IF ANY TAILOR TELLS YOU he can make a pair of trousers to your order for 2.95 or 3.00 don't take any stock in it. He may be able to make you a pair of trousers to measure at any old figure, but don't be deluded into the belief that you are getting CUSTOM-MADE PANTS. They are only ready-made in workmanship and not by any means as good as we can sell you from our up-to-date stock of good-fitting shapely trousers at 2.50, 3.00, 3.50 and up to 5.00. Spring patterns coming in daily.

Mail order filled same day as received.

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OAK HALL

Canada's Best Clothiers

King St. East,

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City of Hamilton

CITY COUNCIL AND LIBRARY

Former Now Demands $400 Rent That the Latter Has Been Enjoying.

SPENDS $23 A MONTH ON BOOKS

Two Small Wrecks on the G.T.R., One Caused by an Unusual Incident.

Hamilton, March 9.—(Special.)—The City Council and the Public Library Board have entered the ring for the second round in their fight. The board had the better of it in the first round. The Council, in an endeavor to save money, asked the board to consent to a cut in their appropriation, but the board insisted on having every cent it was entitled to by law. The Council then demanded $400 rent that the board has enjoyed in the past from rooms in the building that are let to tenants. At a meeting of the board this afternoon a protest covering several pages of foolscap against this proposition was adopted. A committee was named to wait on the aldermen to give vent to the board's views on the matter. They threatened to freeze out the tenants and cut off the supply of light if the City Fathers insist on collecting the rent. The Council claim the rent by virtue of the fact that the deed of the building is made out to the city. The board insists that it is independent of any control from the Council, and a big fight will be made before the matter is finally settled.

$23 on Books.

The board will spend the ridiculously small sum of $23 on new books this month. Joan Milne, the new member, enjoyed the dignity of sitting at the board for the first time this afternoon.

Two Small Wrecks.

The G. T. R. had two small wrecks in the neighborhood of this city to-day. The lines both east and west were blocked and trains delayed for a short time. One accident took place at Stony Creek, and it happened in a most remarkable way. One freight train was following closely behind another. The first slowed up and the second ran into it, lifting the caboose and one car off the track. The other mishap was at Dundas, where two or three cars were derailed. The train broke in two coming down a grade, and the rear portion crashed into the front part. No one was hurt at either.

Threaten to Strike.

The Board of Health failed to-night to make terms with the garbage collectors, who are threatening to strike for higher pay. They get $4.50 a day for one man and a team, and they want another dollar. The board offered them 50 cents, but they refused to consider it.

A Surprise for Duggan.

Mat Duggan, the bad young man with the pistol, who led the raid on Littlewood's Hotel, was sent to Kingston Penitentiary this morning by the Police Magistrate. His term is hardly as long as the police were expecting, but it was evident that it was a good deal longer than the prisoner was anticipating. His Worship reminded him that he might have given him a life term, but that he was taking the most favorable view of the case he could. He said that he found that Mat had not gone into the hotel with the intention of doing any serious harm, and he laid part of the blame on his two cowardly companions, who had urged him to shoot. Then he believed that the prisoner had been dazed by the blow from the beer glass before he shot.

Annie's Long Term.

Annie Landers, who feels the merchants into handing over their goods to her without any cash, got a year in the Central Prison. She had served nine months before for the same offence, and the magistrate said that since it had not cured her he had decided to increase the dose.

The people of this city are watching the "spurious" baby case in New York with a great deal of interest. The principal in the case is Mrs. Elizabeth Stare Keefer-Martin, who was the wife of Rev. B. B. Keefer, who was connected with The Royal Templar here and is now with The Ottawa Citizen. She is accused of trying to pass off a foundling as her own child in order that she might get a slice of a rich estate in the Isle of Skye, off the Scottish coast, which her husband has recently inherited.

Minor Mention.

Robert R. Simpson & Co. have taken over the Royal Hotel.

The city fathers will make a change in the city bylaw regarding trespassers on lawns. Police Magistrate Jelfs says the present one is defective.

The Deerings have bought the top layer of the city gravel pit at the west end of the city. They will use it for making their own brick, as they believe they are being held up by the manufacturers.

Rev. Father Donovan is laid up in St. Joseph's Hospital with bronchitis.

H. B. Parsons, accountant at the Bank of Commerce, St. Catharines, has been transferred to this city.

F. E. Tobias, a well-known traveler, will be married to Miss G. L. Nicolson, second daughter of Captain J. A. Nicolson, to-morrow afternoon.

An assistant for Rev. Dr. Fletcher, pastor of the Macnab-street Presbyterian Church, will be appointed Wednesday evening.

SANDERSON'S MOUNTAIN DEW SCOTCH. A whisky of fine, full body.

A big kick is being made about the way in which the fever ambulance is handled. A driver has to be hunted up every time it is wanted.

Schmidt House Smoking Mixture can't be beat. 2

Drink Radnor Water and Daniel Crawford's Scotch. To be had in principal hotels and stores. 246

George S. Lynch-Staunton, K.C., lost his little daughter Saturday with diphtheria, and his wife has contracted the disease.

H. H. James of this city has bought the fast stallion, D.L.C., from ex-Ald. S. Markness, Kingston. The price paid is $3500.

The remains of the late Conductor John Dore, London, who was killed at Paris Saturday morning, were brought here for burial this morning.

FELL AMONG AUDITORS.

What Happened When Jury Delivered a Canadian Lecture.

There can be no denying the fact that the immigration boom has "caught on" in Britain. At this end one of the signs of the times is the starting of the great westward trek a month earlier than usual. The accommodation at Winnipeg for those who wait there for instructions and advice is already overtaxed, and the authorities will have their hands full looking after the incoming settlers. And how is it in the campaign ground in Britain? The average Britisher is slow to move, but when he does decide to "sail away," as Tom Costello sings nightly to an applauding public, he means business. As throwing some light on the popularity of the Canadian immigration plans, the following extract from The Manchester City News is worthy of attention:

A remarkable scene occurred in Sheffield last evening. A lecture upon "Canada—A Field for Immigration" had been anounced for the Montgomery Hall, and a large number of tickets had been issued. At half-past seven the lecture should have commenced, but a large crowd in the corridors and in the street also clamored for admission, altho all the seating and standing room was occupied.

The lecturer, Mr. Jury, a Canadian government representative, allowed members of the audience to mount the platform, but hundreds of people still were outside. It was found necessary to send for the police, and a posse of constables entering the hall from the rear drove the people from the corridors and into the street. Ticket-holders were promised the return of their money. The scene outside was almost a riot.

The throng on the platform, however, occasioned an unfortunate accident before the lecture had proceeded very far. **Mr. Jury had barely steadied room left him, and when leaning backwards to point out a particular feature in a lantern view he overbalanced, and fell among the audience beneath,** and in his fall dragged the lantern sheet with him. The personal injuries, however, were only slight.

Mr. Jury, whose Christian name is Alfred, will be remembered as a former resident of Toronto. He carried on a tailoring business here, and one occasion ran as a Socialist candidate for the provincial legislature.

EXPECT AMICABLE SETTLEMENT.

Merchant Tailors Given Time to Meet Journeymen's Demands.

The journeymen tailors had a bumper meeting in Richmond Hall yesterday afternoon. The discussion of the situation took from 2 till 6, and was adjourned till the evening. A communication from the merchant tailors was read asking for an extension of time for the consideration of the journeymen's demands. The journeymen gave them till 1 o'clock to-morrow, and at 7 o'clock to-morrow evening they will hold a special meeting to determine their future action. At present they think the outlook bright for an amicable settlement. They consider themselves stronger than ever before, and at yesterday's meeting 75 candidates were initiated.

TO CURE A COLD IN ONE DAY Take Laxative Bromo Quinine Tablets. This signature, E. W. Grove on every box. 25 cents 246

Where is Mrs. Howard?

The Toronto Police Department has been asked to locate Mrs. F. W. Howard, who is believed to be in this city in reduced circumstances.

22-Karat Gold on Cigarettes. 22 Karat gold is used on the gold tips of Wills' Three Castles Cigarettes. Sold in Toronto by Clubb & Sons and W. H. Clubb.

ALWAYS SUCCESSFUL

By old methods a patient was required to visit the dentist several times and submit to much painful operating in treating and removing the nerve before a permanent filling could be inserted.

By new methods all this may be done with an absolute guarantee of permanently satisfactory results in one sitting and without the least pain or inconvenience to the patient.

We are daily employing this method in our practice with invariable and most gratifying success.

NEW YORK REAL PAINLESS DENTISTS Cor. Yonge and Adelaide Streets. Entrance No. 1 Adelaide East. DR. C. F. KNIGHT, Prop. TORONTO

MARKET FOR NIAGARA POWER

Brantford Expositor Presents Much Information That Will Form Interesting Reading.

BEST AVAILABLE SITES TAKEN UP

T. H. Preston, M.L.A., Declares Government Ownership is Absurd—Other Facts Presented.

The Brantford Expositor of Saturday, edited by T. H. Preston, M. L. A., has an extended article, under the caption of "Where is Niagara Power to Find a Market?" For the benefit of World readers, the article is reproduced below:

When, in the year 1885, the Ontario government appointed a Niagara Falls Park Commission, to act in harmony with a similar commission appointed by the State of New York, the object had in view was the rescuing of one of the marvels of the world from the Goths and Vandals, the cleaning out of the many dives which desecrated the locality, the improvement of the environment, and the management of the newly-acquired property in such a way as to preserve its beauties and to enable All the world and his wife to enjoy them with the utmost possible comfort, with perfect freedom from exactions of any kind. There was no thought at the time that the usual duties of a parks commission would, in the near future, evolute into the control of one of the greatest industrial developments of the age, that the utilitarian would have to be connected with the purely ornamental in such a marked manner, and that the plans for the improvement of the approaches to Niagara's wonder would have to be harmonized with power-houses, pipe-lines, tunnels and forebays, to be used in the production of the energy necessary for driving the wheels of industry hundreds of miles distant. Not that the idea of "harnessing Niagara" was at all new. Why should it be? Nearly 6000 cubic miles of water, pouring down from the upper lakes, with 90,000 square miles of reservoir area, reach this gorge of the Niagara at a point where its extreme width of one mile is, by islands, reduced to two channels of only 3800 feet. Here, in less than half a mile of rapids, the river falls 55 feet, and then, with a depth of about 20 feet, at the crest of the Horseshoe Falls, plunges 165 feet more into the lower river. The idea of subjecting to industrial uses some part of this enormous power has, since the location of the pioneer sawmill, in 1725, occupied the minds and stirred the inventive faculty of engineers, mechanics, and manufacturers. Early in the century, the pioneers of the locality, to which they then gave the name of Manchester, contemplated the probability, but were unable to demonstrate the practicability of reducing this mighty force to obedient and useful service. They dwelt upon, and to some extent, exploited the idea, but, before the development or adoption of any method promising satisfactory returns, steam and steam engines had attained such a place in the favorable estimation of manufacturers that water-powers in general, and especially those inconveniently situated, and variable in quantity and quality, fell into comparative neglect.

A Work of Love.

Now, however, all this is changing. Electricity is on top, and steam is becoming a back number. Hence the clamor for Niagara power; hence also the additional responsibilities which have devolved upon the Ontario Parks' Commission, to which body, subject to its approval, the government of this Province has delegated the granting of power concessions within the park property. The present commissioners are Mr. J. W. Langmuir, President of the Toronto General Trusts Company, chairman; Mr. George I. Wilkes, of Brantford, Mr. Robert Jaffray of Toronto, Mr. A. W. Campbell, the Deputy Minister of Public Works for Ontario, and Mr. Banfield of Niagara. These gentlemen give their services, and they have become most exacting and most arduous, without any remuneration, a little matter which has seemingly escaped the attention of the government, but which is creditable not just to men who are called upon to guard the public interest in matters involving the expenditure of millions of dollars. Their work, however, is lessened somewhat by the trustworthiness and high capacity of the superintendent of the Park, Mr. James Wilson, who seems to have readily mastered the intricacies of the electrical problem, and is abundantly able to hold his own against the picked men of the corporate interests.

Power With Beauty.

It should be stated, for the commissioners, that, while they have recognized the trend of the times and the valuable asset Canada possesses in her share of Niagara energy, they have so shaped all their agreements with the companies that none of the work being done by the latter will detract from the marvellous beauties with which Nature has endowed this locality. The dams which will be projected into the river to control the water supply will be submerged; the Toronto and Canadian companies will have to get rid of their waste waters by tunnels, discharging their contents in such a way as not to attract attention, while the great pipe-line of the Ontario company will be largely placed underground, will be kept well to the rear, and, where it lifts itself above the landscape, will be terraced. Even the power-house of the Ontario company, which is being built below Table Rock, just at the foot of the Horseshoe Falls, and which, it was feared by the American Commissioners, might prove unsightly from the opposite side of the river, will be so constructed as to be but little exposed to view, and what is seen will correspond closely in appearance with its surroundings.

In this connection, it might be stated that the works of the Ontario company involve the demolition of the Dufferin Cafe, an unsightly structure which has long stood at Table Rock, and that the company has given the commissioners $20,000, which will be applied by them in the erection of a more up-to-date building, in a more suitable locality. At this point the recession of the Falls has of late years bared a large area of the river bed, and advantage has been taken of the surplus material from the works in progress to reclaim all this area, and provide a new and most attractive point from which to view the falls and gorge. South of Table Rock, after the completion of the works now in progress, all of the unfinished portions of the park, including the low-lying reach behind Cedar Island, will be graded and planted, and the area of the park considerably increased by reclaiming the low-lying foreshore of the Niagara. At the south end of Cedar Island will stand the power-house of the Canadian Niagara Power Company. This building will be of an imposing character and contain the largest electric machines so far constructed. Beyond this point there will be no permanent works of construction above the park surface. At present the park above Table Rock is in "washing day" order, but when all the works now in progress are completed the entire property will be more beautiful than ever.

A Stroke of Fortune.

Before leaving the commission, it is proper to remark that the appointment of this body is one of the most fortunate things which the Ontario government ever did. But for this fact "the electric age" would have found the properties adjoining the greatest source of energy in the world in the hands of private parties, who would have given sites without any regard to public interest, and without any advantage to the provincial revenues. This is precisely what has occurred in the neighboring state of New York, where all the concessions have been granted without any monetary conditions, or other proper restrictions, whereas the Ontario government is already in receipt of a revenue of $60,000 from the three companies which have received concessions, and this amount will be constantly increased as development proceeds.

The American Companies.

Just here, in order to preserve the chronological order, it may not be out of place to refer briefly to what is being done on the American side of the river, because there is a close connection between the development on the two sides. The larger company, the Niagara Falls Power Company, has been in operation for some seven years. In connection with the enterprise the name of Wm. B. Rankine, the president of the Canadian Niagara Falls Power Company, stands out prominently, and among those who have been financially interested appear the names of J. Pierpont Morgan, W. K. Vanderbilt and John Jacob Astor. Generally speaking the plan comprises a surface canal, 250 feet in width at its mouth, on the margin of the Niagara River, extending inwardly 1700 feet, with an average depth of about 12 feet, securing water sufficient for the development of about 100,000 horse-power. The solid masonry walls of this canal are pierced at intervals, with ten inlets, guarded by gates which permit the delivery of water to the wheel pit in the power-house at the side of the canal. This wheel pit is 178 feet in depth, and is connected by a lateral tunnel with the main tunnel, serving the purpose of a tail race, 7000 feet in length, with an average hydraulic slope of six feet in 1000, the tunnel having a maximum height of 21 feet, and width of 18 feet 10 in. its net section being 386 feet. Its slope is such that a chip, thrown into the water at the wheel-pit, will pass out of the portal in three and one-half minutes, showing the water to have a velocity of 26 1-22 feet per second, or a little less than 20 miles an hour when running at its maximum capacity. Over 1000 men were engaged continuously for more than three years in the construction of this tunnel, which called for the removal of more than 300,000 tons of rock, and the use of more than 16,000,000 bricks for lining. The construction of the canal, and especially of the wheel-pit, 178 feet in length, with its surmounting power-house, were works of corresponding difficulty and importance. At present this company has two power-houses, one containing ten generators, producing 5000 horse-power each, and the other built to contain eleven generators of like capacity, of which only three are being worked. In other words, this plant is now capable of producing 65,000 horse-power, of which 12,000 is being shipped to Buffalo, and the rest is chiefly disposed of in the neighborhood. The experience of this company is of interest, in view of the great development which is taking place on the Canadian side, as it proves pretty conclusively that, for years to come, the companies on our side of the line will have much more power to dispose of than they are likely to find a market for. Again, the experience with Buffalo, and the figures include the consumption of the Street Railway Company of that city (probably 5000 horse-power), gives some indication of the probable size of the Toronto demand, and shows how small a business is likely to be offered the other companies after the Toronto Street Railway Company's supply, which will be furnished by the Mackenzie, Pellatt & Nicholls Syndicate (The Toronto Niagara Power Company) has been deducted.

Eight Concessions on American Side

In addition to the above company, there is another corporation (the Schoellkopf Company) developing on the American side of the river, and supplying the Gorge Railroad. There have also been six other concessions granted by the State legislature, so that it will readily be seen that, so far, at least, as the granting of charters goes, the Americans are quite in the lead.

On the Canadian Side.

Altho actual development on the Canadian side is a comparatively new thing, having not been begun until about 18 months ago, as early as 1888 a company promoted by the then Governor of New York State, Mr. Cornell, was seeking a concession, but failed to make the necessary financial arrangements. In 1892 an agreement was entered into with the Canadian Niagara Falls Power Company, operating on the American side, doubtless the chief object it had in view being the acquirement of an alternative plant, so that, in the event of one going wrong, the other would be available. The original agreement gave it a monopoly, and it was bound, as the subsequent concessionaires have been, to keep one-half of the power for Canadian consumers, and not to charge higher rates to consumers on this side than are charged to American consumers. For a time, it looked as if it did not intend to proceed, and subsequent agreements were made in 1899 and again in 1902. As things now are, it has no monopoly as against private corporations, and it is called upon to pay a minimum charge of $15,000 per annum to the government, up to 10,000 horse-power, this amount to be increased per 10,000 horse-power, as the 10,000 figure is exceeded. It is now expending something like $2,000,000 in building a wheel-pit and power-house on the site indicated on the accompanying map, and in constructing a huge tunnel, 25x18 feet, which will convey its waste water to the point of discharge, close to the Horseshoe Falls. Its works are, in the main, a reproduction of the works across the river, save that the generators will be of 10,000 instead of 5000 horse-power capacity, and the machinery will be of even later pattern than that in use in the original plant.

The second concession was to the Ontario Power Company of Niagara Falls, and bears date Jan. 29, 1902, the signatures for the company being J. J. Allright and Robert C. Beard, president and secretary, respectively. The promoters are practically identical with the owners of the great Delaware and Lackawanna steel plant at Buffalo, who thought when they went into the enterprise they would be customers themselves to the extent of 40,000 horse-power, but, it is said, they have since ascertained that they will not require any such amount, as they can generate power by other means at a cheaper price. This company is already at work. It has put up an immense cofferdam prior to the construction of its forebay, and is digging the trench which is to hold the pipe-lines, which will convey the water to the power-house at the foot of the Horseshoe Falls. These pipe-lines will be 18 feet in diameter and three in number, altho but one will be put up just now, and will be made of California pine, a method of construction which is said to be more expensive than steel. This company has also a Dominion concession for the development of power on the Welland River, which it will not use at present, but, in order to obtain certain privileges in connection with the same from the Park Commissioners, it is paying the latter an extra $15,000 per annum, until it is developing from both concessions 20,000 horse-power.

Each of the above companies has the right to develop 100,000 horse-power on the Niagara, and the Ontario Company has power to develop 100,000 horse-power additional on the Welland River—300,000 horse-power in all.

Toronto Company's Application.

Such was the position of affairs when last fall Messrs. William Mackenzie, Henry M. Pellatt and Frederic Nicholls, the owners of the Toronto Street Railway, made application to the commissioners for the development of 100,000 horse-power. Rights had also been granted to the Niagara Falls Park & River Railway Company to use sufficient water to generate power for the operation of its system, and to the town of Niagara Falls for municipal purposes, and in addition to generate 1000 horse-power for lighting the municipality. The application met with a protest from the other companies, as likely to interfere with their privileges, and they also suggested to the commissioners the necessity for considering many other questions, such as the effect upon the river of the concessions granted, the effect that such withdrawals would have on the Falls viewed from a physical and scenic standpoint, a consideration of the international features that might arise between the State of New York and Canada thru the diversion of a large volume of water from passing over the Falls, the economic or financial results that the granting of a franchise to the new company would have on the two companies which have already rights to use the waters of Niagara within the park for the purpose of generating electric power with a view to marketing the same in Toronto and all points within transmissable distance. These questions were duly weighed, and expert evidence taken as to interference with existing companies, the result being a decision to grant the application, the Toronto company giving over to the commissioners $25,000 to liquidate any damages that might arise. Whether or not the fact that the other concessions had been granted to American companies, who were most likely to give attention to the American market, and that the applicants in this case were Canadians had any weight, can only be conjectured.

The Toronto Company has already erected an office, and was to have let the contract for its cribwork on Wednesday last, and the statement goes that in addition to Niagara development it will erect a shipbuilding plant at Fort Erie and construct a trolley line to the same point.

The companies are forbidden to amalgamate or to enter into any kind of pooling arrangements.

Extent of Niagara Power.

A very important question just now is the extent of the energy at Niagara Falls, which is available for commercial purposes. On this point, we quote from a recent report of Mr. Wilson, the park superintendent:

"The flow of the river has usually been assumed to be not less than 250,000 cubic feet per second or under, the difference of level found between the head of the rapids and the base of the Falls, the theoretical equivalent of over 6,000,000 horse-power, the United States engineers finding it in 1898 to be from 275,320 to 280,757 cubic feet, and Sir Casimir Gzowski from observations made at the site of the international bridge in 1870-3, found a flow of 246,000 cubic feet. Now, however, from very careful surveys made by the United States army engineers, extending over a number of years, and recently published, the mean flow from the average level of the water of Lake Erie for the last 40 years is stated to be at Buffalo only 224,000 cubic feet per second.

"Doubtless the Erie and Welland Canals now take more water than formerly, while the Chicago Drainage Canal alone abstracts about 6000 cubic feet per second from the supply, but it would appear that other causes must be found for the marked diminution of the volume. By making a slight addition for the streams entering the Niagara below Buffalo, the result may, therefore, be assumed at 233,000 cubic feet per second, which, under the total head found in the Falls, and in the rapids above the Falls, would be equal to about 5,500,000 horse-power theoretical."

Mr. Wilson points out that the companies already at work on the two sides will take up a grand total of about 50,000 cubic feet, or about 22 per cent. of the total flow. Of course, this very large amount of water will not be required immediately, nor will the maximum quantity be constantly abstracted from the river, but it is interesting to note that the relative quantities to be abstracted from each side are nearly the same, and the output of electricity, viz., 300,000 horse-power, is also equal, or 600,000 horse-power altogether. But this may not be the sum total of the demands for the water. Between the years 1886 and 1894, six additional companies obtained charters from the New York State legislature to take water from the Niagara River, and none of them are limited as to the amount. So far, none of these have been carried out, altho one was begun some years ago, but failed of completion for want of capital.

Under the above circumstances, it is not surprising that the commissioners have thought it desirable to obtain the best expert advice as to the number of sites still available, and to this end, they have employed Mr. Isham Randolph, the consulting engineer for the Chicago Drainage Canal, upon which some $35,000,000 has been expended, who is expected to report within the next three weeks.

Meantime, it may be stated that the best experts now at the Falls estimate the power which can be taken for electric purposes at Niagara at from 800,000 to 1,000,000 horse-power, most of which, it will be seen, has already been pre-empted.

Sites Below the Falls.

The questions gone into by Mr. Wilson do not affect the amount of power which will be available below the Falls, and here there are probably two or three good sites possible. Speaking to the superintendent on this matter, he stated that the lower sites could be most economically worked, as they were best suited for small developments, such as the City of Toronto or a union of municipalities would be likely to go into. The larger developments at the Falls were costing a couple of million of dollars each, and could only be made to pay by the development and marketing of an immense amount of energy. The big American company has already spent $9,000,000.

Where Will the Power Be Sold?

This opens the question as to where the 600,000 horse-power, which will be developed at Niagara, will find purchasers. After seven years' experience, the older company on the American side is disposing of less than 65,000 horse-power, and the other company on the New York side of much less. A place must be found for the 300,000 horse-power which the Canadian companies will ere long be producing. An estimate made a year or two ago did not put the probable Canadian demand at more than 20,000 horse-power. For this, both the Toronto and Ontario companies will certainly be competitors, and perhaps the Canadian Niagara Power Company as well. Evidently there will be a plethora of power for many years to come, and some cut-rate prices are probable, until the problem of long-distance transmission has been solved. In this connection, the following table, compiled four or five years ago, will be of interest:

CITY	Population, Census 1899	Distance by Wire From Niagara Falls Horse-to City Limits	Estimated Power Used
Buffalo, N. Y.	256,000	15	30,000
Rochester, N.Y.	134,000	78	25,000
Erie, Pa.	47,000	113	8,000
Ashtabula, O.	84,000	150	5,000
Syracuse, N.Y.	88,000	152	20,000
Utica, N. Y.	44,000	203	7,000
Cleveland, O.	261,000	213	45,000
Pittsburg, Pa.	239,000	240	65,000
Akron, O.	28,000	253	5,000
Schenectady, N. Y.	20,000	281	8,000
Sandusky, O.	18,500	281	5,000
Albany, N. Y.	95,000	309	15,000
Total			238,000

The Ontario company is undoubtedly looking to the marketing of its product to points as far distant as Cleveland and Detroit.

Government Development Impossible

The facts which we have already adduced show how utterly absurd is the contention that the government should have gone into the development of electric energy at Niagara on its own account. It could not expect to export electricity across the border, as the private companies will do, and the home market, for years to come, would not provide a market for the product of even a small plant at the Falls. The only result of the dog-in-the-manger policy would probably be the expenditure on the American side of millions which private capitalists are now expending on this side, and the deprivation of the Provincial Treasury of what promises to become a valuable source of revenue.

Transmission Lines.

Another matter upon which the Park Commissioners are taking action is to secure expert testimony as to the cost of constructing transmission lines. For this work, Mr. Nunn, who has had large experience in Utah, and is now acting as consulting engineer for the Ontario Company, has been engaged, and his report promises to afford very valuable information. The Expositor representative had an interesting talk with him and found him to be a veritable dynamo in breeches. He has headquarters, to-

Continued on Page 8.

Pains in the Back For Twenty Years

Could Not Turn Over in Bed—Kidneys and Bladder Affected—Experienced Great Suffering—Cured by

Dr. Chase's Kidney-Liver Pills.

The old people especially appreciate the effectiveness of Dr. Chase's Kidney-Liver Pills, because the kidneys are usually the first of the bodily organs to give out, and the result is backache, lumbago, pains in the side and limbs, urinary disorders and constipation.

Old people learn to trust in Dr. Chase's Kidney-Liver Pills, for when all other treatments fail, this great medicine seems to go directly to the diseased part, and promptly affords relief and cure.

Mr. David Misener, farmer, an old and respected resident of Port Robinson, Welland County, Ont., writes: "I wish to state to you that I had pain in my back and left side for over twenty years. At times I could not turn over in bed, I was so badly used up. I had cramps in my feet and legs, and my hands were so entirely useless that I could scarcely lift anything.

"Kidney disease was, no doubt, the cause of all my suffering, and sometimes the urinary trouble would be so bad that I would have to get up five or six times during the night. Fortunately, I began using Dr. Chase's Kidney-Liver Pills, and they cured me completely. I am 79 years old, and quite well now, but still occasionally use these pills to keep my system in good order. Several persons to whom I have recommended Dr. Chase's Kidney-Liver Pills have been equally benefited."

Dr. Chase's Kidney-Liver Pills, the comfort of old age, one pill a dose, 25 cents a box, at all dealers, or Edmanson, Bates & Co., Toronto.

ABSOLUTE SECURITY.

Genuine Carter's Little Liver Pills.

Must Bear Signature of Brent Good

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