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The Toronto World

TWENTY-SEVENTH YEAR FOURTEEN PAGES TUESDAY MORNING NOVEMBER 20 1906—FOURTEEN PAGES

TEETH Oct. 1st to 15th. A full set of teeth for \$35. Only \$25.00 for a partial set.
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Niagara's Power Here Bathes Transformer Station in Light First Test Successful

Small Party of Invited Guests Witness Notable Incident on Davenport Road—Toronto Receives First Instalment of Falls' Energy—in Full Swing in Few Days.

Very quietly and with no ceremony whatever, one of the most momentous events in the city's history transpired last evening when, for the first time, Niagara Falls power over the transmission lines of the Toronto and Niagara Power Co. was utilized in Toronto.

A small party of officials of the Electrical Development Co., the Toronto Electric Light Co. and the Toronto Street Railway Co. gathered together in the transformer station on Davenport road. Even some of those who during the afternoon, had received an invitation to board a special car at 5 p.m. had no idea as to the red-letter event which it was to be their fortune to witness.

Those present were: The president, Sir Henry Pellatt; first vice-president, Frederick Nicholls; the general manager, H. H. Macrae; the treasurer, Mr. McDougall; H. G. Nicholls and the assistant engineer, Mr. Putnam. Representing the Toronto Electric Light Co. were W. D. Matthews and J. J. Wright, and the Toronto Railway Co. Mr. Grace, R. J. Fleming and Mr. Pliske.

Standing within what is said to be the finest electric power transformer station in the world, the little party awaited the crucial test of a mighty enterprise.

At last.

Finally word was received over the private telephone wire of the company that all was ready at the Niagara power house. The switch was at once "cut in" by Mr. Plowman, who operated the controlling switches and passed the current into the transformers. The lights in the station went out, leaving it in complete darkness, which was followed at 5.23 p.m. by a brilliant blaze of light, illuminating the station, the first production of power from the great Canadian development at Niagara Falls.

The first line having been tried and operated successfully, immediately afterwards the second line was operated with equal success.

The power house switch board at the works and at the Niagara terminal station were operated respectively by L. J. Hirt and Walter Pearson, the latter, the chief engineer of the company.

It is expected that in two or three days 10,000 to 15,000 horse power will be in the city for commercial purposes, distributed by the Toronto Electric Light Co. The Toronto Street Railway will also receive a supply for emergency needs.

Means of Transmission.

Mr. Wright, manager of the Electric Light Company, stated last night that the Niagara power was wanted between the hours of 5 and 8 p.m., when occurs the greatest demand for electric lighting.

The electrical development plant at the Falls is intended for the generation of 125,000 horsepower. The transmission lines run from Toronto to Burlington Beach along the line of the railway, and then divert south to the Falls. The cables are six in number as at present strung, representing two three-phase circuits. Each circuit is capable of delivering 20,000 horsepower with a loss of 10 per cent, or of delivering 20,000 horsepower each with a loss of 20 per cent. The greater loss is due to the greater energy required to force the power over the line, the analogy in this respect to the pumping of water being fairly close. The dynamo at Niagara to deliver 40,000 horsepower in Toronto would require an initial force of 50,000 horsepower. To deliver 20,000 horsepower only about 22,500 horsepower would be required at Niagara. In the future should more than 40,000 horsepower be required a second series of cables will be strung, as only half the capacity of the new transforming station is presently to be utilized.

The transmission line is believed to be the best so far constructed. Everything about it is tested far beyond the point of safety. The insulators, which are of the finest porcelain, are triple in arrangement, cemented together, and tested to 120,000 volts. The cables are made of hard drawn wire twisted round a hemp core, the six strands of copper forming a cable nine-sixteenths of an inch in diameter. Finally, each cable is encased in a pound to the foot and has an ultimate strength of 55,000 or 65,000 pounds. The elastic limit of the cable is high at 35,000 pounds, below which point it will not stretch. It is capable of carrying an inch-thick ice in a sleet storm, with wind pressure at the same time of 100 miles an hour without injury.

ONTARIO'S OWN RAILWAY TO BE OF REAL SERVICE MUST ENTER CITY

Claude Macdonell, M.P., Endorses World's Lake-to-Sea Province-Owned Railway Program—Mayor Coatsworth Promises Power Bylaw for January Vote.

The annual meeting of the Third Ward Conservative Association, held in St. George's Hall last night, was a well attended and harmonious gathering. With such unanimity of feeling did the proceedings move that all the offices were filled by acclamation, with few changes from the slate of last year. Frank Arnold, K.C., presided and on the platform were: A. C. Macdonell, M.P., Edmund Bristol, M.P., W. K. McNaught, M.L.A., Mayor Coatsworth, Controller Shaw, Ald. Dunn and a score of party stalwarts.

Mr. Macdonell expressed warm approval of the World's policy for making Ontario the hub of railway traffic in Ontario, and declared that he would urge in parliament that the city's interests be not overlooked. He strongly favored giving encouragement to the Canadian Northern Ont. Railway, as did also Mayor Coatsworth, and championed the application of the Ontario government for a subsidy for the Temiskaming and Northern Ontario Railway. Mr. Macdonell incidentally gave the opinion that The World was supported by public opinion in its advocacy of public ownership of telephones and telegraphs.

Some Things.

The mayor stated that from latest information received he believed the power bylaw could be submitted on Jan. 1.

Dr. Crouch addressed the meeting with words of cheer, predicting happy results from the "advanced policy" of Mr. Borden.

Ald. Church declared that the Power Bill was the most important legislation of last session and it behooved the citizens to carry the power bylaw at the next municipal election, and that he would support it.

John Harris, J.P., announced himself an aldermanic candidate in the Third Ward, and promised, if elected, to hire a hall next year and give an account of his stewardship. Thomas Geiring spoke as a worker.

"World" Speaks for the People.

"I most heartily approve of the active support of The World newspaper during recent times with regard to the government's progressive policy, required by the need of the province to open up New Ontario," declared Macdonell. "I think that paper has largely voiced the sentiments of the people of this city in its advocacy of public telegraph and telephone, and in the extension of what is to Ontario a national railway, the Temiskaming and Northern Ontario Railway. At



**HEIR TO MILLION DOLLARS
FORMER OTTAWA MAN DYING
INJURED IN TRAIN WRECK**

Michael P. Laffey on Way to Capital to Visit Fiancee When Struck Down—Parents Left Him to Battle With World Till He Became of Age.

Ottawa, Nov. 19.—(Special.)—Michael Patrick Laffey, formerly of Ottawa, but lately employed at a livery establishment, is dying. He is heir to one million dollars, and was to have been married shortly to Miss Marguerite Barron, 201 Nicholas-street, Ottawa.

The dying man was one of the unfortunate passengers in the C.P.R. train wreck, near Kanawana, last week. He was on his way to visit his fiancee.

The young man had an adventurous career. He was born in Dublin. He eventually reached Ottawa, and was employed for a while in the Russell House. Fond of traveling, he paid a visit to New York, and there in the month of August, 1905, he met Miss Barron, who became his fiancee. It was his first sight. Miss Barron returned to Ottawa, and her new acquaintance followed her. Friendship grew into a strong attachment, and soon the young couple became engaged. The lady's parents gave their consent to the marriage, and it was to have taken place next May.

Mr. Laffey went west shortly afterwards and took employment on a ranch. Here he was kicked by a horse and received almost fatal injuries. When he recovered he went towards the coast, and has been in British Columbia since, always corresponding regularly with Miss Barron. She received a letter two weeks ago. Miss Barron is a bright, attractive girl about the same age as her lover.

**CONDUIT MAY BE CRACKED—
BARGE "GROUNDS" ON IT
Smaller of Two Pipes Under the Bay is Temporarily Out of Business.**

The smaller of the two conduits which bring the city's water supply under the bay from the lake may or may not be broken. That will be determined to-day.

But because the steam barge Cataract "grounded" on the pipe last evening in the bay, a short distance out from the John-street pumping station, Assistant Engineer Fellows ordered that no water be pumped thru the pipe until investigation discloses whether any damage has been done. By this prompt action any possible pollution of the water supply has been prevented.

**PETERBORO LIGHT COMPANY
OFFERS TO SELL TO CITY**

Will Sell Power to Municipality at \$15 to Provide for Business for Three Years.

Peterboro, Nov. 19.—(Special.)—The Peterboro Light and Power Company have offered to dispose of their business to the city at cost, free from all encumbrance.

If the city will purchase, the company agrees to furnish the municipality with power at \$15 per horse-power sufficient to provide for the present lighting business and extensions for three years.

The company will also agree to provide the corporation with 500 additional horse-power for manufacturing purposes at \$15 per horse-power as part of the offer. The overture also includes the gas house and business of the company, but does not take in the power-generating plant of the company.

It is estimated that it will require about \$250,000 to take full advantage of the company's proposition. The council will consider the question at its next meeting.

**Trapped in Steamer's Cabin
Steamer Rammed by Alaska Liner
Forty-two Passengers Die**

Only Thirty-seven of Human Cargo of Puget Sound Craft Rescued—Disaster Occurs in Smooth Sea—No Time to Launch Lifeboats.

Seattle, Wash., Nov. 19.—Forty-two lives were lost in last night's disaster of Alki Point, when the little steamer Dix was run down by the Alaska liner Jeanie. Thirty-seven of the seventy-nine passengers on the Dix were rescued.

Of the five female passengers on the Dix, the only one to escape was Alice Simpson, a 15-year-old girl. She is believed to be the only person who escaped from the main deck of the steamer, where more than half of the Dix's passengers were shut in when the fatal crash came. She could not swim, but her clothing kept her afloat until she was pulled aboard one of the lifeboats lowered by the steamship Jeanie.

The Drowned.

A revised list of the passengers drowned follows: W. Bracewell, longshoreman, Port Blakely; D. Blier, flier, Port Blakely; Fred Braud, flier, Port Blakely; Peter Duzetti, barber, Port Blakely; C. Byler, manager Port Blakely Mill; Alex Carlson, planer, Port Blakely Mill; Ralph Clark, clerk, Port Blakely Mill; Jos. E. Conway, lumber surveyor, West Seattle; Chas. Denbison, mate, steamer Dix; Mrs. T. M. Dix, wife of superintendent of Port Blakely Mill; Mrs. B. Garcia, flier, Port Blakely Mill; Mrs. Granger, Spokane; Martin Hanson, oiler, Port Blakely Mill; Edward Jones, Port Blakely; C. A. Jenney, United States army hospital attendant, John Keating, St. Paul; Peter Larsen, oiler, Port Blakely Mill; Wm. Mayers, caulker, Port Blakely; Albert McDonald, lumber surveyor, Foss Blakely; Frank McQuerre, clerk, Port Blakely Mill; Albert M. Drummond, lumber surveyor, Port Blakely; Mrs. Nelson, Port Blakely; Fred Pigott, flier, Port Blakely Mill; Robert Price, son of postmaster, Port Blakely; Frank Smith, chief of steamer Dix; Ivan Read, fireman, steamer Dix; James Smith, Port Blakely; Mrs. James Smith, Port Blakely; Arthur Smith, Port Blakely; Chas. Williams, sawyer, Ballard Lumber Co.; A. Webster, lumber surveyor, Port Blakely.

PENPED IN CABIN.

From the story of Captain "For an instant I clung to the railing. The sight flled me with horror. Lights were still burning and I could see the people in the cabin. The expressions on their faces were of indescribable despair. They fought desperately to get to the lifeboats, and their shouting and cries were awful.

"People on deck slid off into the water, and I found myself shrieking and desperately clutching at the water or at the Jeanie, which still loomed only a few yards away.

"Some of the passengers who had been on deck at the time of the collision, jumped to the rigging of the Jeanie's bowsprit, and in this way clambered up to safety. When the Dix began to go down I leaped into the water and managed to keep myself afloat. All around were floating heads, and we watched the Jeanie as she slowly came to rest, and dropped boats which moved here and there, picking up men in every direction. Finally, I found me to me. I had been in the water about ten minutes. When we were taken on board the water was so cold that 37 of our 79 people passengers and crew, had been saved. The rest were drowned."

NEW GAS PLANT.

Massey Lighting System Now in Successful Operation.

The installation of Massey's new gas plant was completed last week and the street lamps were turned on last Saturday, and from the first it was evident the venture was a complete success. Twelve lights were lit, one each at the following places: Corner of Imperial and Sauble, Imperial and River, Imperial and Government-road, Imperial and Darby, Sauble and First, Castle street and Tansy-lane, in front of J. K. Cameron's, Del Rivers and one at the north end of Imperial-street. Six more street lamps have been ordered and will be erected at points to be named by the town fathers. Over 400 lights have been ordered for private use, and these are being installed as fast as possible.

Sicbe gas is used in the plant and the lights are each 64 candle power and burn with a clear white light, exceeding in brilliancy and steadiness electricity or coal gas. For a street light it is the best that can be obtained. It is the opinion of all who have seen it in operation. Four Sicbe gas machines, each having a capacity of 200 lights, supply the gas, and 12,000 feet of piping distribute it about the town. The installation of the plant was made by the Sicbe Gas Co., whose managing director visited the town last month, and subsequently designed the gas house, etc., which was built under the superintendence of their clever representative, Mr. J. Muller, whose ability and courtesy have made him extremely popular during his six weeks' stay in the town. It was Mr. Muller who first recognized the feasibility of a town plant at Massey, and induced the promoters to take it up, and carried it to a successful conclusion, everything working out exactly as he had planned and promised.

His staff consisted of Messrs. Hugh Kyle, George Lane, Darcy Thorneycroft and J. Lester, who did their work skilfully and in a workmanlike manner.

But the men behind the guns and the moving spirits in the scheme were Messrs. John Brophy and J. Cameron. Mr. Brophy is a member of the governor's largest holding companies, and is fortunate in having two such enterprising citizens as Messrs. Brophy and Cameron, who are entitled to the thanks of the town, and are receiving many congratulations on the success of their plans.

Massey is the only town in the world lit with gas plants having no gasometer and no storage. The gas is made second by second, as used, and the plant does not require more than two hours' attention weekly by one man.

**CROW'S NEST COAL STRIKE
OVER NOW SAYS MITCHELL**

President of Mine Workers Declines to Say Who Won.

Minneapolis, Minn., Nov. 19.—President Mitchell of the United Mine Workers to-day said that whatever the difficulties existing between the operators and miners in the Crow's Nest Pass bituminous coal fields of British Columbia, they are all over now, and that the men will go back to work.

President Mitchell declines to say which side won in the strike, but says the men will work under their old agreement with the operators.

Something good, La Vois Cigars.

Edwards, Morgan & Company, Chartered Accountants, 26 Wellington St. East. Phone Main 1163.

KILLED IN LANDSLIDE.

Victoria, B.C., Nov. 19.—(Special.)—A big land slide has occurred at Knights Inlet. Several Americans were killed.

Kay's hardwood flooring is thoroughly kiln dried. They employ experienced men in laying and finishing.

DRUGS
Sterility, Debility, etc.
Only at Kay's can be obtained the famous Shaw-Walker Multi-Cabinet Filing System. 36-38 King St. West.

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Call Main 6874.

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RIVAL HAMILTON CANDIDATES ON PUBLIC OWNERSHIP FOR AND AGAINST

Characteristic Expressions of Opinion From Men Contesting By-Election—J.J. Scott Says Hamilton Will Eat No More Crow for Toronto's Benefit—Opposes Municipal Enterprises.

"I am in favor of the Ontario railway and municipal board taking over at once and operating the Hamilton Street Railway system. But generally speaking I am not an advocate of government ownership."

J. J. Scott, Conservative Candidate for East Hamilton.

"I am in favor of government ownership and operation of all public utilities, and of all large productive enterprises where many men are employed or where any franchise, property or privilege for its operation is granted by the government."

Allan Stedholme, Labor Candidate, East Hamilton.

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FREE TRIP TO TORONTO.

Special Concessions to Out-of-Town Customers During November.

In order to give out-of-town customers the same shopping privileges as city people, the Dineen Fur Store is refunding railroad fares all this month proportionate to the amount purchased. This enables residents of Hamilton, Brantford, London, Peterboro, Brockville and other Ontario towns to come to Toronto at Dineen's expense to do their Christmas shopping. The offer holds good for November, and is intended for immediate acceptance.

THE BAROMETER.

Time	Ther.	Bar.	Wind.
8 a.m.	37	29.98	S.W.
Noon	42	29.97	10 W.
2 p.m.	44	29.96	10 W.
4 p.m.	48	29.92	0 W.
8 p.m.	48	29.92	0 W.
10 p.m.	39	29.92	0 W.

Mean of day, 40; difference from average, 5 above; highest, 44; lowest, 38.

STEAMSHIP ARRIVALS.

Nov. 19	At	From
Grodno	New York	Luan Oldenburg
Canada	Liverpool	Bremen
Minnesota	London	London
Koenig Albert	Gibraltar	New York
N. Amsterdam	New York	Rotterdam
Victoria	Liverpool	Montreal
Empress Japan	Hong Kong	Vancouver

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