

The Toronto World

A Morning Newspaper published every day in the year.

Telephone-exchange connecting all departments—Main 325.

SUBSCRIPTION RATES IN ADVANCE.

One year, Daily, Sunday included \$5.00
Six months " " " 3.00
Three months " " " 1.50
One month " " " .50
One year, without Sunday " 4.00
Six months " " " 2.50
Three months " " " 1.25
One month " " " .40

These rates include postage all over Canada, United States or Great Britain. They also include free delivery in any part of Toronto or suburbs. Local agents in almost every town and village of Ontario will include free delivery at the above rates.

Special terms to agents and wholesale rates to newsdealers on application. Advertising rates on application. Address THE WORLD, Toronto, Canada.

Hamilton Office: Royal Corners, James Street North. Telephone No. 905.

FOREIGN AGENCIES.

Advertisements and subscriptions are received through any responsible advertising agency in England, the United States, France, Australia, Germany, etc.

The World can be obtained at the following News Stands:

Windsor Hall, Montreal.
St. Lawrence Hall, Montreal.
J. Walsh, 11 St. John St., Quebec.
Pencock & Jones, Buffalo.
Billicott Square News, Buffalo.
Wolverine News Co., Detroit, Mich.
Dispatch and Agency Co., Ottawa.
and all hotels and newsdealers.
St. Denis Hotel, New York.
E.O. News Co., 217 Duane St., New York.
John McDonald, Chicago.
J. A. McLeod, Winnipeg, Man.
R. A. McLeod, Winnipeg, Man.
Raymond & Doherty, St. John, N.B.
All Railway News Stands and Trains.

EARL GREY'S PILGRIMAGE.

Aspirations after peace and concord, and the language of compliment are common enough at international social functions. Sometimes they are but pieces of periscope veiling antipathies and prejudices which, at the moment, it is convenient to ignore. Too rarely for the welfare of the world are their expressions of sincere amity and real conviction. Fortunately for the future of this continent, and the relations between the republic which has already achieved greatness—and does not forget to say so—and the Dominion, which is only beginning to realize how great its achievement is, there is every reason to believe that the foundations of true and lasting friendship are being laid broad and deep. Within the opening years of this Canada's century, a wonderful change has passed over public feeling in the United States towards its northern neighbor, due to more thorough appreciation of the vastness of the Dominion heritage, and a truer recognition of the destiny which possesses the minds of the Canadian people.

Taken as a mere incident, the entertainment of the governor-general by the Pilgrims of the United States is of historic interest, since it is the first occasion when the executive head of the Dominion has visited New York on such an errand. That it has come now is itself significant, and it is peculiarly fortunate that Earl Grey should have the honor of creating this new precedent. Canada has had a succession of governor-generals all of whom were respected, and some for good causes especially popular. But it is doubtful whether any was better fitted to play the part filled by Lord Grey on Saturday. The governor-general is at once a democrat and an imperialist in the best sense of that term. He is in full sympathy with Canadian ideals and Canadian sentiment towards the mother country and towards the United States. No one could be better qualified to deliver an interpretative message making for a clearer understanding and lasting cordiality.

Earl Grey's remarkable and eloquent speech was saturated through by the spirit of Canadian nationality. Nothing in it even obscurely hinted at the older conception of the place and position of the colonies within the empire. His carefully chosen words were evidently designed to impress upon his distinguished audience the fact that Canada as a self-governing community was free to mould her course as she will, and was the arbitress of her own future. Even his references to the outstanding questions which still await settlement were so framed as to place responsibility for the pending negotiations upon the governments of the republic and the Dominion, and upon them alone. To Earl Grey Canada appears in the role of mediator between the two great branches of the Anglo-Saxon—or, rather, the Anglo-Celtic race. In his spirited peroration he described the flags of these nations as

"Forming in Heaven's light one arch of peace."

Of the arch thus symbolized, Canada will be the keystone, if she is true to the faith which is in her.

AT \$9 PER HORSEPOWER.

A unique municipal deputations will see Premier Whitney on Wednesday week to urge him to take immediate and final action to secure to the municipalities of Ontario cheap Niagara-developed electrical power.

The deputations will have an unanswerable case. The public opinion behind them is so strong that the government will surely welcome the impulsion which the civic leaders of the province wish to supply. Whatever the sectional arrangements it will not be beyond the wit of man to devise means for speedily handling this big, but really simple problem.

After all the government will not be asked to act without being abundantly supplied with light and leading. The commissions which have sat for so long upon the power prob-

lem have threshed out every phase of it, with the assistance of the ablest experts who could be procured. Both commissions know their own minds, and feel their feet upon absolutely firm ground.

The statement of the Hon. Adam Beck to the Toronto board of trade last week that power can be supplied by the developing companies at Niagara for \$12 per horse power, is more than corroborated by a letter from a Niagara, published in The World this morning, who quotes an advertisement issued by his city to the effect that arrangements have been made to buy, for a period of twenty years, power at \$10 per horse power. The International Paper Company has contracted to buy 600 horse power at \$9. What ought a customer for the whole of the available provincial field be able to do?

The quickest way to public control of Niagara power is by the expropriation of one or more of the companies which have been founded upon the franchises granted at Toronto and Ottawa. Mr. Beck's insistence upon the \$12 arrangement seems to indicate that the expropriation of the transmission lines would be the simplest way of solving the problem.

Whatever the detailed facts are, the solution of the difficulties which interested parties will surely make the most of, depends upon the simplicity, directness and strength with which the whole subject is grappled with executive and financial courage. And still more courage will be needed, but the issue of a bold and statesmanlike policy cannot be in doubt.

BONUS STOCK MENACE.

The question of expropriation, with which the municipalities are closely concerned, is affected directly by the practice which has grown up during recent years of giving bonus stock to purchasers of the bonds of new enterprises.

This stock, which originally is nothing but water, becomes valuable when the enterprise is successful, and is regarded as a sort of reward to those who originally took the risks. Bonus stock of the Electrical Development Company of Ontario is nominally worth \$8,000,000. If in a few years the earnings permit of dividends on the bonds, and handsome dividends on the stock, for which no capital was put up, the stock owners will be declaring that the money they so receive is a just reward for the great risks they took in launching the enterprise.

A criterion as to the extent of this risk may possibly be furnished by the connection of Coats & Co., the London stock brokers, with the Electrical Development Co. In financial circles it is confidently asserted that this firm (who had an extraordinary deal with Mr. Harcourt) placed a large block of the bonds with English investors, themselves retaining the bonus stock.

Which, if true, means that the British investor was induced to believe, and no doubt wisely believed, that the bonds themselves were a thoroughly good investment, without the inducement of bonus stock.

Which again means that if the British investor staked his money on Niagara power without being given bonus stock (probably he never heard of it), the Canadian investor should have been in the same position; the consumer shouldn't be compelled to pay dearly for electricity in order to pay dividends on unnecessary and parasitical stock. And the province, when it wants to take over the exploitation of its own natural resources, should not have become liable to be asked millions for bonus stock, for the issue of which there was absolutely no need.

HUDSON BAY FOR THE YANKEE.

Which is the quickest and best commercial route from civilization to Hudson Bay? The pleasurable wealth of that inland sea must, as far as possible, be reserved for Canadian use. The schemes for direct communication between Ontario and the Bay are of enormous importance to the Dominion at large.

The railroad to Hudson Bay from the western provinces to York Factory will be a great wheat highway, and will provide for the supply of fish to the great population of the plains. For Ontario there must, of course, be some other way of reaching the Bay than via York Factory, for the Bay has a coast line of 6000 miles and York Factory is seven or eight hundred miles from Moose Factory, at the extreme south of James' Bay.

There is a great deal to be said for the scheme fathered by Col. Harvey, who was the pioneer of Lake Superior shipping, thru the construction of the first Soo Canal. Col. Harvey proposes to establish communication between the great lake and the great bay by a route which, remarkable tho it may seem, will involve the construction of only about 250 miles of railroad.

It is an extraordinary fact that at one point the height of land between Lake Superior and the Arctic Ocean is less than 50 miles north of the Canadian Pacific line on the north shore of the lake. It would be possible, Col. Harvey says, by digging a trench 35 feet deep from the southern end of Long Lake, to cause part of the water which now goes north, to flow into the St. Lawrence basin. The engineering difficulties, Col. Harvey says, and he has been over the ground, are comparatively insignificant.

The Albany River flows within about 200 miles north of Lake Superior, and is navigable from its mouth, near Fort Albany, for several hundred miles

west. Except in very few places, large steamers can travel from James' Bay right up to where the rail line would strike the river. The fishing vessels, which would draw their harvest of unsurpassed quality from the clear, cold waters of the north, could unload into refrigerator cars at the mouth of the Albany, which would be taken on big boats up to the railroad; hauled over the line to a new harbor opposite Lake Island, and near Black River, the existing station on the C. P. R.; transferred to other steamers, ferried 150 miles across the lake; put on another railroad, and, within ten hours, be delivered in Chicago.

By which it seems that Col. Harvey's scheme means tapping Hudson Bay for the modest American.

The primary benefit to Ontario might be that a port of problematical dimensions would arise near Fort Albany, and the fish trade, plus the mineral commerce which might also be developed, would give to the northern boundary of this province a population and wealth which it otherwise could not possess.

The argument for a direct route from the Arctic Circle to Chicago is that, in any case, the population of Ontario which could be served with Hudson Bay fish will not be large enough to consume a sufficient quantity of that edible to pay for a railroad; whereas, by making the direct communication with United States territory, there is immediately within commercial reach a population already of 30,000,000 people, to whom fresh fish is at present a costly luxury.

Col. Harvey and those who are associated with him do not propose to build an expensive railroad at the beginning. The great desideratum is to establish communication with the Bay at the least possible cost, and to improve the transportation as the trade provides the means. The water supply of the north country will afford cheap electrical power. The construction of steamers for the Albany River and for Hudson Bay trade would be an industry in itself, and it is understood that Cleveland shipbuilders are ready to take advantage of the opportunity that would offer for establishing yards somewhere up in the now uninhabited region.

Here, then, is a scheme which has many appearances of feasibility, and which the Ontario government may soon be invited to support. It may cause other parties interested in lines of communication with Hudson Bay to hurry up their plans.

WHOSE CANADA LIFE'S SHARES?

The Armstrong investigation committee's report to the New York legislature contains, among other things, the following in reference to the Mutual Reserve, for whom Mr. Langmuir is trustee:

"The company has been involved in many difficulties by reason of the fact that it started with unscientific and insufficient rates. Its policies were ambiguous and misleading, and its right to increase assessments was hidden in obscure phrases. The increasing cost of insurance as age advanced and the absolute necessity of providing funds adequate to the risks was ignored, either thru design or lack of information. The subsequent efforts of the company to readjust its rates have embodied in controversy with disappointed policyholders, who had been led to believe not only that their rates would remain constant, but that they would have the advantage of large accumulations. * * * The efforts of the company to readjust its rates, accompanied by reports of questionable transactions, have occasioned widespread dissatisfaction and distrust. It is apparent that correct and economical administration is imperatively needed in order to ensure the protection of the interests of the large body of policyholders to whom the maintenance of the company as a going concern under strict supervision is of vital importance."

This company will have to come on the stand. It will have to be ascertained whether the assertions of the Armstrong committee about its New York business apply to Canada. A pretty thing it will be, if the commission, in reporting upon each company doing business in Canada, should feel compelled to condemn the Mutual Reserve as strongly as the Armstrong committee has done, and should have to say: "Mr. Langmuir, one of the commissioners signing this report is trustee in Canada for this reprehensible company. His trusteeship is only a matter of nominal importance, and has no bearing whatever upon the investigation into the affairs of the company, altho his name is on the document which is essential to its power to do business in Canada."

Then Mr. Langmuir's third disqualification arises from the holding of \$20,000 of Canada Life stock by the company of which he is managing director. In order to make it easy for Mr. Langmuir to give the public details of this matter, it may be as well to say that in financial circles the current report is that this stock is held by the Toronto and General Trusts Corporation, for Senator Cox. We may be told that in this case also Mr. Langmuir has no personal interest in the matter.

Well, first, the Mutual Reserve funds in Canada are vested in him because he is chief executive officer of a trust company. His company also has \$20,000 worth of Canada Life stock vested in it. He has no personal interest in either matter!! Where does

CASTORIA.

The Kind You Have Always Bought

Signature of J. C. Atkinson

Mr. Langmuir's personal interest in his daily business come in? Persons whose affairs are entrusted to Mr. Langmuir's company will quickly want to know whether all its trusteeships are without personal responsibility and interest to the managing director, who is understood to be the brains of the concern.

When is a trustee not a trustee? Apparently, when he is Mr. Langmuir. We have it on the authority of counsel for the Dominion, counsel for the Ontario policyholders, and of the gentleman himself.

Which ought to be satisfactory. But it is not.

Mr. Langmuir is a courageous man. The trepidation which affects other mortals is alien to his hardy spirit. Edmund Burke once wrote, "I own that being a judge in my own cause makes me afraid."

Afraid? Who's afraid? Burke might have been; but we live among more valiant men.

BRITISH GOVERNMENT WEAKNESSES.

Already the disproportionate parliamentary majority which the curious electoral division of the United Kingdom enabled the British Liberal party to compile, is showing symptoms of disintegration. This was inevitable, so much on account of its size as of its heterogeneous character. United so far as Great Britain itself was concerned only by opposition to Mr. Chamberlain's proposals, and drawing support from the Irish Nationalists, who had their own axe to grind, no real bond of constructive policy existed. With the responsibilities of administration, the underlying differences of opinion were bound sooner or later to come to the surface. They have appeared with a swiftness hardly expected, and in matters so important that it is not too much to say they ultimately involve either a disruption of the ministry or the surrender of one of its sections to the other. No doubt the crisis may be delayed by prudent management, but its presence in embryo cannot but exert a paralyzing effect upon the cabinet councils.

The conflict between the Radical and Imperialist sections of the ministerial party began over the vexed question of Chinese labor in South Africa, an issue provocative of greater bitterness than has been displayed in the British political field for at least a generation. It is clear that the extreme spirits would have, had it been possible, revoked the ordinances and shipped the yellow contingent back to their native home. But it was found the minister could not be withdrawn, and Lord Elgin was obliged to modify the terms of his original despatch. The debates in parliament were remarkable for the disharmony in tone and temper shown by the spokesmen for the ministry. In the common use of the term "slavery" was openly defended, the Winston Churchill allowed it to have been a "terminological inexactitude." In the upper house Lord Elgin expressed his regret that it should have been employed and acknowledged its inapplicability to the conditions of Chinese labor. Undoubtedly, however, the introduction of yellow labor has not been supported by public opinion, and the division in the ministry showed itself not so much in policy as in argument.

A more serious conflict within the cabinet seems to have occurred over the bill amending the law relating to trades unions. The main point demanded by the unions was the immunity of all their funds from liability for damages for acts done in support of strikes. This was consequent on the decision of the courts in the Taft-Vale railway litigation, which entirely altered the assumption on which the trades unions had proceeded in dealing with disputes between capital and labor. When the government introduced its bill it was found to contain a clause making unions responsible for acts directly authorized by their governing bodies. This provision elicited strong protests from the Labor members and the Radicals, who demanded complete immunity for their funds, and the government has bowed and yielded to the storm. It is scarcely conceivable, however, that the upper house will confirm a principle so contrary to the ordinary law. In this case again the members of the cabinet who

opposed the concession are probably thinking God there is a house of lords. These exhibitions of internal discord, however, cannot but impair the prestige of the government and weaken its hand in its coming conflict with the hereditary chamber.

Winnipeg has established her claim as the third city of Canada since she has pulled off a street car strike in the most approved fashion.

The coal miners may strike, but the power companies are assured of a big supply of cheap power as long as Niagara Falls goes on doing business.

Wonder if Dick Harcourt wore a green umbrella when the London financial brokers discovered him meandering Threadneedle-street in October, 1904?

Fair Grey's New York speech was good; hence the impossibility that it was prepared for him by the man who writes the speech from the throne at Ottawa.

The Algiers conference has reached an agreement on all points, which probably means that either France or Germany has been taking stock of her army and navy.

Scientists have discovered a new disease, which deprives a person, who has once commenced to run, of the power to stop. Perhaps the late Ross government has it.

Phillips, the piano-insurance - York Loan man, is still in jail, and it seems like base ingratitude that of the thousands of depositors in the defunct loan company there is not one to go his bail.

It will strike many people as strange that Col. Matheson should have refrained from giving the country the details of Mr. Harcourt's deal with the London money buyers until he was provoked into the exposure by the tactics of the opposition. Has the colonel any other scandals on tap?

Evidently "The System" is not a twentieth century idea, as Tom Lawson would have us believe. The literature offered to our forefathers in 1784 included:

The Source of Evil, or "The System" displayed, addressed to the gentry, yeomanry, freeholders and electors of England and Ireland, by a freeholder.

IN DEFENCE OF THE MILITIAMAN.

Editor World: I see, in your issue of to-day (Saturday) an account of Sir Frederick Borden's visit to the Canadian Military Institute, and, in his address, he spoke in decidedly unflattering terms about the class of men that go to Niagara camp, and called such men the "rag-tag and bobtail," dressed in uniforms that wouldn't fit and marched off to camp. Who, I would ask Sir Fred, is to blame for the misfit and himself and his store department? Not the officers, but the men of their command. That Sir Fred is not a uniform fanatic, to these officers that would fit any man; and I ask him if it is not the same complaint with the permanent force. When a man "takes on" he has to go to the regimental tailor and get his uniform made to fit, and pay for the alterations out of his pay. Can he suppose that the militiaman is going to pay for a "fit" to go to camp for two weeks? As for the men that Sir Fred calls the rag-tag and bobtail, I beg to differ from him, for there is not a smarter or better lot of men anywhere than the men who go into Niagara camp, and I speak from personal knowledge, because I have been at Niagara camp for years past, as also at London, Kingston, Lewis, La Prairie, and must say I am surprised at Sir Frederick speaking in this way about the young men of our Dominion, who are well able and ready at any time to defend their flag and country when required. It is not the uniform that makes the soldier. I would beg to suggest to Sir Frederick that, in the camps of this year, all trousers and helmets be turned into stores and the men and officers be dressed in "business" dress. What I mean by this is that, as they all go into camp to learn the business of warfare, then dress them in blue flannel shirts, khaki breeches and puttees, Northwest Mounted Police hats, ammunition boots, cartridge belt, and khaki jacket to replace the tunic, and then they will, I feel certain, fill the requirements of the rural corps, and it will be a uniform that will look like business.

W. A. Collins, Toronto, March 31.

NIAGARA POWER AT \$10.

Editor World: In his address to the Toronto Board of Trade, the Hon. Adam Beck is reported to have said: "It is pretty authentic and cannot be denied that this power is available at Niagara Falls to-day at \$12 per horsepower."

I would beg to call your attention to a folder recently issued by this city, which begins as follows: "The City of Niagara Falls, Canada, offers the following advantages to manufacturers: (1) Cheap electrical power in unlimited quantities, and has also a special agreement whereby they can purchase 1000 horsepower at \$10 per horsepower per annum for a period of twenty years." This brings the actual selling price half-way nearer to the estimated \$8 per horsepower.

Niagara, Ontario, March 30, 1906.

DEAD, AGED 96.

Preston, Ont., March 31.—(Special).—The death has occurred here of Ann Ryan, relict of the late Thomas O'Leary, aged ninety-six years.

Commercial Lodge Dinner.

Commercial Lodge, Sons of England, celebrated their twelfth annual dinner at the Merchants' Hotel on Friday evening. The supreme grand president of the order, Wm. Huntley, who came from Montreal specially for the event, presided. Other prominent gentlemen were present, including Richard Evans, past supreme president, W. H. Neal, district deputy, Wm. Barker, supreme auditor, and others.

Holt, Renfrew & Co., 5 King St. East.

Cravenette Hats—We are selling agents for the only hat that undergoes the Priestley Cravenette process—the only hat that rain will not spot or fade. Dobby and soft hats, \$4.50.

Holt, Renfrew & Co., 5 King St. East.

Cravenette Hats—We are selling agents for the only hat that undergoes the Priestley Cravenette process—the only hat that rain will not spot or fade. Dobby and soft hats, \$4.50.

Holt, Renfrew & Co., 5 King St. East.

Cravenette Hats—We are selling agents for the only hat that undergoes the Priestley Cravenette process—the only hat that rain will not spot or fade. Dobby and soft hats, \$4.50.

Holt, Renfrew & Co., 5 King St. East.

Cravenette Hats—We are selling agents for the only hat that undergoes the Priestley Cravenette process—the only hat that rain will not spot or fade. Dobby and soft hats, \$4.50.

THE T. EATON CO. LIMITED

—STORE CLOSING DAILY AT 5 P.M.—

NEED HARNESS?

If you're a horse owner you will have harness needs some time—perhaps now.

Let's tell you something about harness that will put dollar bills in your pocket, put good strong harness on your horse and put satisfaction in your heart—GET YOUR HARNESS HERE.

And we would tell you something more—something just as truthful—something interesting and something profitable—read it.

We know just how good our harness is because we make it.

We buy the very best harness leather obtainable on the American continent, and we buy it in such quantities that we strike the bottom rung on the price ladder—no doubt about that.

—THAT THE LEATHER'S UNBEATABLE,
—THAT THE PRICE IS UNBEATABLE.

are two points that constitute half the virtue of a set of harness. Now for the rest of it: The best harness-makers we know of—the best services that the best wages will bring to us—are working on harness here all the time, and there's a large staff, too.

And there's a shrewd, sharp harness expert superintending that staff—a man who was practically born in a harness shop—a man who knows harness as a horseman knows his horse. And this man has a critical eye open every minute of every day looking for every possible defect, every inch of doubtful leather, every suggestion of imperfect workmanship.

Every set of harness that leaves the factory is right in every way—every inch of it—and the store follows it with its guarantee. That's the rest of the necessary part to good harness, so that in EATON harness you have

—UNBEATABLE LEATHER,
—UNBEATABLE WORKMANSHIP,
—UNBEATABLE VALUE.

Now, these are facts that have been proved by many men, and await the privilege of proving themselves to you.

And Here Are Price Suggestions

Put Them to the Test of Your Examination

NO. 10. STRONG EXPRESS HARNESS—made up to meet the demand of all expressmen—Traces 11-2 inches by 3 ply—Names, high top, wool ball top or English cab with ring draft—Saddle, 6 inches, express weight, well padded with leather lining—Collars, thin sewn, leather faced—mountings brass and nickel. Price \$28.00.

NO. 10. TRUCK HARNESS is made for heavy work on road or van. Lines, 11-8 inches, good length—Collars, long straw cloth or leather faced—Names, No. 10 Concord ball—Traces, 2 inches by 3 ply, very heavy and triple stitched, with heavy heel chain—Martingales and Breast Straps, 2 inch, extra heavy, with snaps and slides—Crutch Breaching, 2 inch folded seat, 1 1/4 inch layer—1 inch crotch strap to market tug—1 inch breeching straps—two 1 inch hip straps, from large ring on hip. The stock is best No. 1 leather. Price \$40.00.

NO. 1. GOOD GENERAL PURPOSE HARNESS—11-2 Traces, Martingales and Breast Straps—back bands well padded and leather lined with fancy housing—Names, high tip wood, steel bones, Calais cloth or leather faced. This harness is fit for any ordinary team work. Price \$31.00.

—Name Tugs, Traces, Breast Straps and Martingales are 1 3/4 inches. Lines 1 inch. Price \$33.25.

—BASEMENT.

THE T. EATON CO. LIMITED
190 YONGE ST., TORONTO

TO BRING BACK SUSPECTS.

Detectives in Montreal for Bennett and Lawlor, Alleged Safe Blowers

Sergt. Duncan and Detective Sockett are in Montreal for the purpose of bringing back John Bennett and Patsy Lawlor. These are the two men who are supposed to have been implicated with Hunter and Crosbie in the many safe-blowing cases and burglaries which have occurred in Toronto and other parts of the province. The police think they have the right parties, but so far the evidence is not strong against any of them except Crosbie, who had the mutilated bills in his possession and

Money cannot buy better Coffee than Michie's finest blend Java and Mocha, 45c lb.

Michie & Co., Limited

who was also wearing a pair of shoes the same as were stolen in Shannonville.

TRUE BILL FOR MURDER.

Belleville, March 31.—The grand jury, shortly before noon to-day, brought in a true bill for murder against Adam Lloyd, charged with killing his wife.

The judge fixed the trial to begin on Tuesday at 9.30 a. m.