$3500
McPherson, near Yonge, detached, 8 rooms, exposed plumbing, furnace, newly decorated.
H. H. WILLIAMS & CO.,
26 Victoria-street.

The Toronto World.

$6200.00
"ANNEX," Close to Avenue Road.
Detached, eight rooms and bathroom, hot water heating, open plumbing, finished in oak. Immediate possession.
F. J. SMITH & CO.,
61 Victoria-street.

Senate Reading Room
31mch07—21342

TWENTY-SEVENTH YEAR — TWELVE PAGES—THURSDAY MORNING FEBRUARY 14 1907—TWELVE PAGES — ONE CENT

PROVINCE WILL FIGHT
FOR JURISDICTION OVER RAILWAYS
TO MAINTAIN CONTROL

Danger Threatened by the Dominion Power and Transmission Co. is Realized at Queen's Park, and Premier Declares There Will Be No Submission Unless Under Compulsion.

The feature of yesterday's session of the legislature was Premier Whitney's emphatic declaration that the government did not intend, unless compelled to, to submit to local railways being taken from the jurisdiction of the Ontario Railway Board. He promised full consideration to ascertain the powers of the government, and then, perhaps, a legal fight under the banner of provincial rights.

The question was brought up doubtless, at the suggestion of the premier, by Col. Hugh Clark. Hon. G. P. Graham made a manly declaration that the opposition would be with the government in this question, and Mr. Studholme, the labor member, voiced the views of his party.

Col. Clark's Opinion.

Mr. Clark rose, before the orders of the day were called, to enquire of the premier if he had had his attention called to the fact that the Dominion Transmission Company had been given a charter and had swallowed up the Cataract Power Co. and a number of other companies which Mr. Clark named. He had noticed that Col. Gibson had been interviewed on the subject and asked to say who was to pay the dividends; and, being out of politics now, Col. Gibson had said it was none of the public's business.

This, in the opinion of Col. Clark, was an attack on the powers of this legislature and a direct interference with provincial rights. Last session the legislature placed the control of the electric railways of the province under the Ontario Railway and Municipal Board and held them down to a two-cents-a-mile rate. What had happened was this: the province had chartered a number of these roads to run on the public highways and now there comes along the Dominion Transmission Company, which will apply for Dominion charters for these roads, with the excuse that they are for the general advantage of Canada. It was important that these roads should be under the control of the province. This legislature knew more of them than the Dominion members from New Brunswick or the Yukon could be expected to know.

It was a time when the premier should protest, asserted Col. Clark. Did the premier intend to submit tamely to be overridden and was he going to allow these railways to get away from provincial jurisdiction?

Will Not Submit.

The premier will NOT submit. His first words were these:

"WE WILL NOT SUBMIT UNLESS WE ARE COMPELLED TO."

He went on to say that in the last few years his attention had been called

Continued on Page 2.

POISONED BY COLD MEAT.

Edward Taylor's Life Saved by Physician's Hard Work.

Edward E. Taylor, 3 Belshaw-avenue, is seriously ill from what the physicians believe to be ptomaine poisoning. Tuesday evening Taylor ate some cold meat before retiring. At four o'clock Wednesday morning he was in great agony and Dr. Hargrave, 325 Parliament-street, was sent for, and on arrival at the house found all the symptoms of ptomaine poison.

After working with the sick man most of the day Dr. Hargrave succeeded in bringing him past the danger point, but the attack has left him very weak.

Taylor is married and has a family. He is employed as a pressman with the T. Eaton Company.

ENGINE BOILER EXPLODES.

Two Men Killed, One Will Die and Dozen More Are Hurt.

Middletown, N.Y., Feb. 13.—The boiler of the engine pulling an Ontario and Western R. R. passenger train, which left here this afternoon at three o'clock, exploded near Luzon, Sullivan county. The train was running at the rate of forty miles an hour. The fireman and an unknown man, who was riding in the cab of the engine were killed; the engineer was fatally hurt and a dozen of the passengers were hurt, but none seriously.

The body of fireman Mullin was blown one hundred feet into a field and his head was torn off. The unknown man in the cab was blown to pieces.

Jones & Moore Electric Co., Limited, 293 West Adelaide Street, manufacture electric motors and dynamos and install all kinds of electric apparatus.

We'll Go Your Security.
Bonds issued to cover the responsibilities of trusted officials and clerks in every department of business. We do the bulk of the bonding in Canada. Reliable men seek the confidence our fidelity bonds inspire. London Guarantee and Accident Co., 46 West King-street. Phone Main 1642.

Hub Hotel, cor. Yonge and Alice Sts. Remodeled under new management. First-class business men's lunch in connection. W. J Davidson, Prop. 246

Members and friends of the Mendelssohn Choir can secure copies of The Toronto World at Hotaling's News stand, 1 Park Row, New York.

Crown Hotel, 75 Bay Street, commutation meal tickets, twenty-one for $5.00. 246

PASSENGER SAYS CAPTAIN ACTED PART OF COWARD

Story Not Confirmed—Victims More Than 125—Bodies Cased in Shrouds of Ice.

Block Island, R. I., Feb. 13.—Block Island had a brief respite to-day from the scenes of death and suffering which followed the collision off Watchhill Monday night, between the Joy Line steamer Larchmont and the coal-laden schooner Harry Knowlton.

A careful compilation shows that 138 lives were lost. There were not less than 157 persons on board the steamer. Only 19 survived. Seventy-one bodies have been recovered.

In death the victims looked as they must have looked as they stood doomed on the deck of the wind-swept and sinking steamer. Hands were frozen to ears, as tho in death the victims were attempting to protect them from a piercing wind. One man's hands were plunged deep into his pockets. Another man died with his arms upraised and frozen above his head.

The grave charge of cowardice is made by Fred Hiergesell, aged 18, Brooklyn. He said that not only were the unaccompanied women left to their fate, but that Capt. McVey left the sinking ship in the very first lifeboat; that some of the ship's employes filled the boats to the exclusion of the passengers and that at least one boat was without oars when it was put over the side.

Hiergesell's statement was not confirmed by any other survivor of the terrible tragedy, but nevertheless, he held steadfast to his story.

S. A. Lose Ten Members.

New York, Feb. 13.—Lt.-Col. W. A. McIntyre, field secretary of the Salvation Army in the United States, reported this afternoon the loss of at least ten officers in the sinking of the Larchmont.

AGED BROTHER AND SISTER FOUND FROZEN TO DEATH

Tragedy Near Port Hope—Victims Lying on Floor—No Fuel in House.

Port Hope, Feb. 13.—Kate and James McMullen, brother and sister, each about 60 years of age, were found on Tuesday night frozen to death in their house situated a mile southeast of Garden Hill Station.

No smoke having been seen for some days neighbors went to investigate. The woman was found dead in a bed on floor beside the kitchen stove. The man, fully dressed, was also found lying dead on the kitchen floor. A cat, also dead, lay in the woman's bed. A living dog was also in the room. Shavings were in the kitchen stove. There was no fuel in the house.

Cattle and horses, in a half-starved condition, were found in the stable. Dr. McKinlay, the coroner, was summoned from Port Hope, but there will be no inquest.

DR. STOCKTON VERY ILL.

Ottawa, Feb. 13.— (Special.) —Dr. Stockton, member for St. John, N.B., was taken to the hospital this afternoon, suffering from a complication of diseases.

He will have to undergo an operation. His condition is serious.

BATTLESHIP PATTERNS BURN.

Philadelphia, Feb. 13.—An almost irreparable loss was sustained by the Wm. Cramp & Sons ship and engine-building company, in a fire at their yards to-day. It destroyed the pattern shops and two storage rooms.

At least 75 per cent. of the company's patterns were destroyed, among them many for battleships. Loss $150,000.

PREPARING FOR ELECTIONS.

Winnipeg, Feb. 13.—(Special.)—The legislature prorogued to-day. It has been a featureless session and scarcely one important bill was passed. The elections are expected to come off early in March.

Registration is in progress in Winnipeg and over 10,000 voters' names have already gone on the lists. It is expected there will be 20,000 altogether.

Oscar Hudson & Company, Chartered Accountants. 5 King West. M. 4786

Edwards, Morgan & Co., chartered accountants, 26 Wellington-st. East, will move Feb. 15 to 18-20 King W.

BERESFORD REFUSES.

(Canadian Associated Press Cable).

London, Feb. 13.—It is stated authoritatively that Admiral Charles Beresford declines to undertake the command of the Channel fleet "under the present limited conditions," requiring the fleet to be adequate for the purpose.

Harper, Customs Broker 5 Melinda

BIG DEPUTATION DULY GRATIFIED

Feel That Government Will Make Every Effort to Assist Algoma—How the Case Was Argued.

Algoma and Northern Ontario yesterday laid their grievances before the provincial cabinet. The delegation of over 200 representative citizens of the district marched from the Rossin house to the parliament buildings, where they crowded the reception room and corridors.

Premier Whitney, Hon. Frank Cochrane, Hon. Dr. Reaume, Hon. J. J. Foy and Hon. Col. Matheson, on entering the room, were given an enthusiastic welcome. Others present were: W. R. Smyth, M.L.A., Algoma; R. R. Gamey, M.L.A., Manitoulin, and C. N. Smyth, M.L.A., Sault Ste Marie.

Mr. Smyth briefly introduced the delegation collectively and Mr. Gamey the speakers individually.

Mayor Gimby told The World afterwards that every member of the deputation was delighted with the kind, hearty reception given them by the government, and gratified that two important requests were granted, viz., the trunk highway and additional grants to the public schools, and they hoped and believed that the government would make every effort to satisfy their aspirations with regard to the other matters. Their visit was a magnificent success and they were all well satisfied.

With regard to the question of railways, the resolution passed at the Thessalon meeting and sent to the premier, only asked that assistance should be given to the Algoma Central, but inasmuch as the T. & N. O. has proved such a great success, it would be a wise policy, beneficial to the whole province, if the government would build the lines necessary for the further development of their limitless resources.

Secretary Curran says the government proved themselves the most receptive, progressive, businesslike lot of men he ever came in contact with. They showed a remarkable willingness to listen to requests and were eager to grant all reasonable demands that might be made. The deputation came to Toronto to educate the government to the needs of Algoma, and he trinks every member of the deputation received more than he imparted.

Time for a Change.

Sir Mackenzie Bowell, ex-premier of Canada, who occupied a seat at the right of the premier, was an interested listener to the proceedings in the morning.

Dr. J. H. Gimby, mayor of Sault Ste. Marie and president of ehe Advisory Union of Algoma Municipalities, was the first speaker. His argument was similar to that given in his interview in The World yesterday.

"We protest against the policy which practically regards us as a dependency, with the lumberman as our overlord," he said, "We feel that the government must take a new viewpoint of Algoma. You take an enormous revenue out of Algoma in timber dues, ground rents, etc., and make, we think, an inadequate return. The government has fostered the lumber business for the provincial treasury to the detriment of the pioneer. It is impossible to develop the district under present conditions. You have tied up two million acres of land in the Mississauga forest reserve. There are sections which are under license to-day from which the timber was cut 20 and 30 years ago. The settler is thus prevented from taking up land as we wish."

The crown lands agents should, he said, take greater care to prevent speculators getting lands in preference to bona fide settlers.

Needs Good Roads.

J. H. McNally, reeve of Johnson and Tarbutt, said Algoma was too poor financially to maintain county organization and was not getting her fair share of financial aid in proportion to the amount of revenue derived from her forests and mines. In regard to the roads, many of the townships were unorganized. They performed statute labor and the government provided the funds for the maintenance of the roads. Not only that, but most of the unorganized townships traveled to town and market over roads maintained by the direct taxes of organized municipalities. Some years ago the government had set aside a million dollar grant for the improvement of the roads of older Ontario, but Algoma was not permitted to participate.

Fertile eastern townships paid no provincial revenue. The farmer was well able to pay any municipal tax. On the other hand, the only crop many Northern Ontario Townships would ever produce was timber and minerals, and this the government had appropriated for provincial revenue. A grant of at least $300,000 to fully epuip a good gravel road from Sudbury to the Sault, passing thru the principal towns and villages, and thru the settled districts, wherever possible, was asked. He suggested that 50 per cent. of the revenue from Northern Ontario go into the general provincial fund and the other 50 per cent. be spent in special grants to develop Northern Ontario districts.

"In conclusion," he said, "let me say we require good roads in winter as well as in summer. With our narrow sleighs for heavy loads, this is impossible. We earnestly advise your government to again place on the statutes a law regarding the widening of sleighs to apply to our district."

Want Half the Revenue.

John T. Mackay of the Soo discussed the financial relations between the government and the district. He said that in 1905 New Ontario contributed in revenue from woods and forests, lands and mines, almost two and one-quarter millions of dollars, or one-half the entire revenue of the province. Of this there was returned "the merest pittance, doled out in a most niggardly fashion." For the enormous district extending 1000 miles from east to west from

Continued on Page 8.

ST. VALENTINE'S DAY SPORT.

OLD MAN ONTARIO: "I think he's aiming at my heart—but he has only struck my funny bone."

ALL GIRLS CAN GO BACK NEW SCHEDULE APPROVED

If Commission Decide on 8 Hour Day Company Arrange a Time Table That is Deemed Satisfactory—Strong Medical Testimony Against Long Hours.

All the striking operators of the Bell Telephone Co. will be taken back. This decision was announced yesterday afternoon, following a conference between counsel and the commission in the morning.

Not only does the company agree to re-employ all its former operators, but will pay them at their old salaries, plus the increase attendant upon the eight-hour schedule. It does not, however, guarantee that all get their old positions, as this would be unfair to the girls promoted i nthe tinerim.

When the commission opened in the morning the company announced that they would admit:

(1) That from the evidence adduced the operators had not been fully made aware of the relief from strain which it was proposed to give under the eight-hour system.

(2) That the longer day at the same high pressure as had been going under the five-hour day, would be injurious to the health of the operators.

(3) That the operators were justified in their protest owing to lack of information, tho they should not have resorted to a strike.

The company would not admit, however, that it would be injurious to long-distance operators to work additional three hours at the same pressure as had been customary under the five-hour system. Evidence along this line will be continued.

The New Schedule.

In the afternoon Mr. Kerr, counsel for the company, produced a statement showing in detail the work of the eight-hour system as affecting the operators, reliefs, etc., at the main exchange.

Mr. Curry said that if the commission decided that eight-hours should be a day's work this arrangement seemed proper and fair, providing it was carried out. In brief, the arrangement is as follows:

Between 7 a.m. and 6 p.m., 89 regular operators, who will come on in broken periods from 11 a.m. to 10 p.m. The night staff to require 13 operators. There will be 21 regularly engaged as extras, making the total staff of line operators 171. This to include 10 girls kept constantly for day relief, also night reliefs and extras.

Day work to begin at 7 a.m. and end at 10 p.m., broken up into "tricks" accordingly as the pressure demands. The day trick to be composed of 18 operators, who come on duty at 7 a.m; 35 at 8 a.m., 36 at 9 a.m. Each shift to be subject to 20 minutes relief in the middle periods before and after lunch, with one hour of rest for lunch. At 9 a.m. 10 extras to come on as reliefs, the first shift to be relieved first, and the others in order. The 18 who entered at 7 a.m. to come on again at 12 noon. The next shift at 1 p.m. and the third at 2 p.m.

The greatest concession on the part of the company was that the 18 of the first shift who re-begin work at noon will be allewed 20 cents each for luncheon.

Doctor's Evidence.

Dr. McFarlane, eye and ear specialist, testified he had treated a number of girls employed by the Bell Telephone

Continued on Page 8.

GAS EXPLOSION'S HAVOC.

In Looking for Leak, Building is Wrecked—Three People Killed.

Los Angeles, Cal., Feb. 13.—An explosion of leaking gas in a restaurant in the heart of the city to-day killed three persons, mangled half-a-dozen others, slightly injured nearly a score of others and wrecked a two-story brick building, in which were several small business concerns.

The explosion occurred in the restaurant of B. Cassarti. It is believed the gas was ignited by an employe of the gas company, who was searching in the basement for a leak in the gas main.

CHARLTON FOR SENATE.

Will be Appointed to Take Late Senator Dobson's Place.

Ottawa, Feb. 13.—(Special.)—The senate vacancy in Ontario is to be filled by the appointment of John Charlton, to succeed the late Senator Dobson.

A. J. Copp, M.P. for Digby, is likely to fill the Nova Scotia vacancy.

ENGINEER GOES WEST.

Ottawa, Feb. 13.—Clifford Moon of the staff of the city engineer has been appointed city engineer of Prince Albert, Sask., at $1800 per year.

TO-DAY IN TORONTO.

Feb. 14.
St. Valentine's Day.
Telephone Commission, City Hall, 10.
Inter-provincial Y. M. C. A. conference, Friends' Church, 10.
Trafalgar Daughters, Annesley Hall, 10.
Lenten service, St. James' Cathedral, 12.30.
Empire Club, address by J. A. Cooper, 1.
Exhibition Board annual meeting, 2.30.
Engineers' Club, address by C. H. Mitchell, 8.
Students' Missionary Society, University, 8.
Address by Prof. Chant on "The Earth and Its Motions," Chemical Building, University, 8.
Dr. Kennedy on "First Aid to the Injured," St. Luke's Sunday-school, 8.

For Loose Leaf Supplies call M. 6874 Universal Systems, Limited. Ask for representative to call.

GOT YOURS?

First the magazines refused him,
Then the country press abused him,
And not a paper in the land would print
his awful lines.
In an attic cold and dreary,
With a brain worn out and weary,
He's just now writing verses for some
comic valentines.

No wonder he 'editis them
With a fearful sting, and writes them
With a tone of deep resentment and a
viciousness profound.
How his eyes with vengeance glitter
As he pens the verses bitter!
'Tis his way of getting even with the
people all around.

Empress Hotel, Yonge and Gould Sts., R. Dissette, Prop. $1.50 and $2.00 per day.

NOTHING FOR IT BUT HOME RULE

Secretary Birrell Says the Government Will Not Obstruct Any Measure Along These Lines.

London, Feb. 13.—In reply to the speech from the throne in the house of commons to-day, Walter Hume Long, at one time chief secretary for Ireland, raised the Irish question, and Augustine Birrell, the present chief secretary, replied that he, like Premier Campbell-Bannerman, was perfectly satisfied that the only solution satisfactory to the great majority of the Irish people was what is generally called the Home Rule Bill, and that neither he nor the premier would assume responsibility for any measure likely to obstruct or interfere with the fulfilment of these hopes.

This statement was greeted with loud ministerial and nationalist cheers.

Following a conference of the Women's Special and Political Union to-day, friends of women suffragists tried to force their way into the house of commons. The doors were shut in their faces and the police attempted to drive them back. In so doing the mounted men galloped among the women, many of whom were badly hurt. Over 20 of the so-called "suffragists" were arrested.

Flowers for To-Day.

Let your valentine be flowers. There is nothing more in keeping with good taste or nothing that will be more appreciated. The assortments at Dunlop's, 96 Yonge-street, is large and varied, and the stock always fresh and in perfect condition.

BIRTHS.

HACKETT—On Sunday, Feb. 10th, 1907, At Grace Hospital, to Mr. and Mrs. Jno. T. Hackett, a son.

DEATHS.

ELLIOTT—On Feb. 13th, Arena Violet Elliott, in her 23rd year, daughter of Mr. and Mrs. Isaac Elliott, No. 4 Howard-street, Toronto, formerly of Unionville.

Funeral from above address on Friday, the 15th inst., at 8 a. m., to Union Depot for Unionville, and thence to Buttonville Lutheran Church, for interment.

MANSHIP—At his residence, 65 Wentworth-street N., Hamilton, Ont., on Tuesday, Feb. 12th, 1907, Alpheus B. Manship, secretary-treasurer Canadian Steel & Wire Co., Limited, aged 56 years.

Funeral Thursday 14th inst., at 4 p. m., to First Methodist Church, Hamilton. Interment at Honeybrook, Pa.

PILKEY—At his late residence, 112 Queen-street West, Toronto Junction, on Wednesday, Feb. 13, Simon Peter Pilkey, in his 70th year.

Funeral will take place on Friday, Feb. 15th, at 2.30 p.m., to Humbervale Cemetery. Friends and acquaintances please accept this intimation. Markdale and Markham papers please copy.

BRICK RAN AWAY TO AID WAMPOLE

Former Perth Manager Returns and Says Defalcations Were for the Benefit of His Own Employer.

H. W. Brick, the former general manager of the Canadian business of Henry K. Wampole & Co., is back in Toronto.

According to a statement made by his solicitors, he has returned for the purpose of giving his version of the affairs of Wampole & Co., which culminated in his mysterious disappearance on June 30 last; also that he "may publicly refute the charges made against and about him last July, which, he alleges, were cruelly and atrociously false."

Mr. Brick would have returned much sooner had his health permitted, according to the statement, but about a month after his departure he was compelled to enter a hospital in a western city of the United States, as the result of an attack of brain fever. He left the hospital a mental wreck, his condition bordering on softening of the brain. He returns to vindicate his good name.

Mr. Brick states that he left Perth at the request of Mr. Wampole, and the intimation is that the defalcations were for the profit of the late head of the great Philadelphia drug concern, who ended his own life a few weeks after Brick got out.

The Story.

This is how one story of events explains it:

In July, 1900, as a fitting position for a man of Mr. Brick's ability, he was sent to Canada to work up the business, and Wampole soon realized he had found an A1 business man. Wampole had joined with Hipple of Philadelphia, lawyer and banker, also a suicide now, to hold up the cotton market. They hypothecated everything they had of their own in the vain attempt. Then the market broke.

Then Wampole remembered his clever young manager in Canada. He took him into his confidence, and Brick worked day and night to keep the wolf of publicity off Henry K. Wampole's brass-bound door in Philadelhia.

Then, so the story goes, Brick saw that the wolf was bound to have his way, so he wrote $30,000 on a piece of paper called a draft and took it to a bank. The bank telegraphed to Philadelphia. The man in Philadelphia telegraphed back an acceptance, and felt glad that the $30,000 was gotten by the able lieutenant in the north.

One of the partners at Philadelphia

Continued on Page 8.

CAN'T MOVE THE "EMPTIES."

Owing to Lack of Motive Power Congestion is Great.

Port Huron, Feb. 13.—There are over two miles of empty freight cars in the yards at this point, and at Point Edward there are 300 more waiting for an opening to slip into the yards here.

Back at London, Ont., and nearby points are 2000 more.

All these empties are coming from the east, and the effort of the Grand Trunk is to get them to Chicago and way points.

The congestion apepars to be due to a lack of motive power.

COOLER AGAIN.

Toronto, Feb. 13.—A disturbance centred to-night to the north of Lake Huron is causing high winds in the lake region. Light snow has fallen in the St. Lawrence Valley and near Lake Superior. Elsewhere in the Dominion the weather has been fine. It continues quite mild in Alberta, but the temperature has fallen in Manitoba.

Minimum and maximum temperatures: Atlin, 26—32; Victoria, 34—48; Vancouver, 31—45; Kamloops, 24—36; Calgary, 22—46; Edmonton, 26—44; Qu'Appelle, 22—28; Winnipeg, 6—28; Port Arthur, 10—36; Parry Sound, 6 below—34; Toronto, 10—38; Montreal, 6 below—16; Quebec, 14 below—8; St. John, 6 below—14; Halifax, 2 below—14.

Probabilities.

Lakes and Georgian Bay—High westerly tto northwesterly winds; fair, becoming colder; local snow flurries.

Ottawa and Upper St. Lawrence—High winds, becoming northwesterly; fair; local snow flurries; colder again by night.

Lower St. Lawrence and Gulf—Strong easterly winds, shifting to northwesterly at night; light snowfalls or flurries.

Maritime—Southeasterly to southwesterly winds, increasing to gales; milder; local snowfalls.

Superior—Strong northwesterly winds; fair and colder.

Manitoba—Fair and moderately cold.

Saskatchewan and Alberta—Fair and continued mild.

THE BAROMETER.

Time.	Ther.	Bar.	Wind.
8 a.m	23	29.70	20 S.W.
Noon	31	.....	.....
2 p.m.	35	29.55	26 S.W.
4 p.m.	37	.....	.....
8 p.m.	37	29.18	.....
10 p.m.	40	29.16	22 S.W.

Mean of day, 25; difference from average, 3 above; highest, 40; lowest, 9.

STEAMSHIP MOVEMENTS.

Feb. 13	At	From
Germania	New York	Naples
Teutonic	Queenstown	New York
Numidian	Glasgow	Boston
Iberian	Liverpool	Boston
Minnehaha	London	New York
Empress Japan	Hong Kong	Vancouver