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ALL CHARITIES UNDER ONE BOARD

Commission Will Ask Controllers to Make a Change in the Present System—Home For Colored Women Is Essential and More Care Is Needed For Small Children.

When the charities commission met in the city hall last night, representatives from many of the homes for destitutes submitted reports of the work done during last year. The committee thought that the institutions were often cutting into the work of each other, and in some parts of the city were too close together. Mrs. Drummond of the Y.W.C.A., stated that a home for colored women was essential, the small one which the association was conducting, not being able to meet the requirements, as there were many girls arriving from Jamaica, who could easily be enticed into unsuitable homes, because a clean place of refuge was not available. Mrs. Drummond's estimates will be sent to the board of control, asking for a grant.

Reports from the Children's Aid Society showed that a large amount of work was being done. Owing to the number of small children, who are taken charge of, the society suggested establishing a small home in the country, but the members of the charity committee were of the opinion that these little tots could be cared for at some of the homes. The King-st. East Day Nursery was also represented and a brief outline of its work was given. The commission will send a report to the board of control on the question of bringing all the charities under one body.

WM. M'KERRIHEN WAS FATALLY HURT

Flung from his cutter by the impact of a rapidly-moving Queen street car at noon yesterday, William McKerrihen, aged 37 years, of 277 Roxton road, was probably fatally injured, and at an early hour this morning was in an unconscious condition at his home.

Mr. McKerrihen was driving across the Roncesvalles avenue tracks at the corner of Fern avenue, when a southbound car crashed into the vehicle. It was thrown some distance, the cutter was smashed, and the horse, not hurt, but badly frightened, broke. When picked up he was in an unconscious condition, and has been ever since. Several ribs were broken, two of which pierced his lung. He was carried into the office of Dr. Brock and later there Dr. John Duncan and Dr. Hunter and him removed to his home.

When seen last night Dr. Hunter said he did not think there was a chance of recovery as life was gradually ebbing away. At 2 o'clock it was not expected that he would live many hours.

Mr. McKerrihen has lived in Toronto for about 25 years, and was a tea merchant. He has a wife and a large grown-up family. For many years he has been in charge of Chalmers Presbyterian Church. Stories regarding the collision are conflicting.

MR. BRODIE APPOINTED

Well-Known Railroad Man Is Canadian Agent of Pennsylvania Line.

C. Benjamin Brodie of Philadelphia has been appointed Canadian passenger agent of the Pennsylvania Railroad Co., with offices in the Traders' Bank Building, Yonge-street. Mr. Brodie is a well-known official of the company, and has held various positions, principally in the south. The decision to establish a passenger agency in Toronto was with a view to bestowing more direct care and attention upon passenger travel on the road to and from points in Canada.

The distributions of the New Illustrated Webster Dictionaries at The World Office are made between the hours of 9 a.m. and 5 p.m.; Saturdays, 9 a.m. to 2 p.m.

PRIVILEGES ACCORDED TO ONTARIO IN SETTLEMENT OF BOUNDARIES EXCEED THE BEST EXPECTATIONS

Continued From Page 1.

that the territory of Keewatin still belongs to the Dominion Government, while the division west of the boundary will be under the administration of Manitoba, Ontario, for all practical purposes, will have all the privileges that the province could wish for. Ontario's portion of Keewatin also is the property of the Dominion.

When Sir James Whitney read the order in council fixing the boundaries in the legislature yesterday afternoon, it was rather unfortunate that N. W. Rowell, the leader of the opposition, was not present. Ever since the session opened Sir James Whitney's equally persistent efforts to delay the discussion until official notification was received from Ottawa, have been one of the interesting features of the legislative session so far. That Sir James was fully justified was proven yesterday.

Favorable Result.

Loud applause from both sides of the house greeted Sir James' announcement of the settlement of this vexatious question. Not a member of the opposition rose to make any comment whatsoever, and it was evident that the result had been much more favorable to the province than they had anticipated.

The session had hardly begun before Sir James rose to read the order-in-council that he had just received from Ottawa. He regretted Mr. Rowell's absence, but said that he thought it advisable to have the communication laid before the house as soon as possible, so that any discussion arising therefrom could be brought on without any delay.

The communication was as follows: The committee of the privy council have had before them a report from the right honorable the prime minister submitting, in connection with the proposed extension of the line of the respective provinces of Ontario and Manitoba as defined by resolutions of the house of commons, passed on the 18th of July 1908, that the government of Ontario represents that upon the enlargement of the territory of the province as proposed it would or might be desirable in the interest of the province to extend the provincial railway, known as the Timiskaming and Northern Ontario Railway, at present in operation between Fort Erie and Cochrane in the said province to a suitable point on Hudson Bay, that it may be found necessary or expedient to select for such Hudson Bay terminus a point at or near the mouth of the Nelson River, and that as the estuary of the Hudson lies some distance westward of the proposed western or northwestern boundary of the province, the government desires that such arrangements be made as will enable the province, or such commission or public corporation as may be thereto authorized on behalf of the province, to construct, maintain and operate the portion of the proposed extension of the said provincial railway which may be projected within the extended boundaries of the Province of Manitoba for the purpose of reaching the terminus to be selected as aforesaid upon the waters of Hudson Bay.

What Ontario Gets.

The prime minister states that he considers that reasonable provision should be made to give effect to this respect on the part of Ontario in so far as it is within the authority of the government and parliament of Canada, and therefore recommends that:

1. The government of your royal highness be authorized to transfer to the government of Ontario, or to a minister of that government, to a commission, as may be authorized or required by the government of the Province of Ontario, on behalf of the province, in so far as the lands hereinafter mentioned or described, shall be vested in his majesty, in the right of the Dominion.

Five Mile Strip.

(a) A parcel of land of a uniform width of five miles, commencing at a point to be determined by the government of Ontario, on the proposed eastern boundary of Manitoba, within 50 miles of the point of intersection of the said boundary with the shore line of Hudson Bay, and extending from the said proposed eastern boundary of Manitoba to the Nelson River, but so that no portion of the said parcel of land shall be more than 50 miles in a direct line from the shore of Hudson Bay; also such further parcels of land not exceeding in width one-half mile upon the east side of the said river, extending up river along the shore of Hudson Bay, as may be necessary to entitle the province to a continuous strip of ten miles upon the Nelson River and Hudson Bay, including the water front which will lie within the parcel five miles in width just herebefore mentioned or described, with such right, interest or easement in the river bed upon the eastern side and the foreshore contiguous to the land to be transferred as may be necessary or reasonably required for the erection, maintenance and operation of docks, elevators, or other structures for the purposes of the said railway; provided, however, that the total combined frontage of the said two parcels of land upon Nelson River and Hudson Bay shall not exceed ten miles.

Right-of-Way.

(b) If the terminus of the Hudson Bay Railway be established at Fort Churchill, and if the government of Ontario prefer to make Fort Churchill the terminus of their said railway, a right-of-way 200 feet in width from any point on the Nelson River to the nearest available point on the Hudson Bay Railway so that the provincial railway may connect with the Hudson Bay Railway at that point, your royal highness' government in that event agree to assign powers over the Hudson Bay Railway.

2. Your royal highness' government undertakes in the event of the extension of the said provincial railway beyond the limits of Ontario, to promote such legislation as may be necessary within the powers of the parliament of Canada, to authorize such extension and the construction, maintenance and operation of the railway within the Province of Manitoba with powers to construct and operate telegraph and telephone lines, docks, elevators and other structures of every kind, to develop and operate water powers and generally to do all things necessary or convenient for the operation of the said railway.

Five Years' Time.

3. A period of five years be allowed to the Government of Ontario within which to select and designate the said lands intended to be transferred as

SOCIETY NEWS.

The society news for to-day will be found on page 8.

ONTARIO IS GIVEN FREE ENTRY TO NELSON

Continued From Page 1.

toba and the Dominion had been discussed, but without definite result.

Shortly after the present administration came into power conferences had been had with the premier of Manitoba and some of his colleagues, and a basis of agreement had been arrived at, as expressed in a letter sent to Mr. Roblin by Premier Borden. The principle here laid down had been worked out in the resolution now submitted to the committee.

Manitoba Gets \$1,949,000.

Manitoba would, under the bill, receive an approximate subsidy of \$1,949,345, made up as follows: Allowance for government and local purposes, \$190,000; 80 cents per head on population, \$234,491; indemnity for want of lands, \$552,500—less swamp and university lands, \$149,230—\$413,270; net interest allowance for public debt, \$381,584.

This he compared with the amount receivable by the prairie provinces, the totals of which were: Alberta, \$1,260,105; Saskatchewan, \$1,551,820.

All allowances, the premier said, were to be dated from July 1, 1908. The Province of Manitoba had taken the ground that the extension of its territories should have taken place at the same time that the new Provinces of Alberta and Saskatchewan were constituted.

Under this condition, the following approximate arrearages would be payable to Manitoba should the proposed bill become law forthwith:

Payment of Arrearages.

(a) Annual allowance in lieu of debt, \$381,584; annual allowance already received, \$178,947; arrearages each year, \$202,637; arrearages for four years (July 1, 1908, to June 30, 1912), \$810,548.

(b) Annual allowance in lieu of lands, \$552,500; swamp lands' deduction, average, \$105,500; university lands deduction, \$15,000; already received, \$100,000—\$220,500.

Estimated arrearages each year, \$342,000.

Estimated arrearages for four years, \$1,368,000. Estimated total arrearages, \$2,178,548.

The swamp lands to be reconveyed to the Dominion under the bill were estimated at 147,880 acres.

How About Ontario?

Sir Wilfrid Laurier claimed that the government had not decided on the magnitude they would take towards Ontario's claim that its boundaries should be extended to the Churchill River. This was the deduction he drew from the fact that the government did not propose a point at which the boundary was to strike Hudson Bay.

The premier explained that the boundaries in the resolution were the same as those that they had been set forth more explicitly by the chief geographer. The question would be raised as to the financial terms, which involved alienating part of the public revenue. The government would not be asked to pay for the extension of the boundaries, but it would be introduced into the resolution.

The Liberal leader had one strong objection to the resolution before the committee. There was absolutely no justification for paying Manitoba these arrears for four years. The boundaries offered to Manitoba in 1908 had not been accepted by that province until October, 1911. The government should be treated fairly and generously, but it should be treated reasonably.

Moreover, it was proposed to treat Manitoba as if it were a new province. It was not merely to be given a subsidy for the purpose of carrying on government in the annexed territories, but it was to be given compensation for the lands over the whole province. There was no justification for this.

Treating All Alike.

Hon. W. T. White declared that the purpose of the bill was to give Manitoba equality with Alberta and Saskatchewan. "To do plain, simple justice to the Province of Manitoba, which has been withheld from that province by hon. gentlemen opposite." Formerly Manitoba got an annual subsidy of \$52,000; now she gets \$381,584, and an additional amount of \$169,000.

Manitoba, he said, claimed that the subsidies should date back to 1908. It had for years been dissatisfied with its terms. This trouble they were now trying to remedy. In 1908 Alberta was given 25,000 square miles and Saskatchewan 20,000 square miles of additional land, and now Manitoba was to receive 25,000 square miles. The swamp lands were to revert to the Dominion.

A deduction was to be made of four per cent on the \$2,178,548 to be paid for swamp lands already sold by the province. If it had not been for the financial terms the question would have been settled years ago.

Mr. White read a letter of Premier Roblin to Sir Wilfrid Laurier, showing that the only point of difference between the Dominion in the Laurier proposal and the Dominion in the present bill was that the latter would have paid to the province's debt.

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mand for a readjustment of the subsidies in regard to capital account.

Favoritism, Says Pugsley.

Hon. Wm. Pugsley claimed that the government was proposing an exceptional legislation in dealing with Manitoba, which was one of the old provinces of the Dominion. The idea of confederacy was that the provincial subsidies should be on a fixed basis.

When Nova Scotia and New Brunswick came into confederation, no consideration was granted them for having built the original section of the I.C.R. from Halifax to St. John. If Manitoba were to be given preferential treatment, Mr. Pugsley claimed that it would open the way to claims of those Maritime Provinces to compensation.

For his own part he thought that neither Ontario, Manitoba, or Quebec was entitled to an acre of the lands outside their original bounds. These belonged to the whole people of Canada and all the provinces should be consulted in regard to their disposition. No province should be entitled to receive a subsidy on theory that it was more entitled to these lands than any other province.

Quebec's Representation.

The question of representation came up in regard to the territory which it was proposed to add to Quebec. He expressed the opinion that this would not count in estimating the 35 members to which that province was entitled.

"If there has been any exceptional treatment of Manitoba," said Hon. W. T. White, "it has been by the late government and not by this government."

All the provinces except Manitoba, Alberta and Saskatchewan, he said, were sovereign provinces, having the advantage of their land minerals, royalties, etc. This established a prima facie case of equality of treatment of these provinces.

J. G. Turfitt (Assiniboia) asked Mr. White if it was the intention of the government to hand over the lands to the western provinces, as promised by the premier before the last election. This would be a good time to begin instead of granting subsidies.

Some Gives Pledge.

Hon. Mr. White replied that the present bill was to redress the specific grievance of Manitoba. As to the present promises, from what he knew of that gentleman, he would carry them out in due course.

Rt. Hon. R. L. Borden: "And in less than 14 years."

"Let us look at this question from a broad standpoint," said Mr. White, "not like the lawyers looking up statutes and quibbling over schisms. We must put the pioneer province, the pathfinder province, the province that has blazed the way for western progress, in the same position as Alberta and Saskatchewan."

Oliver Seeks Trouble.

Hon. Frank Oliver contended that the government had no right in increasing the allowance to Manitoba in regard to debt account, except as part of a general scheme, which would do justice to the provinces all round. The allowance to Manitoba, he said, was not fair as compared to those of the eastern provinces, and the increased subsidy to Manitoba would inevitably lead to a claim from British Columbia for better treatment.

While the present offer was better than that of the late government by \$100,000, it was not as good as the province could not have got \$3 an acre. The reason for the offer was to the Dominion, he contended, was not good business for either the province or the Dominion. It was a matter of policy, created by drainage and this the province was not likely to do if Dominion lands were to be benefited.

He thought this cash subsidy was either to make Manitoba think she was getting more from the federal government, or to make them forget that the promise of the premier to restore natural resources to the western provinces.

Stands by Promise.

Rt. Hon. R. L. Borden was emphatic in reply. "I understand and I stand by my promise," he said, "and I assure my honorable friends that it will be carried out. This, however, could not be given the necessary consideration at the present session. The government had deemed it the best course to pursue to place the Province of Manitoba as near as possible to the position of Alberta and Saskatchewan. Then, later, they could take up the question of restoring the lands to all these provinces in a just and reasonable manner."

Hugh Guthrie (South Wellington) wanted to know if the Province of Ontario had been consulted in regard to the proposed boundary line. He contended that the shore of Hudson Bay on which both Churchill and Nelson were located should belong geographically to Ontario.

Ontario Satisfied.

The premier replied, when the resolution had been adopted and the bill was up for first reading, that Ontario had been consulted with regard to the boundary extension with the acquiescence of the government. The government had realized that it would be to the advantage, not only of Ontario, but of Manitoba and the whole Dominion as well, that the Province of Ontario should be given every facility for extending the line of the N. O. Railway to Hudson Bay if it so desired.

On February 20 an order in council had been passed authorizing the transfer to the Government of Ontario of a five-mile strip of the lands in the territory annexed to Manitoba controlled by the Dominion from the new boundary to the Nelson River and a continuous water front on the Nelson River ten miles in length. If Manitoba wished to extend the line of the N. O. to connect with the Hudson Bay Railway and Churchill was selected as the port of the latter line, provision was made in the order in council for the conveyance to Ontario of eight miles of the foot of Nelson River to the Hudson Bay Railway and running rights over what line for the N. O. to the port of Churchill. Five years were given to Ontario to select its location.

The Province of Manitoba, Mr. Borden added, had agreed to exempt the Ontario railway from provincial taxation.

Extraordinary Says Laurier.

Sir Wilfrid Laurier thought this was a most extraordinary proposal and extraordinary complications would ensue.

What did they think of the "barrier province" of Ontario, as it liked to style itself, becoming the subject of the Province of Manitoba? There was a great difference between making a grant to a government and making it to an individual or corporation.

Rt. Hon. R. L. Borden reminded the leader of the opposition that the Intercolonial Railway, operated by the Dominion, ran thru Quebec and the Maritime Provinces. There would be no more difficulty of jurisdiction in connection with the Ontario government railway running thru Manitoba than there was in this case.

He announced in response to a question that the Province of Ontario had assented to the arrangement.

The bill was then given its first reading.

Ancient Egyptians as Mathematicians.

A real papyrus, dating back to 1700 B.C. and in a fine state of preservation, was among recent archaeological discoveries in Egypt. It gives as its contents a list of the Egyptian knowledge of mathematics, for several problems are given for students to solve.

This old document has a long title, in which each "instruction" is preceded by the words "I have made for you" and "I have given to you." Numerous examples demonstrate that the Egyptians had a knowledge of the use of integrals and fractions were by means of addition. The papyrus was immediately preceding him. What proportion does each one get?

Another problem is: "There are seven men, each one of which has seven cats; each cat has seven mice; each mouse has seven grains of barley; each grain of barley has seven measures of grain. How much grain has been lost?"

Decidedly Dictionary Daffy

Toronto has apparently gone "dictionary daffy," and the surprisingly rapid rate at which the craze has spread to secure copies of the beautiful \$4.00 Webster's New Illustrated Dictionary, with Canadian Census, is a creditable comment upon the high average intelligence of the citizens.

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The papyrus contains also the calculation as to the area of a circle, the quadrature of a circle, and the cubic measurement of the pyramids.