

2 1910
WEDNESDAY
FEB. 2nd.

A SNAP FOR INVESTMENT
Your home brick house, Sherbourne street, near Leavelle, is for sale at a price in good repair and rented to good tenants. Price, \$12,200; only \$5000 cash.
H. H. WILLIAMS & CO.
26 Victoria Street, Toronto.

\$4000
We are offering for sale a distinctly modern, detached brick house of fine appearance, brick bay, pretty veranda; containing eight well-planned rooms; hot-water heating; cross hall; in good locality, handy to King, Queen or Roncesvalles cars. H. H. Williams & Co., 26 Victoria St., Toronto.

MONTEAL'S NEW MAYOR
DOLE ENTER THE OUTER
THE OUTER

East, 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 somewhat similar to those sought by the Central Terminal Company; this is the serious situation which the city is now facing.

The radial railways are the Hamilton, Guelp and Waterloo, which desire to approach from the west, the Toronto and Eastern whose aim is to enter from the east, and the Monarch 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 charter 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 highways.

City's Case Prejudiced.
Controlled by the Church and H. H. Dewar, K.C., counsel for the city, last night for Ottawa, where they will do their best to protect the city's interests against the threatened invasions from the west and east. With regard to the former, the outlook for preventing a surface entrance is good, but the civic department hopes 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 to come in by a subway or tube system has weakened the city's position, so far as absolute refusal of an entrance is concerned.

The Hamilton Waterloo and Guelp railway is understood to be a reorganization of the Hamilton radial railway which has tracks already built from Hamilton to Oakville, but was not to finance the completion of the line to Toronto. The new company wants either an independent right-of-way or the same conditions as the Hamilton radial. It is capitalized at \$2,000,000, and includes among its incorporators, John Patterson, Paul J. Miner, Henry Klinton, James M. Young, and Joseph D. Cherrier.

The Men Behind.
The Toronto and Eastern Railway aims to have its main line from Toronto to Cobourg, with branches to Port Hope, Peterboro, Markham, Stouffville or Uxbridge, and also to Lake Simcoe or Lindsay. Its incorporators are E. K. Kainer, and Frank William Robson, all of Ontario; James H. Downey of Whitby and Ralph E. Mowbray, Kingston. It is capitalized at \$1,000,000. City Solicitor Johnson is not apprehensive that the powers, other than those to be granted, will be secured. Both the radial companies aim at securing the right of franchise over electric power, to build telegraph and telephone lines, etc. (As the Toronto Central Terminal Company's application along these lines was not only in complete violation of the provisions of the act, but also in violation of the provisions of the act, the city is not likely to grant it.)

Involves Provincial Rights.
Controller Church contends that last year's board of control made a grave mistake in consenting to an amendment whereby the Hamilton radial railway was allowed the right to enter the city at all. He thinks there is little hope of blocking the application of the Hamilton, Guelp and Waterloo railway for power to use the right-of-way thus obtained. Last year's board, he asserts, entered into the agreement without consulting the city council.

"The Toronto and Eastern Railway 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. Fox are not up and doing. The company is seeking an infringement of the rights of the province, and the Ontario Government should protect against it at Ottawa. The railway is asking a lot of terms which it is distinctly the right of the province to deal with. The company has come to Ottawa for its charter because it wants to get a perpetual franchise which it is jiggered from getting at Queen's Park."

To Help Montreal. The city delegation to a Central Terminal Company bill, in return for the assistance given by Montreal in the case of the local bill, along with the assistance of the board of control, W. D. Lighthall, secretary of the Union of Canadian Municipalities, said the twin schemes "appeared to be parts of a very common process of some contractor or schemer connected with the J. P. Morgan financial interests of New York, trying to get Canadian franchises, water powers, etc."

CANDID CRITICS OF DEPT. OF LABOR

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

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

Hon. Mackenzie King, minister of labor, moved a resolution calling for the appointment of Prof. 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 per day. 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 to 38.

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 200,000 the sum of \$80,000, or rather less than \$2 a head, seems rather the reverse of an extravagant sum to spend for the erection of four buildings for the benefit 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 too small for the Y. M. C. A. 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 be, 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.

The Ownership of Ore Worries Some Senators
Fearful That Amendment to Criminal Code Will Make It Unpleasant for Honest Men.

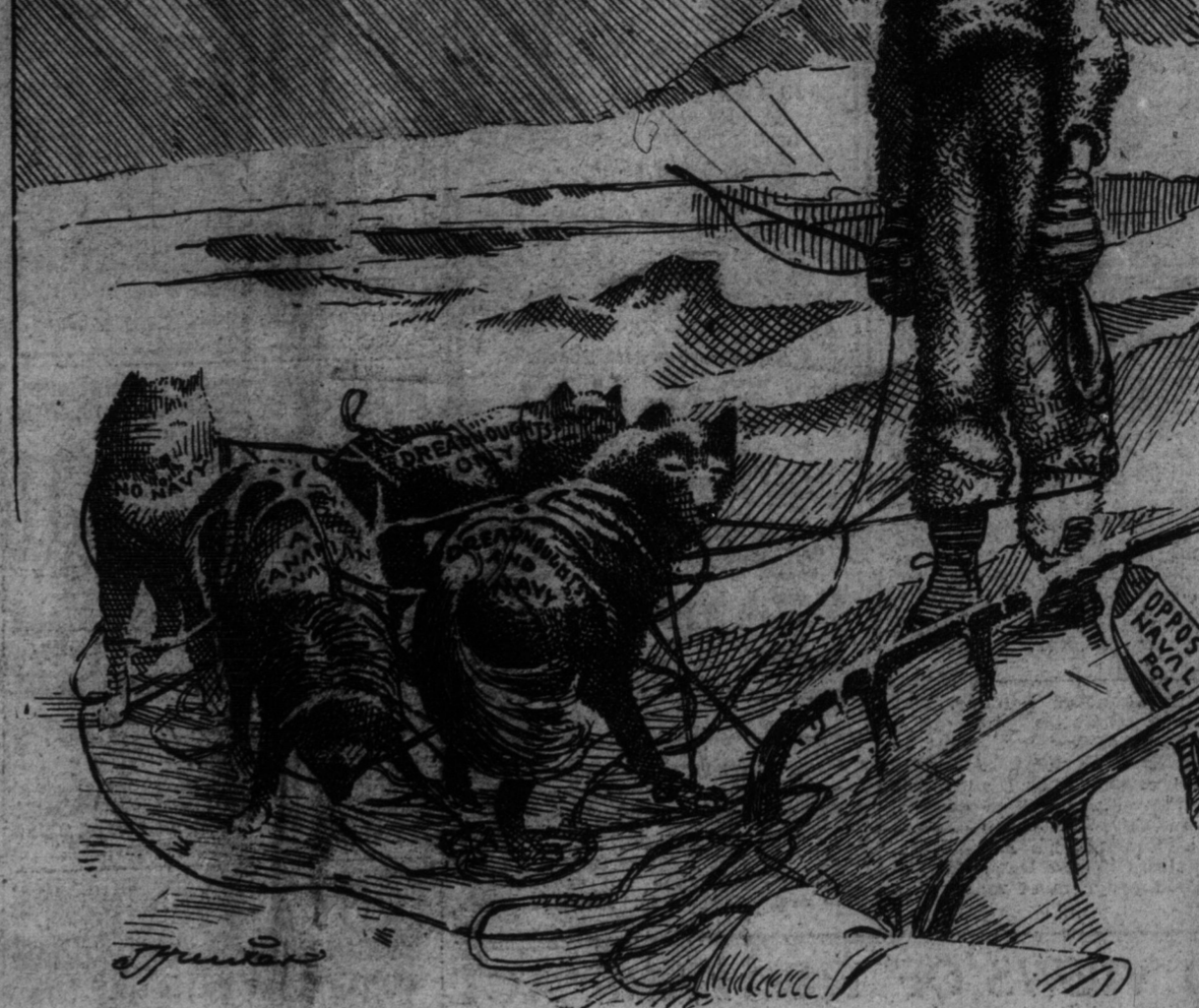
OTTAWA, Feb. 2.—(Special.)—In moving the second reading in the senate to-day of an amendment to the criminal code, making it a punishable offence for a person to have precious ore in his possession, without being able to give satisfactory explanation of how he obtained it, Sir Richard Scott stated that there was similar legislation on the statute books of South Africa and West Australia. Some years ago when he had asked for a special enquiry into a certain matter, he had been told that the labor department was quite capable of doing the work.

LONG-SUFFERING BARBER ACTS
Extra Prices for Saturday Hair Cuts and Once-a-Week Shaves.

PITTSBURG, Pa., Feb. 2.—The union barbers of this city are after the woman who persists in sending her hair to have it 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 delaying business during Saturday rush.

SIR THOMAS IS HOME.
MONTREAL, Feb. 2.—(Special.)—Sir Thomas Shaughnessy, who returned from Europe to-day, contradicts the report that Steamship Superintendent Piers has resigned, and that Hugh Allan is to reside in London and look after C. P. R. steamship matters.

A TANGLE.



POLITICAL EXPLORER: Well, blame them dogs!

TYRANNIES OF THE LORDS IN DESTROYING LEGISLATION

Is it Any Wonder That the Patience of Asquith and His Cabinet Has Become Exhausted?—Present Crisis Explained.

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. B. Willison of The News upholds, and The Mail and Empire that J. S. Willison of The News upholds, and The Mail and Empire that J. S. Willison of The News upholds, and The Mail and Empire that J. S. Willison of The News upholds.

WARRINER SWEARS WOMAN'S ONLY HOLD ON HIM WAS HIS NEGLECT TO REVEAL ANOTHER'S PECULATIONS.

CINCINNATI, Ohio, Feb. 2.—About one-fourth of the \$43,000 which Chas. L. Warriner, defaulting local treasurer of the Big Four Railroad, has confessed to have embezzled during 9 years, was paid by him to Mrs. Jeanette Stewart-Ford and Edgar S. Cooke, of Chicago, according to Warriner's testimony to-day in the trial of Mrs. Ford for alleged blackmail.

SIXTY-EIGHT DIE IN THIS MINE
Mexican Explosion Has Harrowing Results—Total Loss of Life Unknown.

SAN ANTONIO, Tex., Feb. 2.—A despatch to The Express from Eagle Pass says:

At nightfall, 68 bodies had been recovered from the Esau Mine of the C. Coahuila Coal Company, in the State of Coahuila, Mexico, where an explosion occurred to-day.

MUTE EVIDENCE OF SCARRED TRACK

How Derailment Probably Occurred—Railway Board Declines to Allow Its Inspectors to Testify at the Inquest.

SUDBURY, Feb. 2.—(Special.)—The coroner is at least getting closer to the nature of the derailment which precipitated 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 the scene on the torn-up section this afternoon. General Superintendent Guelph 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 333 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.

ROADMASTER'S EVIDENCE.
In the inquest to-day Roadmaster William Commrie, who was riding in the fireman's seat on the engine of 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 damaged track.

SPEED OF WRECKED TRAIN.
Asked about the speed No. 7 was travelling when wrecked, Mr. Commrie testified it was at 45 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 hour.

HE THOUGHT HE WAS KILLED IN CIVIL WAR—Chance Recognition.

WABASH, Ind., Feb. 2.—In a wood 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 war, 48 years ago. She believed he had moved away. He could not find her when he returned from the south, and became a wandering carpenter.

EXPRESS COMPANIES TO MERGE.
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.