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The Toronto World

TWELVE PAGES—TUESDAY MORNING FEBRUARY 21 1911—TWELVE PAGES

FOR RENT—BLOOR STREET STORE

\$45.00 will secure store and seven-room dwelling with bathroom and furnace; ready for immediate occupation; good business district. H. H. WILLIAMS & CO. 35 King Street East.

31ST YEAR

ALDERMEN POUR VOLLEYS INTO WORKS DEPARTMENT

Charges Made That Management of Waterworks Has Been Long Record of Costly Blunders—Council to Approve Experts Named—Choose Roadway Plan at Sunnyside.

What City Council Did.

By a vote of 12 to 7 decided that hereafter council meetings commence at 2 p.m. instead of 3 p.m. By 16 to 7 decided in favor of an 80-foot northern roadway at Sunnyside with a subway at Keele-street.

The board of control was instructed to nominate three experts on the water question for appointment by council.

A motion by Ald. McMurrich favoring placing \$500,000 of the city's street railway revenue annually to the credit of a sinking fund for the purchase of the street railway at the expiration of the franchise was referred to the board of control.

A motion by Ald. McMurrich to have the city engineer investigate the securing of an additional supply of water by an artesian well system or by drawing it from Lake Simcoe was referred to the board of control to be dealt with by the experts it is proposed to secure.

A motion from the board of education to have the city council bring the matter of the charges made against Chairman L. S. Levee before the county judge was referred to the board of control.

That portion of the report of the city engineer referring to the laying of a duplicate intake was struck out. The report of the special committee on tubes was sent back for further consideration.

The foregoing was in substance the business transacted by the city council at yesterday's session, which was prolonged until shortly after 10 o'clock with a short intermission for lunch.

The water situation came in for considerable discussion and the works department was subjected to some sharp criticism. The subject was introduced by the motion from the board of control for power to engage a board of three experts to make a report on the present and future supply.

Ald. McCarthy declared the history of the waterworks system from its inception to be a history of unfortunate blunders which had called for great expenditures and a toll of lives. He criticized the action of the government in making the new western cut, which he held responsible for the drifting of sand and sewage to the entrance of the intake. What was wanted was not so much a board of experts as some honest work and careful thought by the council.

He was opposed to the proposition of Ald. McMurrich to take the water of Lake Simcoe to the city, as the water there had been found by experts to be less pure than that coming from the present source.

This brought a contradiction from Ald. McMurrich, and Ald. McCarthy retorted that he had the report of an expert that the water in Lake Simcoe was at one time last summer more impure than the present supply.

Long Story of Neglect. Controller Church also scored the waterworks department for alleged negligence, referring to the fact that the reservoir had been left so many years without cleaning as an example. He also expressed the opinion that the intake had not been examined in 25 years.

"There has been an annual inspection of the intake," said the mayor. "I don't believe there has been an inspection of the intake in 25 years," repeated the controller. "I think it was neglected like the reservoir. It is absurd to recommend the laying of a duplicate intake which will be subject to practically the same conditions as the present one. I am in favor of getting experts and think we can get competent men without going out of Canada for them."

Ald. Maguire said the indignation which the people had felt against the Toronto Railway Company would not be a circumstance to their feelings if the water supply was not soon made more satisfactory. He took it that the resolution was intended as a vote of censure on the waterworks department. If so it should result in further action. He thought it an evidence that the department big enough to deal with the question. The experts, if appointed, should be selected entirely independent of the engineering department. They should have a competent department and not be obliged to look for experts when confronted with difficulties.

Incompetent Assistants. Ald. Dunn favored the resolution, and so also did Ald. Yeomans. The latter, however, took occasion to criticize the delay in getting the work of extending the intake completed.

Controller Hocken took exception to the conduct of the department. He did not think the trouble lay with Engineer Rust, but thought he had an incompetent man in his department. He thought that the trouble with Mr. Rust was that he was slow to recognize the

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Talk of Annexation

MONTREAL, Feb. 20.—(Special.)—R. Dohle of the head office of the Bank of Montreal, who returned from New York to-day, stated that a very brief sojourn in the American cities at the present time will convince any Canadian that the average American dismisses the reciprocity idea immediately in discussing trade topics, dwelling upon the question of annexation (pure and simple).

In fact, he says that the gentlemen with whom he conversed on the subject did not even attempt to hide their pro-annexation sentiments, and appeared to take it as a matter of course that the destiny of Canada was a matter of the American Union, and that the Washington arrangements is the first step towards the fulfilment of the general sentiment shared over the line.

The U.S. Could Discriminate

Might Favor American Ships By Exemption From Dues, Without Violating the Treaties.

PARIS, Feb. 20.—The Panama Canal was the subject of a lecture to-night by M. De Rousiers, professor of political economy, before the Franco-American commission, presided over by Admiral Fournier. After reviewing the history of the canal, Prof. De Rousiers said that the United States would be the complete master of the situation. He pointed out that although the treaties guarantee equal treatment to all nations, the United States could discriminate in favor of American ships without violating the treaties by exempting from dues all American ships trading between two American points. It was impossible to determine the effect of the new spirit of imperialism, but the canal rates have not been definitely fixed. He considered the Panama Canal would trade between the western states and Brazil and Argentina.

Admiral Fournier said that in his opinion, the principal effect of the Panama Canal on far eastern affairs would be the great impetus given to American expansion in China under the new spirit of imperialism, but the United States face a powerful rival in Japan.

McNAUGHT ON RECIPROCITY Strong Arguments Against Agreement at Conservative Association Meeting.

W. K. McNaught, M.L.A., made a telling argument against reciprocity at the meeting of the North Toronto Conservative Association, in Cumberland Hotel, last night. President M. W. Rawlinson was chairman.

Mr. McNaught said that the gentlemen who spoke so positively of the success of reciprocity under the Elgin treaty appeared to know very little of the conditions which existed then. The great cause of the high price of wheat and other agricultural products then was the Crimean war, which sent up the price of wheat to \$2.35 per bushel. The civil war in the United States subsequently gave a phenomenal demand for Canadian agricultural products at abnormal prices.

Canada had since, it would soon have, spent 500 million dollars in trans-continental lines, the trade of which would be directed to the south by the proposed agreement.

On motion of W. B. Newsome, seconded by G. R. Smythe, the association passed the following resolution: "That this association emphatically protests against the ratification of the proposed reciprocity agreement with the United States."

WRECK ON INTERCOLONIAL Whole Train of Fifteen Cars Left the Track.

PICTOU, N.S., Feb. 20.—The afternoon Intercolonial Railway train from Pictou to Oxford Junction met with a serious mishap to-day. Near Munro's Slings, two and a half miles this side of River John, something caused the whole train of fifteen cars to leave the track, the engine alone remaining on the rails. Fifteen of the cars were freight, and there were two passenger coaches. One was hurt, although the passenger cars are in rather bad shape. The freight cars are badly wrecked, many of them being laden with perishable food products from Prince Edward Island. The mishap will not be cleared for a day or two.

DAUGHTER MAY DIE ALSO. CHATHAM, Feb. 20.—The second fatality as a result of escaping gas fumes in the residence of D. A. Hutchison came this morning, when Mrs. Hutchison passed away in the hospital. She never regained consciousness after being found in the back of the hand by a chicken, a few days ago and blood poisoning set in. It was feared that lockjaw would result, but this has been averted.

Blind Pigeon From a Chicken. WINDSOR, Ont., Feb. 20.—Jackson, a Grand Trunk freight conductor, was perched in the back of the hand of a chicken a few days ago and blood poisoning set in. It was feared that lockjaw would result, but this has been averted.

Accidental death was the verdict returned by the jury enquiring into the death of Dennis Murray, a fireman in the Gurney Foundry Co.'s engine room, who lost his life on Feb. 17 by getting entangled in a fly wheel. Some protection around fly wheels was recommended.

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NO RECIPROCITY FOR MANITOBA

Provincial Government Comes Out Strongly Against Agreement—Bartering Away Our National Liberty.

WINNIPEG, Feb. 20.—The Manitoba Government came out flatfooted against the reciprocity treaty in the legislature to-night and advocated in its place imperial preference and the free extension of trade within the empire. Hon. Robert Rogers moved the amendment to the resolution of the opposition leader, T. C. Norris, favoring the present agreement, and asking for its immediate adoption, and the minister of public works went on record in uncompromising hostility to it, with apparently the solid support of the government bench behind him.

Mr. Norris claimed that there was no need to be frightened at the idea of free trade. The Canadian railroads could compete with the Great Northern and if to do this they had to reduce their rates, so much the better for the farmer. As for annexation, it was more logical to think that Canada would annex the United States.

Mr. Rogers, in moving the government amendment, declared that the bonds of empire should be strengthened. They should follow along the lines of development of the past forty years, and build up inter-provincial trade. "We are bartering away our national liberty and financial freedom," he said.

Before the adjournment of the debate, Premier Roblin was drawn into the discussion. "We stand," he declared, "for a greater Canada and we resist the encroachment of President Taft. The Liberals want to destroy what has taken 45 years to build up."

OPPOSITION FROM MICHIGAN. DETROIT, Mich., Feb. 20.—A petition opposing the resolution said to have been signed by 50,000 farmers and business men through Michigan, was forwarded to Washington to-day by G. H. Slocum, publisher of The Gleason, a fraternal newspaper. It is asserted that the signatures on the petition were secured by a 24-hour canvass of the state.

Aldrich Lined Up. WASHINGTON, Feb. 20.—Senator Aldrich, chairman of the finance committee of the senate, has written to President Taft that he favors the confirmation of the Canadian reciprocity agreement. Whether the senate will resist the encroachment of President Taft, the Liberals want to destroy what has taken 45 years to build up."

To Avoid General Revision. PHILADELPHIA, Feb. 20.—The passage of the Canadian reciprocity bill by the U. S. Senate is favored in a resolution adopted by the board of trade here to-day. In order, the resolution states, "to avert any broader or more general revision of the tariff."

HON. MR. PATERSON SERENE He Doesn't See Why Anybody Should Oppose Reciprocity.

"I presume the reciprocity question will not be made an election matter. The next general election may not take place for two years."

This statement was made by Hon. William Paterson in an interview with The World last night.

Mr. Paterson arrived in Toronto yesterday from Brantford, where he attended a private business meeting, and will leave this morning for Ottawa. The minister of customs appeared reticent and expressed the most utter ignorance of the grounds upon which so many have placed themselves on record as opposed to the measure.

"I heard something of a big meeting here in Toronto the other night, where they didn't seem to entirely agree with the new tariff arrangement," he remarked. "What was their objection?" "What do you think of Champ Clark's speech, in which he predicted annexation?"

This brought the reply: "I remember seeing something about that, but I didn't read the speech."

When the question of a probable impairment to the British preference was introduced, however, Mr. Paterson felt free to give an opinion.

"Reciprocity would in no way interfere with our British trade, but should stimulate it with a British, an American and a home market. Three markets are more advantageous to trade than two."

Mr. Paterson hinted that if reciprocity was not a benefit to Canada, "nothing will prevent us from making another arrangement."

MURRAY'S DEATH ACCIDENTAL. Accidental death was the verdict returned by the jury enquiring into the death of Dennis Murray, a fireman in the Gurney Foundry Co.'s engine room, who lost his life on Feb. 17 by getting entangled in a fly wheel. Some protection around fly wheels was recommended.

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"SOAKED" HIS SUGAR



Little Willie Gets Caught Out in the Wet.

TAKES THE QUESTION OUT OF CITY'S HANDS

Bill Before Quebec House Permits Utilities Commission To Make Bargain With Mont. Ry.

QUEBEC, Feb. 20.—(Special.)—A surprise was presented to the legislature to-day when a bill was introduced providing for the amalgamation of the Montreal Street Railway and three suburban lines the company now controls.

This, however, is the least important feature of the bill. The Montreal Street Railway has been negotiating with the city lately for an extension of its franchise, but up to the present very little progress has been made.

To avoid the possibility of failure to reach an agreement the bill provides that if at the end of a limited time, which is placed at four or five weeks, the city and company have been unable to come to an agreement, the entire matter of a new franchise for the city and its suburbs is to be placed in the hands of the Quebec Public Utilities Commission, with power to make a contract with the company in the city's behalf. The decision of the commission on all matters pertaining to the contract is to be final.

In bringing about the amalgamation of the four companies it is provided in the bill that the public utilities commission shall have the right to fix the terms, so as to prevent the watering of stock. Furthermore, two of the suburban companies are under federal charters, and it is provided that these shall be given up and the companies placed under control of the commission.

The Montreal Street Railway Co. was recently acquired by new interests, and these are desirous of securing a long-term franchise for the four companies concerned and placing the stock on the British market. To this end they are prepared to give up the contracts already existing, some of which have forty years yet to run. The feature of the bill taking the matter out of the hands of the city council is apt to lead to a hot fight.

It was learned last night that the C.P.R. operators intend holding a special meeting to consider pleading sympathy both in sympathy and financial aid.

Rumor also has it that nearly all the men in Montreal have been reinstated, and that Assistant General Manager Michael is now in that city concerning the matter.

DECINES TO INQUIRE Asquith Will Not Ask Ambassador to Verify Report of Clark's Speech.

(Canadian Associated Press Cable.) LONDON, Feb. 20.—In the house of commons to-day, J. F. Remnant, M.P., asked Premier Asquith if he would give the ambassador at Washington instructions to enquire whether Champ Clark stated that the British government would willingly and joyfully assent to Canada becoming part of the republic.

Mr. Remnant said: "I do not consider it necessary to give a fictitious importance to the statement." Premier Asquith: "What I said was: 'I did not consider it necessary to give a fictitious importance to the statement.'"

Mr. Remnant: "The premier said it was an alleged statement." Premier Asquith: "I am quite ready to believe it, but have no official knowledge of it." The speaker: "I think we have had enough of this." (Ministerial cheer.)

"THE GIRL IN THE TRAIN." A mammoth musical production with a hundred people in the cast and with the inimitable comedian, Frank Daniels as the star, is "The Girl in the Train," which will be the attraction at the Princess the last three nights of this week, with a Saturday matinee. This musical play is one of the season's big successes.

A Step Down.

An Ohio subscriber, an old Canadian, writes: "I am very glad to see your paper fighting the Canadian hand-out called reciprocity. Already the millers in this state are talking about grinding Canadian wheat and selling the flour in Canada. This so-called reciprocity looks to me like a decided step-down for Canada on the rise of her national recognition before all the world."

G. N. W. MEN IN EARNEST

Will Fight Issue to Last Ditch—C.P.R. Operators Sympathetic. A committee composed of Jos. Manning, Montreal; M. J. O'Neill, Ottawa, and C. A. Godwin, Toronto, representing the discharged operators, will hear the cases of dissatisfied G.N.W. employees to-day. President S. J. Koenigkamp of the International Telegraph Operators' Union, in speaking to The World last night, said: "It is our intention to see this thing thru, and that the claims of the men are given some consideration. If it is necessary to ask for a conciliation board we will do so. We are determined to stay with the game if it takes all summer."

"I have received assurances from the men over the entire system, and from a good number in the States, that all the support necessary will be forthcoming."

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WOULD PRAY FOR AVIATORS Movement to Have Church of England Litany Altered.

LONDON, Feb. 20.—(Special.)—There is a serious movement on foot to alter the words "by air" to the prayer in the Church of England Litany: "That it may please Thee to preserve all that travel by land or water." The suggestion originated with the Rev. Charles de Havilland, a Hampshire rectar and father of Mr. de Havilland's aviator, and now the matter has been taken up by Archdeacon Sinclair.

"I think," said the archdeacon, "that in view of the great advances in aviation and the risks run by those engaged therein, it would undoubtedly be an excellent thing if opportunity were afforded in the litany to offer prayers for the safety of flying men."

Men's Hats. To buy a good hat is to purchase one with the name of a big maker on the inside band. That is your guarantee that the style is right and that the quality is the best that can be secured. The Dinesen Company is sole Canadian agents for Henry Heath of London, England, and Dunlap of New York. These are the two largest makers of hats in the world.

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HUGHES CHARLES MAY GIVE EVIDENCE TO-DAY

J. R. Stratton, M. P., Issues the Explanatory Statement—Authorities Confer With Travers.

J. R. Stratton, M.P., who is to appear with J. J. Warren, the provisional directors of the bank, and others, upon a charge of conspiracy to obtain the certificate of the treasury board when Travers resumes his evidence upon the stand this morning, has issued a statement, which was also printed in the Peterboro papers of yesterday. It contains an outline of the probable evidence of Hughes Charles of Montreal, but who is expected to be a witness, evidence to-day. The statement is printed below.

More and more as the facts become known, it appears that there was desperate haste in getting Travers out of the city on Saturday. At the jail he was refused communication with the police, the sheriff or the magistrate, despite the fact that he protested that he was needed as a witness. He was hurried out without breakfast and only when downtown was he allowed to swallow a bite, while Deputy Sheriff Brown stood over him watch in hand, tho there was time and to spare to catch the train.

Some more Explanations. Mr. Corsey said yesterday that Deputy Sheriff Severs at least knew that he was not thru with Travers and that he might need him even this week. He said that he had told him that he did not know whether the magistrate would sit on Saturday, but that he would need him on Sunday, and said that he was asked for a letter assuring the sheriff to detain him, but that he did not give the letter, as it would have had no further weight than his spoken request.

Several aviators still continue to state that the length of Travers' stay in the city is without precedent. Frank Law was here after his conviction for seven longer time.

Said Corley Knew Plan. Travers is back in the city looking not much the worse for his hurried-up trip to Kingston yesterday. Yesterday he was closeted with Inspector of Detectives Duncan, Crown Attorney Corley and Assistant County Crown Attorney Monahan.

Travers still says that when he was taken from the jail he vigorously protested that he should not be so removed, as he was wanted to complete his evidence on the case. He was asked that either Magistrate Denison, Inspector Duncan, Sheriff Mowat or Mr. Corley be communicated with. He was told that Mr. Corley knew on Friday of the plan to move him on Saturday, and yesterday he told Mr. Corley so.

Wanted to See Doctor. It was learned yesterday from a responsible source that Premier Whitney had called for the presence of Dr. Bruce Smith, who is said to have seen Sheriff Mowat why Travers had not been removed. Dr. Smith was not in the city, having gone out upon a tour of inspection.

The central topic of conversation on Monday, at the legislature, instead of the formal gathering of a remnant of the house, yesterday proved one of the most interesting and important of the present session. Several government measures of considerable public importance and an animated incident featured the afternoon.

Sir James Whitney relieved the province of all need for anxiety respecting the control of the hydro-electric power furnished by the commission by himself moving the withdrawal of the bill to transfer the control from the hydro-electric to the railway commission.

Hon. Col. Matheson introduced a bill empowering the government to recover by purchase to the extent of \$500,000, timber limits in the Algonquin Park forest reservation.

The provincial treasurer stated that the limits to be secured within the immediate future were appraised at \$290,000.

Allowance for Deserted Wives. Hon. J. J. Foy was called upon by Allan Studholme and S. Clark to increase the maximum amount to be paid by husbands to deserted wives. The revised statute as recommended by the commission of judges, left the maximum formerly at \$5 per week.

Mr. Studholme said he did not see why a wealthy man, possibly a millionaire, should be left off with \$5 a week by his deserted wife. S. Clark said he thought it should be \$7 a week.

Hon. J. J. Foy said he was willing to have the maximum raised to \$7, \$8 or \$10, but this act was not with respect to the wives of men of wealth. It was one of summary proceedings, the entire cost of the public, and enabled a deserted wife, without the expenditure of a cent, to secure an order of support, which carried with it a penalty of imprisonment if disobeyed.

The attorney-general agreed to the maximum being raised to \$10 a week. Several speakers suggested that various officials in addition to the wife should be authorized to lay complaints on her behalf.

Hon. J. J. Foy said that the judges and himself had personally considered the proposal. It might give opportunity to meddlesome persons to increase trouble, and as desertion was not a crime, but only a civil offence, the act as amended would, he believed, suffice. It was given its third reading.

Sir James gave notice of his bill aiming at the transfer of control over railways in the early days of the session, but Feb. 1 announced that he would allow

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SOO RAILWAY OFFICER HERE F. A. Nancekivell to Become General Agent for Eastern Canada.

It was learned by The World yesterday that the Minneapolis, St. Paul and Sault Ste. Marie Railway are about to open an office in Toronto. This will be the first office of the company in Canada, the agent in Buffalo having formerly had charge of all Canadian business. F. A. Nancekivell, at present traveling agent of the Great Northern Railway, is resigning his position with that company to become general agent for Eastern Canada and arrangements are being made to secure space in the Manufacturers' Building for the first Canadian office of the Soo Line.

Since the Canadian Pacific took over the control of the Soo Line, several years ago, tickets over the latter road have been sold at all C. P. R. ticket offices, but the Soo people have had no representative in Canada to look after their general business.

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