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TWENTY-SEVENTH YEAR

TWELVE PAGES—FRIDAY MORNING JANUARY 11 1907—TWELVE PAGES

ONE CENT

NO ABILITY TO ENFORCE OWN LAWS

POWER OF PROVINCES TO NULLIFY FEDERAL LAWS

LAURIER'S SURPRISING ADMISSION

W. F. Maclean (South York) Calls Attention to Beautiful Passivity of the Dominion Attorney-General in Respect to Violations of Laws Passed by Parliament and Asks Who Has Ever Been Punished for Disobedience to the Statutes.

YOU SHOULD GO TO FOY FIRST MINISTER SAYS

Ottawa, Jan. 10. (Special)—"Of what use is a government which has power to pass laws, but no ability to enforce them? Our federal government is apparently impotent. It may prescribe penalties and punishments, and it does so freely, but does it ever attempt to enforce them? Let us not pass new laws, but rather let us enforce the law already passed."

This was the keynote of a remarkable speech in the house to-night by Mr. W. F. Maclean. (South York), which precipitated a running debate of great interest, and one that may lead to some much-needed reform. He brought to the attention of the house the fatal defect in our federal system, as interpreted and administered by the present government.

Mr. Aylesworth, in reply to questions, made the remarkable statement that he was not charged with the enforcement of the criminal code, nor with the enforcement of any statutes passed by the Dominion parliament. He was supported by the premier, who made the still more remarkable statement, that under the B.N.A. Act there was no power in the Dominion government to enter into any act of parliament. In a word, it is up to any province to nullify any and all federal laws.

Dr. Stockton of St. John pointed out that under the constitution parliament had an undoubted right to create federal courts, and to appoint judges to the supreme and exchequer courts. R. L. Borden and Mr. Bourassa also supported the speaker's contention, but while Mr. Aylesworth finally admitted that parliament might provide machinery for executing the law and cast the duty of enforcement upon an attorney-general, Sir Wilfrid Laurier still insisted that each provincial attorney-general should decide for himself what laws to enforce without interference from the federal government.

When his attitude was questioned, the violation of its charter by the G.T.R., respecting the service at a penny a mile, he said, in effect: "It is none of our business; take your complaint to Mr. Foy."

The debate arose in connection with a clause in the tariff resolution, providing that the governor-in-council may reduce the tariff upon any article of commerce as to which a convention is found to exist between the manufacturers or dealers thereof, at the expense of the consumer.

Nothing from Mr. Hyman Ottawa, Jan. 10. (Special)—In reply to a question by R. L. Borden in the house to-day, Sir Wilfrid Laurier stated that he had heard of a man who had been returned to the house, but he was not impatient at further delay.

STILL FOR SIMPLE SPELLING.

New York, Jan. 10.—The fact that President Roosevelt has accepted membership in the simplified spelling board, whose list of simplified spelling he adopted last summer, was announced to-day.

BOARD OF TRADE CAUTIOUS REGARDING G.T.R. ENTRANCE

Railways Necessary to City's Welfare—Beach Residents Continue Strong in their Protests.

The city's attitude of defence against the threatened railway invasion from the east was decidedly strengthened by the public meeting held in the council chamber of the city hall last night. The attendance was large and representative and almost complete harmony was the rule, altho the remarks of President Peleg Howland of the board of trade and President A. R. Clarke of the Riverdale Business Men's Association appeared to indicate a fear that the Ashbridge's Bay spur line project might suffer thru the exclusion of the Grand Trunk from the route it has asked for.

The Manufacturers' Association was not represented, but a resolution passed by the executive committee of the local branch yesterday shows a hostility to the railway's plans. It declares against the route being adopted unless no other is proved practicable, and that there is a common right of way with no level crossings.

The several resolutions of last night were carried with unanimity of feeling. One submitted by the Balmly Beach Association, with J. J. Dixon as mover, and C. E. Watts as seconder, lays a triple injunction upon the city council: (1) To oppose the application of any railway to enter thru the district now threatened; (2) to compel all railways entering the city to enter on a common right of way; (3) to oppose the application of any railroad to cross a street on the level.

The resolution moved by President Howland of the board of trade, with E. Hynes (Guild of Civic Art) as seconder, asked that the city council threaten to go to the G.T.R. with a heavy expense to "investigate the whole question of the entrance of the railways in all directions to the waterfront, and to arrange, if possible, that this be done in conjunction with the railway commission, with a view of preventing a situation that would admit all the railways on satisfactory terms, and with the greatest benefit to the community."

A resolution submitted by J. Russell Snow on behalf of the Guild of Civic Art, protesting against the menace to the "beautiful beaches and world-famed Scarborough Heights," was approved. Still Another. A resolution submitted by Mr. Edmunds, seconded by C. D. Wrayford, asked that the city proceed at once with the construction of a spur railway along Ashbridge's Bay, and would obviate the need for a lake shore entrance. How Mr. Emmerson, he said, declared that the railway grades from the east required improvement.

Ex-Mayor Richardson of East Toronto said the report of an expert engineer was necessary. He did not think a rumored change of route of the Canadian Northern entrance was a practicable proposition. The Few or the Many Peleg Howland, president of the board of trade, said that the interests of the city in general should be considered more than the interests of any particular section. Toronto should have all the railway connection possible on the most favorable terms. It would be of great advantage to the city's commercial interests that the railways should get better entrance franchises. There was not enough information at present to judge as to the best route, and the board wished to bring all proper proceedings and all that the public expense, and all that the powerful men are indicted and punished by the appearance of your office. It does not necessarily mean an added expense to have it properly equipped.

The Toronto World

FRIDAY MORNING JANUARY 11 1907



HARD ON HIS SHOES. OPPOSITION TRAVELER: Mr. Wiff both sticks to the railroads—only Wiff he rides 'n yer nephew here walks.

TWELVE BODIES RECOVERED NEARLY A SCORE MISSING

Thought That These Were Consumed by White Hot Metal That Burst From Furnace.

Pittsburg, Pa., Jan. 10.—Partial investigation to ascertain the number of fatalities at the Eliza furnaces of the Jones & Laughlin Steel Co., Limited, last night, when an accumulation of gas exploded, bursting the base of the large furnace and showering tons of molten metal over about forty men, was completed to-night and shows that the bodies of twelve men, horribly mutilated, have been recovered and from fifteen to twenty men are missing.

NEW MAGNETIC RAILWAY MONTREAL TO THE WEST

Chicago Man Seeks Charter for Company to Build Road.

Ottawa, Jan. 10.—There is a possibility of a new electric road between Montreal, Ottawa, Kingston and western points. N. W. Leffer, head of the Leffer Electric Company of Chicago, is in the city enquiring into the feasibility of the project, and also about a charter.

KILLED BY FLYING ROCK.

Ottawa, Jan. 10.—While engaged in blasting in a mica mine at Kingsmere, Que., yesterday forenoon William Fleury, a miner, was struck in the head by a flying rock and died from the effects in a few hours. Fleury had put in the blast, ignited the fuse and was retreating.

RECENT VICTIMS OF TERRORISM.

Prince Nakahidze, at Baku, May 25, 1905. General Czenolucki, at Kishineff, June 30, 1905. General Voniharski, at Warsaw, Aug. 27, 1905. General Gakovloff, at Warsaw, Sept. 12, 1905. General Golobchickoff, at Tiflis, Nov. 22, 1905. General Polkownikoff, at Poltava, Dec. 1, 1905. Vice-Admiral Kusnitch, at St. Petersburg, May 14, 1906. General Kozlov, at St. Petersburg, July 14, 1906. Count Alexis Ignatieff, at St. Petersburg, Dec. 22, 1906. General Von der Lanuitz, at St. Petersburg, Jan. 3, 1907. Lieutenant-General Pavloff, at St. Petersburg, Jan. 9, 1907.

MORE ARRESTS LIKELY THRU N.Y. LIFE PROBE

Announcement Made by District Attorney Jerome in Connection With Perkins Trial.

TOBACCO TRUST GUILTY INDIVIDUALS ACQUITTED

New York, Jan. 10.—The jury to-night in the tobacco case returned with a verdict of acquittal as against the individual defendants, Karl Jungbluth and Howard E. Young, and a verdict of guilty as against the corporate interests, namely, the MacAndrews & Forbes Co., and the J. S. Young Company. The corporations were found guilty on two counts, one of forming an illegal combination and the other of being a monopoly. The corporations were acquitted on the count charging conspiracy.

CLEANLINESS IN DAIRYING.

Ottawa, Jan. 10.—At the Eastern Dairymen's convention to-day G. A. Putnam, superintendent of dairying, urged the importance of efforts which would induce the producer to exercise the greatest possible care in dairying. An authority had declared that the infant raised upon the average milk delivered in the city stood only one chance out of fifteen for life, compared with the infant raised in the natural way.

ARCHBISHOP DEAD.

San Francisco, Cal., Jan. 10.—Archbishop Montgomery died this afternoon. The archbishop was operated on for appendicitis recently. He rallied after the operation, and was believed to be recovering, but a relapse occurred.

JAPAN'S IMMENSE OUTLAY PROVIDES FOR DEFENCE

Budget Gives \$55,000,000 for Army and \$40,000,000 for Navy—Country Prospering.

Tokyo, Jan. 10.—Certain details of the budget for 1907-8 were learned to-day. A total of \$95,000,000 is provided for army expenditure. This includes the formation of four new divisions. The navy is allotted \$40,000,000, including \$5,500,000, which is to be devoted to increasing the efficiency of the service. New undertakings in the development of communications are to be met by an internal loan of \$15,000,000.

THIRTEEN WILLING TO ACT AS HANGMAN

Winnipeg Sheriff Selects Executioner for Murderer Maeri.

LEG PULLED FROM SOCKET AS MAN SPUN ROUND SHAFT

Horrible Death of Workmen in Pulp and Paper Plant.

SENATOR FROM MICHIGAN.

Lansing, Mich., Jan. 10.—Congressman W. Alden Smith of Grand Rapids was nominated to-night to succeed United States Senator R. A. Alger. This nomination by the Republican caucus is equivalent to an election.

INDIANA GOVERNOR SUGGESTS 2-CENT RATE

Indianapolis, Ind., Jan. 10.—The Indiana general assembly to-day received the annual message of Governor Hanley, which recommended a two-cent passenger rate and private bank supervision, and advocated the election of United States senators by popular vote. The message was read by Governor Hanley in person.

"Maltese Cross" Rubbers

ONE CENT

NEW FAST LINE IS CONFIRMED

Lord Strathcona Interested in Company Which Will Establish Three and a Half Days' Service.

SHIPS TO SPEED 25 KNOTS Rapid Trains Over Ireland and Ferry Line to England—Big Men in the Project.

Montreal, Jan. 10.—(Special)—That a syndicate has been formed in London with Lord Strathcona interested to establish a 3 1/2 days' service between Halifax and Blackoad Bay, Ireland, is confirmed.

The Great Britain, Ireland and Canada Express route is the official title of a project which proposes: No. 1. The establishment of a service between Halifax, Nova Scotia and Blackoad Bay, on the west coast of Ireland of a line of first-class steamships capable of crossing the Atlantic in 3 1/2 days at an average speed of 25 knots per hour.

No. 2. The establishment of ferries between the east coast of Ireland and the west coast of Scotland and England by means of steamships so constructed as to be capable of conveying passengers and goods trains entire from port to port without disturbing passengers or unloading trucks.

No. 3. The construction of such railways in conjunction with existing lines to provide for an express passenger service between Blackoad Bay and the east coast at a speed of not less than 50 miles per hour.

The promoters claim, in fact, that passengers and mails can be landed in Halifax and sent on to Chicago by the time the best New York steamers from Blackoad Bay to the east coast is about 223 miles. Allowing 22 miles for the ferry and 414 miles to London, the whole trip would be covered in about 14 hours and between Halifax and Montreal in 18 to 20 hours, so that mails could be conveyed from the postoffice in London to the postoffice in Montreal in less than 8 days; from London to Chicago in less than 8 days and London to the Pacific coast in 9 days.

With proper steamers on the Pacific coast it would be possible to deliver the mails in Japan in 17 days and to Hongkong in about 23 days. The promoters claim, in fact, that passengers and mails can be landed in Halifax and sent on to Chicago by the time the best New York steamers from Blackoad Bay to the east coast is about 223 miles. Allowing 22 miles for the ferry and 414 miles to London, the whole trip would be covered in about 14 hours and between Halifax and Montreal in 18 to 20 hours, so that mails could be conveyed from the postoffice in London to the postoffice in Montreal in less than 8 days; from London to Chicago in less than 8 days and London to the Pacific coast in 9 days.

COLDEN.

Observatory, Toronto, Jan. 10, 1907.—(8 p.m.)—Much colder weather has prevailed today in Quebec and the Maritime Provinces, while elsewhere in Canada, in part because of comparative moderation in the falling in many parts of Ontario and Quebec to-night and local falls are also reported from Alberta and Saskatchewan.

THE BAROMETRICAL.

Table with columns: Time, Bar., Wind. Rows for 8 a.m., 11 a.m., 2 p.m., 5 p.m., 8 p.m., Mean of day, 25; difference from average, 4 above; highest, 34; lowest, 15.

STEAMSHIP ARRIVALS.

Table with columns: Jan. 10, At, From. Rows for New York, Liverpool, Southampton.

DEATHS.

ROBINSON—On Thursday, Jan. 10, 1907, William John Robinson, aged 88 years. Funeral from his late residence, 22 St. James avenue, Toronto, on Saturday, the 12th inst., at 2 o'clock. Interment in Mount Pleasant Cemetery. Please omit flowers.