the value of franchises held by the company. If the company accepts the proposal to deal in the manner the power committee is bound to submit the proposition to council. If it carries three arbitrators would be appointed, according to the terms of Ald. Fowler's motion, and when valuation is secured people will vote on the question of purchasing.

The Fowler motion provides for the city appointing one arbitrator, the company another, and in the event of the two failing to choose a third, the chief justice of the court of appeals would make the appointment.

The motion also provides that the plant shall be paid for by the city in Winnipeg 4 per cent. 40 year bonds.

The general feeling seems to be that there is a probability of the company and the city being able to reach an arrangement on a sell-out basis.

It is expected that at Saturday's conference Mr. Mackenzie, provided the purchase proposition is not accepted, will present the company's final and best offer of power to the city, declare at what price the company is willing to sell light to the citizens, and whether the company will agree to let the city handle commercial lighting business, current to be supplied at certain rates by the company.

GOVERNOR OF SASKATCHEWAN

Action Sociale Urges Appointment of French-Canadian.

MONTREAL, Jan. 13.—(Special.)—The announcement that Lt.-Gov. Forget of Saskatchewan may be called to the senate in place of the late Senator Bernier of St. Boniface, has caused a good deal of comment in the Quebec press.

L'Action Sociale, the Quebec clerical organ, not only wants the vacancy caused by the death of Senator Bernier filled by a French-Canadian, but that the French Canadian should be called to the senate to occupy the place of the late Senator Bernier.

L'Action Sociale says they do not want to ask that they shall retain their position in the west.

The French, the paper says, were the first to occupy the great west, and they should count for something in the opinion of the paper.

FOR PRESIDENT OF HARVARD.

BOSTON, Mass., Jan. 13.—The corporation of Harvard College to-day sent to the overseers of the college the name of Abbott Lawrence Lowell, professor of the science of government, as their choice as president of the college, to succeed President Charles W. Eliot.

Before the proceeding of electing a president is complete the overseers must ratify the nomination.

Production of Coal.

WASHINGTON, Jan. 13.—Bimonthly coal production in the United States in 1908 reached a total of between \$20,000,000 and \$30,000,000 tons.

In 1907 more than 400,000 tons were produced.

The survey's investigation showed that the cause for less activity in the coal mining industry was one of the results which followed the financial depression in the latter part of 1907. A short cotton crop and a period of idleness from April 1 to June 15, pending a settlement of the wage scale controversy, also affected coal production adversely.

Railroad shipments of anthracite in the last year amounting to more than \$4,000,000 long tons, as compared with more than \$7,000,000 long tons the previous year.

"\$500" GUARANTEE PAID PROVINCE NOW FREED OF MILLION GUARANTEE

Hon. Col. Matheson, Provincial Treasurer, Concludes Arrangements With Improvement Co. and Morton Trust.

Hon. Col. Matheson, provincial treasurer, has been in New York for several days taking part in the arrangements by which the affairs of the Canadian Improvement Co. and the \$500,000 mortgage on the C.P.R. will be remembered that one-half of the amount guaranteed by the province was paid off some time ago, leaving the provincial liability at \$1,000,000.

Last night Sir James Whitney received the following telegram from Col. Matheson:

"The Canadian Improvement Company paid in \$1,000,000 and Morton Trust \$500,000 certificates that all guaranteed certificates are cancelled and the matter closed."

"This," said Sir Jas. Whitney, "puts an end to the provincial liability and the provincial treasurer deserves credit for the pains he has bestowed upon this matter from the beginning, ending in the satisfactory result above mentioned."

Ancient Capital Libs. Don't Want Lemieux Think Quebec Should Have Resident to Represent the District.

MONTREAL, Jan. 13.—(Special.)—All the Quebec Liberals are not satisfied with the action of the leading Reformers of the ancient capital when they nominated the Hon. Rodolphe Lemieux as the leader for the Quebec district.

La Vigie, for instance, the organ of the Hon. S. N. Parent, while praising the nomination, says that Mr. Lemieux will be the first to admit that now, more than ever before, Quebec should have a resident minister, or at least a man who is domiciled in the ancient capital. La Vigie intimates that Mr. Lemieux would be doing better in giving his hearty support to Sir Wilfrid Laurier in his attempt to do great things for Quebec, than in pressing his candidature for the leadership.

Real Estate Salesman Wanted Immediately To sell Toronto property. Initial salary \$25 per week; experts only. Apply by letter. H. H. WILLIAMS & CO., 26 Victoria St.

29TH YEAR

WON'T PART WITH INTERCOLONIAL RAILWAY

Not Likely That Government Will Give Up Asset Worth 75 Millions—Will Take Road Out of Politics.

OTTAWA, Jan. 13.—(Special.)—From the protests that have reached here, it is not likely that the government will be a party to selling the Intercolonial. Sir Wilfrid is against it.

The ministry have to cut their expenditures, and they are doing it in a sweeping way, but it is not likely that they will part with an asset worth over \$75,000,000 in order to make a saving of a million a year.

There is good reason for believing that the government will take the road out of politics and turn it over, either to a commission or to a general manager, with instructions to run it as a business proposition.

OFFERS FOR THE ROAD.

MONTREAL, Jan. 13.—(Special.)—A man well informed said to-night: "Hon. George Graham may deny that Mackenzie & Mann have really not yet been sold the Intercolonial Railway, for no one ever said they had; but the minister of railways says that the government has never had an offer for the system, I think he is going a little too far. When the Intercolonial was taken over after the Intercolonial they were told that the government had already received a better offer, and it is only a few months since it was officially announced that three separate offers were made before the ministry for the road."

"As a matter of fact, it has not been more than a few weeks since a very responsible syndicate made a specific offer for the road, and the names can be given if necessary. When Mr. Graham was a member of the Ontario Government, Mackenzie & Mann were disposed to sell the Intercolonial, and more than that, Mr. Mackenzie was ready to guarantee freight and passenger rates if they got possession of the line."