OHN GREIG. CK, KELLEY
19 Wellingto licitors. y, 1910. J25,F2.

RT OF JUSTICE to Creditors, Con-Members of the mpany, Limited.

inding-up order in the Company, dated hary, A.D. 1910, the riday, the elevent 1910, at 10,30 o'clock is chambers at Onity of Toronto. ap-didator for the above arties then attend. is twenty-first day CAMERON. Official Referee.

SALE OF PROPERTY

DF TORONTO rered for sale by
C. J. Townsend's
and 68 King Street
iturday, 5th Februick noou, by virtue
contained in a cerh will be produced
awing property
30. as shown on
the southerly 17
id lot, and known
margueretta.
ty: Two and oneached brick dweland bath, summer

cent. of the pur-paid down on the ance terms will be sale. For further

ording to advance ilwaukee.

SNAP FOR INVESTMENT

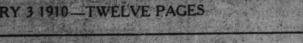
H. H. WILLIAMS & CO.

PROBS: Light snow or rain; clearing and colder by night.

Senate Reading Room Dai: yto 15344

TWELVE PAGES—THURSDAY MORNING FEBRUARY 3 1910—TWELVE PAGES

Toronto World



Fast, North and West Companies Have Designs, and Two Are Seeking Perpetual Franchises.

Radial railways to the west, east and north of Toronto seeking an entrance, two of them looking for perpetual franchises and wide powers newhat similar to those sought by the Central Terminal Company: this is the serious situation which the city s now facing.

The radial railways are the Hamilton, Guelph and Waterloo, which desires to approach from the west, the Toronto and Eastern whose aim is to enter from the east, and the Monarch radial railway, which hopes to build a line from Barrie to Toronto, with the corner of Bathurst and Dupont-streets as its local terminal. The two first named are looking for their charters at Ottawa, where all time franchises are still to be had, while the Monarch seems content to knock at the door of the Ontario legislature. The last named railway is negotiating for a private right-of-way into the city without making use of public high-ways. The radial railways are the Hamil-

City's Case Prejudiced.
Controllers Spence and Church and H. H. Dewart, K.C., courser for the city, left last night for Ottawa, where they will do their best to proceet the city's interests against the threatened invasions from the west and cast. With regard to the former, the outlook for preventing a surface entrance is good, but the civic deputation hardly hope to make an effective resistance to an underground approach, as the board of control of last year in consenting to an amendment of the bill so as to permit the Hamilton radial forsenting to an amendment of the bill so as to permit the Hamilton radial railway to come in by a subway or tube system has weakened the city's cosition, so far as absolute refusal of position, so far as absolute refusal of an entrance is concerned.

The Hamilton, Waterioo and Guelph railway is understood to be a re-organization of the Hamilton radial railway which has tracks already built from Hamilton to Oakville, but was not able to finance the completion of the line to Toronto. The new compatible wither an independent

wants either an independent of way or the same conditions as entrance granted the Hamilton ra-il. It is capitalized at \$2,000,000, and iterson. Paul J. Miner, Henry N. Kittson, James M. Young, and Joseph

D. Cherrier. The Men Behind. The Toronto and Eastern Rallway ronto to Cobourg, with branches to Port Hope, Peterboro, Markham, Stouffville or Uxbridge, and also to Lake Scugog or Lindsay. Its incor-porators are W. F. Cowan, Dr. Thos.

E. Kaiser, and Frank William Robson, all of Oshawa; James H. Downey of Whitby and Ralph E. Mowbray, Kin-sale. It is capitalized at \$1,000,000. City Solicitor Johnston is not apprehensive that the powers, other than as to entrance sought, will be granted. Both the radial companies aim at securing the right to generate and deliver electric power, to build telephone and telegraph lines, etc. As the To-ronto Central Terminal Company's olication along these lines was refected summarily, the same procedure

Involves Provincial Rights. Controller Church contends that last year's board of control made a grave nistake in consenting to an amend-ment whereby the Hamilton radia radial ittle hope of blocking the application of the Hamilton, Guelph and Water-

is asking powers which are virtually under the exclusive jurisdiction of the province," he declared "I do not see why Premier Whitney and Hon. Mr. Foy are not up and doing. The apany is seeking an infringement only of the rights of a municiity, but those of the province, and Ontario Government should pro-against it at Ottawa. The railest against it at Ottawa. is asking a lot of terms wnich distinctly the right of the pro-Ottawa for its charter beuse it wants to get a perpetual fran-

Kittson, as occupying a quasi-judi-al position on the Ontario railway oard, should not be allowed to act as e of the incorporators of a radial

itreal in its opposition to a Cenal Terminal Company bill, in return or the assistance given by Montreal knocking out the local bill along knocking out the local bill along confical lines. In a letter to the board an exaggerated view was being taken. control, W. D. Lighthall, secretary the Union of Canadian Municipalisaid the twin schemes "appeared be parts of at of some contractor or schemer and reading of some contractor or scheme nected with the J. P. Morgan fi-icial interests of New York, trying corral Canadian franchises, water

RIKE ON MEXICAN RAILWAY. PASO, Texas, Feb. 2.—According Piers has resigned, and that Hugh Alfigures given out here by members the Order of Railway Conductors, the Order of the American con-Apart from this the president of the and 89 per cent. of the enand dispatchers employed on ional railways of Mexico have reaches here to-morrow from Winniers aned dispatchers employed on of d to resign in a body.

# Montreal's New Mayor



HON. DR. GUERIN, Leader of the Reform forces, elected on Tuesday by 13,000 major-ity over Senator Casgrain.

## Less Than \$2 a Head For Y. M. C. A. Needs

Not an Extravagant Sum for Public to Give for Erection of Four New Buildings.

For a city of over 300,000 the sum. of \$600,000, or rather less than \$2 a head, seems rather the reverse of an extravagant sum to spend for the erection of four buildings, when the object to be served is the

when the object to be served is the care of the youth of the city. This is the amount which the up-to-date management of the Y. M. C. A. is aiming at raising. It will be Toronto's shame if they fall short of their well-founded hopes.

There is hardly an institution which has a call on the sympathies and the support of a wider constituency than the Y. M. C. A. No denominational test is applied. Young men, of whatever creed and from whatever place they may hall, are made welcome and an effort is made to make them feel at home. No undue pressure is put upon them, but the surroundings are the most helpful imaginable.

able.
The Y. M. C. A. believes in the well as the mind, and the higher faculties. An important and grow-ing part of the work is the juvenile department, where the boys are taught to be manly, self-reliant and always alert. The summer camp is a popular adjunct of this department.

The point at present is the raising of the \$60,000. No time is like the present. Get busy. G. A. Warburton, secretary, 415 Yonge-street, would like to hear from you, when you have a contracting the suggestion. ther it is money or only sugges-tions you have to offer.

## THE OWNERSHIP OF ORE **WORRIES SOME SENATORS**

Fearful That Amendment to Criminal Code Will Make it Unpleasant for Honest Men.

OTTAWA, Feb. 2.-(Special.)-In rallway was allowed the right to en- moving the second reading in the senter the city at all. He thinks there is ate to-day of an amendment to the loo railway for power to use the right-of-way thus obtained. Last year's ore in his possession, without being board, he asserts, entered into the arrangement without consulting the city able to give satisfactory explanation a tin roof on it, built by Verville."
of how he obtained it, Sir Richard It was another effort to sidetrack the Scott stated that there was similar legislation on the statute books of South Africa and West Australia.

Senator Power noted the West Australia legislation provided that the possessor of ore must be "reasonably suspected," and the South African act provided that no one could deal in precious ores unless authorized by license. He thought Ontario could solve the trouble of Cobalt by enacting similar legislation, and requiring those who receive licenses to keep a record of

their transactions. Senator Lougheed did not seriously object if the law was restricted to ontario, but there were deposits of low grade ore in British Columbia, Sascollections had been accumulated for many years, and he doubted if owners could in all cases satisfactorily explain where the specimens came from. In many cases this had been forgotten. The civic delegation will also aid Prospectors were going thru British Columbia collecting specimens of ore, and it would hardly be desirable to make them explain in a criminal court

## ond reading.

SIR THOMAS IS HOME. MONTREAL, Feb. 2 .- (Special.) -Sir Thomas Shaughnessy, who returned from Europe to-day, contradicts the report that Steamship Superintendent

Request for Engagement of Expert to Assist in Making Report Not Enthusiastically Received.

OTTAWA, Feb. 2 .- (Special.) - A cu rious situation developed to-day, and he members of the opposition found themselves divided upon it.

Hon. Mackenzie King, minister of abor, moved a resolution calling for labor, moved a resolution calling for the appointment of Prog. Skelton of Queen's University, to get expert information for the purpose of the government bill to restrict the hours of labor on public works to eight perday. This resolution was brought in by a special committee to whom the bill had been referred, and some opposition members who spoke declared the department should be able to do this work. While R. L. Borden and some others admitted that the report of the committee should be received, according to custom, others refused to accept the report at all. On a vote the report was supported by 114 votes report was supported by 114 votes

to 36.

Mr. King said the labor department had men efficient to do the work, but they were busy.

Mr. Blain argued that if the labor department did not already have the information the department was a failure. Mr. King remarked that Prof. Skelton had special information regarding judgments in other countries which the committee desire to obtain. Mr. Blain thought the justice department would have these judgments. Mr. King considered that the officers of the justice department were not experts. An expert had been requisitioned in the case of the telephone investigation.

Sir Wilfrid Laurier said Mr. Lennox was making insinuations which he thought he would regret. Mr. Foster thought it was time they knew what the labor department was doing, and what it proposed to do.

Mr. Henderson described it as a "department to shirk labor," instead of a

partment of labor. Mr. Verville supported the resolution, and Dr. Reid affirmed that it was

and Dr. Held affirmed that it was simply a political question between, Mr. King and Mr. Verville.

Col. Hughes called the officials of the labor department the political satellites of the government "eclipsed by this young and brilliant luminary." The minister of labor had been engaged to do what any page in the house could do.

An Opinion of College Experts.

Mr. Borden thought the department of labor might very well do the work which Prof. Skelton was supposed to Some years ago, when he had asked for a special enquiry into a cer-tain matter, he had been told that the labor department was quite capable.

E. B. Osler considered that if they wanted unreliable information they should go, as a rule, to a young university professor. The experience of men of business was that nobody was so utterly useless to give an opinion.

'Mr. Goodeve said the government was simply using the labor department

as a buffer between it and the peoeight-hour day, said that the labor department was a "cyclone cellar with

whole question. Mr. Magrath asked if the bill was going thru this session or not, and Mr. King said his intention was to bring forward as soon as possible. Mr. Meighen declared the object of the minister was to shield himself be-

hind an expert. Dr. Edwards opposed the resolution, and Dr. Sproule took the view that if the department was incapable they should get the expert. Mr. Boyce considered that there was an Ethiopian in the woodpile somewhere.

Those Who Voted Aye. The Conservatives who voted for the resolution were: Sproule, Doherty, Monk, Macdonell, Barker, Blondin, Daniels, Herron, Maddin, Marshall, Nantel, Paquet, Richards, Sam. Sharpe, Stanfield, Wilcox

man who persists in sending her boy to have his hair cut on Saturday and the man who shaves himself thru the week, but goes to the barber shop at the end of the week thus field with resolution to deliver Britain once with resolution to deliver Br the end of the week, thus delaying business during Saturday rush.

Lawrenceville Council National There are two things which lie with-Lawrenceville Council National League of Barbers has passed a resolution raising the price of hair cuis ten cents and that of shaves five cents to those who are not regular customers.

Determined to eliminate politics from the New York fire department, Chief Croker has transferred five of the six deputy chiefs and a large number of other officers and men.



A TANGLE.

POLITICAL EXPLORER: Well, blame them dogs!

One Thousand Acres Near Winnipeg to Be Utilized as Labor Supply Depot.

WINNIPEG, Feb. 2.-(Special.) - A

spatch to The Express from Eagle Pas:

# TYRANNIES OF THE LORDS In particular of labor so far had not been well done. The minister was supposed to be an expert himself. He felt afraid of the work of the conservation committee, he believed, would be utilized for the benefit of some person near the government, and much of the money of the people would simply be devoted to making fortunes for a gentleman. In personner in that the Patience of Asquith and His Cabinet was reported to have become lessened on the government in that committee. In personner in that committee it is it any wonder that the Patience of Asquith and His Cabinet was held on the gentleman of the making fortunes for a gentleman reported to the people would simply be devoted to making fortunes for a gentleman reported to the people would simply be devoted to making fortunes for a gentleman reported to the people would simply be devoted to making fortunes for a gentleman reported to the people would simply be devoted to making fortunes for a gentleman reported to the people would simply be devoted to making fortunes for a gentleman reported to the people would simply be devoted to making fortunes for a gentleman reported to the people would simply be devoted to making fortunes for a gentleman reported to the people would simply be devoted to making fortunes for a gentleman reported to the people would simply be devoted to the people would simply be dev

Writing under date of Dec. 1, 1909, in The Review of Reviews for that month, William T. Stead discussed the British electoral situation as it then appeared. His article is instructive, since it shows clearly the character of the house of lords and the manner in which they have mutilated and rejected reform measures passed by a Liberal house of commons. Yet this is the chamber that J. S. Willison of The News upholds, and The Mail and Empire justifies. It would be inconceivable, were it not so found, that there are responsible writers and journals in a democratic country prepared to defend a hereditary and privileged class against the democracy of the motherland. What these Canadians would not tolerate themselves, they do their little best to assist in binding on the shoulders of the British nation.

W. T. Stead, in The Review of Re- the 600, 400 had not attended ten times W. T. Stead, in The Review of Rethe 800, 400 had not attended ten times
during the whole session of 1905; 173
yiews: C.-B.'s parliament has now had not attended at all. None of these
had not attended at all. None of these been in existence for four years. 400 ought to have received a writ The greater part of the first session summons in 1906. This point must not

was devoted to the attempt to amend be ignored in 1810. The house being reduced to manageable dimensions, the government the Education Act. It was defeated should refuse to continue in office unby the peers, who by way of showing their temper also threw out the plur less the King will consent to make voting bill, a measure which exclusively concerned the house of com-In the second year they rejected the cotch land bill and the Scotch valua-The third year was devoted to the

reform of the license system. The bill was thrown out by the peers in obe-dience to the dictates of a Tory conclave meeting in Lansdowne House. They also frustrated a second attempt to amend the Education Act.

The fourth session was almost entirely devoted to the budget. No house of lords has ever before rejected a budget; but this house knows no limits to its ambition. Trampling under foot all the precedents, all the traditions, and all the usages of the past, it refused to pass the budget until the house that voted it had been dissolved and a plenisette taken upon the ed and a plebiscite taken upon the question whether the crown should be granted the supplies necessary for car-rying on the government of the em-pire. And in order to show that their destructive energies were not exhausted by this unprecedented usurpation, they threw out the bill relating to the

tion bill.

elective chamber.

Bésides these capital acts of destru? tion they did their utmost to mutilate the Irish land till and the housing bill. They have tried to make old age pensions terminable in seven years. They contributed nothing constructive. one can look over the long record of LONG-SUFFERING BARBER ACTS good." It has filled up the cup of its iniquity, and the hour of reckoning

Extra Prices for Saturday Hair Cuts

The Fruits of Victory.

The usurpation of the lords will be appropriate with the second propriate w ne usurpation of the tommons will. At nightfall, 68 bodies had been re-PITTSBURG, Pa., Feb. 2.—The union barbers of this city are after the woman who persists in sending her boy

with resolution to deliver Britain once for all from the present menace to free institutions.

There are two things which lie within the power of the crown. The first, in the power of the crown. The first, which is too often overlooked, is the right of the sovereign to withhold a right of the sovereign to withhold a writ of summons to any peer who has in previous parliaments treated the writ of summons with contempt.

The King, at the beginning of the present (December, 1909) parliament present (December, 1909) parliament peers, temporal and spiritual, to attend in their place in parliament. Of

confessed to have embezzled during 9

Warriner declared that, as far as he Warriner declared that, as far as he knew, Mrs. Ford had been unaware that he was short in his accounts. He had paid blackmail to Mrs. Ford because she knew that Cooke had been short in his accounts when he left the Big Four service, and that when Warriner succeeded him, he had concealed

members of the privy council or other notables—to give them a majority adequate to restore to the house of commons the exclusive right of dealing with finance and a decisive voice in legislation. The second chamber should then be relegated to its proper functions as an arena for debate and a tribunal of revision.

The Writ of Summons.

The first point in the fight when the Continued on Page 11.

SALVATION ARMY FARM

Cone Thousand Acres Near Winnipeg to this shortage,

This testimony was a surprise to the prosecution, for under one indictment Mrs. Ford is accused of receiving stollers. There was another unexpected turn in the trial when it became apparent that Warriner had no intention of accusing his quondam friend, Cooke, or blackmail. He repeatedly declared that Cooke had never extorted money from him, but that he had supplied him with funds for the sole purpose of keeping Mrs. Ford quiet, as she was equally dangerous to both of them.

Warriner admitted that he had given considerable sums to Mrs. Cooke, but she had never asked him for money.

she had never asked him for money, and said that the only reason he helped her and her children was "because they were the only ones I felt any thousand acre farm is to be establishwere innocent of any wrong doing, and
he did not like to see them suffer.

city for supplying a place for unemployed men to work, and as a centre of the farm laborers and domestic servants brought to the west by the army. Market gardening will form a big part of the farm work, and it is hoped to make the venture self-supporting.

### FINDS HUSBAND 40 YEARS LOST SIXTY-EIGHT DIE IN THIS MINE She Thought He Was Killed in Civil War-Chance Recognition.

sults-Total Loss of Life Unknown. WABASH, Ind., Feb. 2.—In a wood SAN ANTONIO, Tex., Feb. 2.-A de-

chopper at work near home, Mrs. Albert Holly to-day recognized her husband, whom she had not seen since he marched away as a soldier in the civil At nightfall, 68 bodies had been re-covered from the Palau Mine of the and moved away. He could not find C. Coahuila Coal Company, in the her when he returned from the south, and became a wandering carpenter. Mrs. Holly married James Stull a few years after the war. For 40 years they lived happily together. Stull was a motorman here. Ten months ago he was thrown from his car and killed. Holly and his wife will now re-marry.

NEW YORK, Feb. 2.-It was said in NEW YORK, Feb. 2.—It was said in authoritative circles to-day that the American Express Co. has purchased the Southern Pacific Railway Company's holdings of stock in Wells Fargo & Company, which is taken to indicate that a merger of the two express companies is under way.

30TH YEAR.

How Derailment Probably Occurred-Railway Board Declines to Allow its Inspectors to Testify at the Inquest.

SUDBURY, Feb. 2.- (Special.)-The er is at least getting closer to hature of the derailment which prepitated the Spanish River wreck even if the actual cause be never learned. The experts and counsel engaged in

the inquest got their first real look at ties on the torn-up section this after-noon. General Superintendent Gutelius sent an engine over the roadbed this morning to melt the snow, so that the marks made by the wheel flanges could be seen. It seems pretty clear that the forward truck of the first-class coach (the fourth car) left the track first at a point 393 feet east of the bridge abutments. It trailed along at an angle until it got so far out of line that it pulled the rear truck of the second-class coach off, 270 feet east of the bridge.

Within 46 feet of the face of the abutment, the leading truck of the second-class car left the rails. The hind truck of this car was by this time considerably shifted north of the track and struck the bridge abutments, toppling over the bank. Relieved of this weight, together with the jolt of encountering the solid masonry, the car plunged diagonally across the bridge, tearing out a large bracing girder. The recoil from this impact drove the rear end back thru the north side of the bridge. The car broke in two, and the half on the bridge caught fire. The first-class car started down the embankment at about 200 feet east of the bridge, dragging the diner and Within 46 feet of the face of the the bridge, dragging the diner and

Pullman.

May Have Been Truck Gear.

So much for the derailment. What caused it must be left to theory. The roadbed, tracks and wheels are conceded to be pretty fair, if not reasonably good. Eliminate these, and the only thing left would be for somethins to have become loosened on the truck

Hold on Him Was His Neglect to
Reveal Another's Peculations.

Reveal Another's Peculations.

CINCINNATI, Ohlo, Feb. 2.—About one-fourth of the \$643,000 which Chas.

L. Warriner, defaulting local treasurer of the Big Four Railroad, has confessed to have embezzled during 9 officers in such matters are privileged. confessed to have embezzled during 9
years, was paid by him to Mrs. Jeannette Stewart-Ford and Edgar S.
Cooke, of Chicago, according to Warriner's testimony to-day in the trial
of Mrs. Ford for alleged blackmail.

Roadmaster's Evidence. In the inquest to-day Roadmaster William Commrie, who was riding in the fireman's scat on the engine of the wrecked train, was given a pretty the wrecked train, was given a pretty stiff examination. Section Foreman Joyce had notified him about being short-handed and he had supplied a helper the day after the wreck. He had never noticed a tie shift on the piece of right of way, in question. There was 16 to 18 inches of ballast on the dump.

Asked if it wasn't too much to ex-

Asked if it wasn't too much to expect two men to keep the snow shoveled out of the guilles or drains at this season of the year, he replied in the negative. The men didn't shovel out guilles in winter, except in the yards.
"How about thaws?"
"They only shovel them out when

it is necessary."
"I understand there was quite thaw on the day of the accident?" "There was no water lying on the

"Now, Mr. Commrie, did Jerry Proux, the section boss you discharge ed early in January, ever complain about this section of track being bad?" any more than any other portion of the section."

"Was he ever denied a full complo-ment of ties when he sent in a requi-"No: I think all requisitions were

filled. Asked about the speed No. 7 was traveling when wrecked, Mr. Commrie judged it was at \$5 or 40 miles an hour. He admitted he had not observed the speed before the accident. He

could say pretty certain, however, that it was not going 60 miles an "Where were you on the track when the emergency brakes were set?"
"About 60 or 70 feet from the west

end of the bridge." "Do you know how far you ran before stopping?"

Commrie said he walked over the Commrie said he walked over the up-torn tracks before the work of repairing had begun, but had paid no particular attention to their state. Later he noted flange marks on the ties about 400 feet east of the span, and it was at this point he believed the derailment occurred. He knew of nothing that would lead to a run-off, the he admitted that the rails had tho he admitted that the rails had spread in his section occasionally. The rails employed here were of English manufacture and weighed 72 pounds to the yard. They had been in commission for 17 years.

Several of the big "100" class engines running over the road for the last four or five years, weighed about 130

Continued on Page 7.