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Choice corner location, ground floor  
and full-sized basement. Possession  
about March 1st.  
H. H. Williams & Co.  
Realty Brokers - 26 Victoria St.  
26th Year

**\$3100**  
Close to College cars; a neat, detached  
brick house, the west side of street, 8  
rooms, exposed plumbing, furnace, electric  
light, verandah. This is reduced  
price for immediate sale.  
H. H. Williams & Co.,  
Realty Brokers - 26 Victoria

**PROBS**—Strong winds and gales, east to north,  
with snow.

Senate Reading Room, 20th Floor, 163-16  
VE PAGES—WEDNESDAY MORNING, FEBRUARY 19, 1908—TWELVE PAGES

28TH YEAR

## RAILROADS MUST LIVE UP THEIR CHARTERS AND SERVE THE PEOPLE

Member of South York Speaking  
on Reciprocal Demurrage  
Amendment Brings up Broad  
Question and is Supported by  
Several Members.

### NEW MINISTER PROMISES BOARD LARGER POWERS

OTTAWA, Feb. 18.—(Special.)—Near-  
ly the whole of to-day's session was  
taken up with the discussion of the  
"reciprocal demurrage" amendment of  
W. F. Maclean (South York). At 11  
o'clock the debate was adjourned af-  
ter the minister of railways and canals  
(Mr. Graham) concurred in the  
opinion freely expressed that sub-  
stantial grievances against the rail-  
ways existed, but he inclined to the  
belief that the bill would not cure  
the evil.

Mr. Graham said he would in a few  
days bring down a bill to increase the  
number of the railway commission and  
to impose new duties on that body  
with regard to compelling the rail-  
ways to discharge their obligations to  
the public.

Mr. Maclean, however, declared that  
the people did not look for a cure of  
the evils existing except through direct  
action of parliament, but was willing  
to wait for the promised government  
legislation.

Mr. Maclean's proposal was ably  
supported by members on both sides  
of the house.

The prime minister moved that recip-  
rocal demurrage be given precedence,  
and this was agreed to.

Mr. Maclean declared the Railway  
Act was one of the most important  
laws on the statute books and it was  
growing in importance. The people  
took more interest in this act than in  
almost any other legislation, largely  
for the reason that it concerns every-  
one. It concerns every industry and  
every province.

The railway law was passed several  
years ago as a government measure.  
It deals, or now proposes to deal, with  
a number of corporations other than  
railway corporations, with express  
companies, telephone companies, and  
will shortly deal with sleeping car  
companies. In fact, said Mr. Maclean,  
the act ought to be in name a public  
utilities act, but a description of the  
act in the statute book was very scant.

In the United States they make very  
accurate descriptions of their laws, so  
the public can at once see what the  
object of a law of this kind is. In  
New York State they had one of the  
best railway laws in the world, an act  
to establish a public service commis-  
sion and prescribe their powers and  
duties and to provide for regulation  
and control of certain parts of public  
service corporations and making an  
appropriation therefor. It was this  
description of duties to railway corpo-  
rations which was so greatly lacking  
in our law, and it was the object of  
this amendment to remedy this. He would  
like to see our act exact somewhat along  
the line of New York State, or of the  
interstate commerce law of the United  
States, so as to set out what it has  
in view.

Description of Law.  
He would describe our law "An Act  
to provide transportation facilities  
for the people of Canada, to regulate  
railway corporations and other public  
service corporations, to create a public  
service commission, to fix charges  
of such companies and to make pro-  
vision for enforcement of this law."

The interstate commerce law of the  
United States established a commis-  
sion, defined its duties and prescrib-  
ed what the railways should do in  
relation to the public. It also made pro-  
vision for enforcement of the law and  
made an appropriation for the pur-  
pose and imposed on specified officers  
the duty of carrying the law into  
effect. In Canada we had nothing of  
this kind under our Railway Act.

Then, in this New York law they have  
made provisions which we ought to  
make for the protection of the public.  
"Each commission shall appoint as  
counsel to the commission an attorney  
and counselor at law of the State of  
New York, who should hold office dur-  
ing the pleasure of the commission.  
Each counsel to the commission should,  
subject to the approval of the commis-  
sion, have power to appoint, and at  
pleasure remove, attorneys and coun-  
sellers at law to assist him in the per-  
formance of his duties."

Continued on Page 8.

**KIER HARDIE HOOTED.**  
Hostile Demonstration for Labor Mem-  
ber at Johannesburg.

LONDON, Feb. 18.—(C.A.P. Cable.)—  
Kier Hardie met with a hostile re-  
ception yesterday at Johannesburg.  
He was howled down and pelted. A  
crowd assembled in front of the hotel  
and sang "We'll hang Kier Hardie on  
a sour apple tree."

Six hundred Salvation Army emili-  
ants sail to Canada to-day.

The Financial Times, referring to  
the new Canadian loan, says the terms  
were sufficiently attractive to ensure  
the success of the loan, said at par  
to 1-2 premium.

**Noted Boxer Leader Dead.**  
SHANGHAI, Feb. 18.—Gen. Tung Puh  
Shang, the leader of the Boxers in the  
uprising in 1900, is dead. He had been  
banished to Kanbu.

Gen. Tung Puh Shang was regarded  
at one time as the ablest and most pow-  
erful of the Chinese generals. He was  
either a Chinaman nor a Manchou, but  
was born in Central Asia, among Mo-  
komandian people.

### PERTINENT POINTS

"If these companies do not  
perform the duties to the public  
for which they were created, par-  
liament must interfere, someone  
must interfere, and compel them  
to render to the public the ser-  
vice for which they were fran-  
chised."—W. F. Maclean, M.P.

"In the bill which will shortly  
be brought down, provision is  
made for increasing the member-  
ship of the commission, and new  
duties will be imposed, with a  
view to further protecting the in-  
terests of the public."—Hon. G.  
P. Graham, Minister of Rail-  
ways.

"The present law contains all  
the legislation necessary to pre-  
vent discrimination in demur-  
rage."—Hugh Guthrie, M.P.

"The very statistics disprove  
Mr. Guthrie's contention. That  
there exists a great grievance, no  
one can deny."—E. D. Smith,  
M.P.

## MAYOR SAYS TIME'S COME

Writes Sir Henry Pellatt  
Inviting an Early Con-  
ference With  
City.

Mayor Oliver has written Sir Henry  
Pellatt, president of the Toronto Elec-  
tric Light Company, advising the com-  
pany that the terms offered by the  
city thus far are not acceptable, and inviting  
its representatives to confer with the  
board of control on Friday afternoon  
next, at 2:30 o'clock in the mayor's  
office, if they have any other proposition  
to offer.

"The time has arrived when we must  
be either on or off," said the mayor yester-  
day afternoon. "Not one of the three  
propositions made is acceptable. I  
am not prepared to accept any of them  
unless they are amended. If the company  
has any other we want it submitted.  
The people say we must go ahead, but  
we'll make a bold first step if we can."  
It is not believed that a conference is  
likely to be held this week, the expecta-  
tion being that the company will ask  
for a postponement until after the Elec-  
trical Development Company's meeting,  
on the 26th inst.

The letter, which is an apparent com-  
bination of "big stick" and olive branch,  
reads as follows:

"The board of control have considered  
the propositions submitted to them by  
your company, and none of them ap-  
pears to meet with their approval. They  
would, therefore, suggest a conference  
of representatives of your company on  
the afternoon of Friday next, the 21st  
inst., at 2:30 o'clock in the mayor's  
office, if you are prepared to submit a  
further proposition looking to the pur-  
chase by the city of the plant of your  
company."

"The time has arrived when the city  
must decide upon a definite course of  
action. I need hardly remind you that  
the citizens of Toronto have given us  
to understand that we must either come  
to some reasonable arrangement with  
the Toronto Electric Light Company for  
the acquisition of their plant without  
delay, or proceed with the erection of a  
municipal plant to be operated by the  
city."

Continued on Page 8.

## CITY CAN'T PROMISE MUCH RELIEF WORK

Employing About 400 Men Now and Best Engineer  
Can Do is to Take on 150 More.

The conference between the board of  
control and civic officials in the  
mayor's office yesterday afternoon to  
consider means of giving employment  
to applicants at the civic labor bureau  
was not, in its results, particularly  
encouraging to the workers.

Mr. Rust put on to put on all he  
could, and he said he could employ  
from 100 to 150 to-morrow morning,"  
said the mayor after the speaker. The  
men will be given jobs at street  
cleaning, but, considering the size of  
the army that has been marching upon  
the city hall with persistent regu-  
larity for some weeks, the relief  
promised is not great.

The other civic officials were not  
able to report any prospects of tak-  
ing on men. Work on the Heber pro-  
ject at the Island will be begun  
shortly, but only about 20 men will  
be needed, and the leveling can be  
done in ten days.

"No, don't think we will make  
any further appropriation," continued  
the mayor. "I don't see how we can  
do any more than we are doing. We  
can't make work."

Continued on Page 8.

## GRAFTERS WERE TOLD ROUTE OF G.T.P.

Favorites Informed in  
Time to Buy Up Tracts  
of Fertile Valley  
Lands of Great  
Value.

OTTAWA, Feb. 18.—(Special.)—Peo-  
ple here lately arrived from British  
Columbia complain bitterly that for  
some reason or another a good deal  
of favoritism exists in the manner in  
which the lands have been taken up  
along the route of the Grand Trunk  
Pacific in certain rich valleys of that  
province.

The statement is made for instance  
that American friends of some one in  
authority, having received the tip in  
advance, have been able to secure the  
greater part of the rich lands in the  
Bulkley and Nechaco Valleys, which  
are said by the people on the coast to  
be the most valuable in that region.  
Here the climate is all that can be  
desired, and for grazing purposes these  
valleys cannot be excelled.

There are, so it is reported, no less  
than two hundred miles of these rich  
lands, and the bulk grass, as it is  
called, makes the finest beef in the  
country. In fact bush grass beef is  
noted the world over.

Well, the story goes that all or  
nearly all of these lands have been  
quietly taken up by American specu-  
lators, who apparently received an  
intimation as to the course the road  
would take, and acting as clever  
business men, have succeeded in gob-  
bling up that splendid domain.

Continued on Page 8.

## BROKERS RISK NOTHING CLEANED UP \$126,000

"Straw" Bid for New York City  
Bonds Realized a Hand-  
some Amount.

NEW YORK, Feb. 18.—It is stated  
here that Charles A. Baldwin and  
W. A. Baldwin, brothers, of Boston,  
have made just \$126,000, according to  
all indications, by their bid on over  
\$4,000,000 of the recent issue of  
New York City bonds at 104 when  
they did not have a dollar to buy  
them.

With the bid they sent a cheque for  
\$168,000, guaranteed by the Massa-  
chusetts Loan and Guarantee Com-  
pany, when, as one of the brokers  
says now, "We didn't know how we  
could raise \$10 if we had to." But  
before the cheque reached Boston a  
New York bond house offered them 107  
for their allotment. With this offer  
there was no trouble in arranging  
with a bank to issue the cheque. To-day  
W. A. Baldwin said they would accept  
the offer of the New York firm. By this  
they make just \$126,000.

When the Baldwin's bid was pre-  
sented, Stephen L. Tingley, said to be  
the broker, and E. Reid signed  
themselves as trustees.

The Massachusetts Loan and Guar-  
antee Company was incorporated over  
years ago, with a capital of \$25,000,  
and deals in bonds and stocks.

Charles A. Baldwin is the treasurer  
and general manager of the Massa-  
chusetts Loan and Guarantee Com-  
pany, and he and his brother are, as  
far as known here, the only men in-  
terested in the operation of Charles A.  
Baldwin has a long and interesting  
record as a bucket shop and discre-  
tionary pool operator in various cit-  
ies.

Continued on Page 8.

Continued on Page 8.

## The Modern Method



OLD LIBERAL LADY: Maybe I'm old-fashioned, but when I was a girl, we didn't get rid of the dirt by sweeping it under the bed.

## TO SEEK LEGISLATION FOR THE PROSECUTION OF DECEIVING AGENTS

City Authorities Are Up In Arms  
Over the Tactics Employed in  
Some Pavement Petitions.

The city may apply for legislation  
to enable the civic authorities to pre-  
scribe paving companies which use mis-  
representation in the securing of sig-  
natures to petitions.

Some time ago the city solicitor, city  
engineer and assessment commissioner  
were instructed to prepare a joint re-  
port suggesting a line of action to be  
taken to abate the annoyance and de-  
lay caused by the works department by  
the activity of agents in getting ratemakers  
to commit themselves to this and that  
paving material. The matter has been  
in abeyance, but complaints from prop-  
erty owners, particularly those on  
Dundas-street, and Wallace-avenue,  
have been so numerous of late that the  
civic officials are getting busy.

"We are helpless at the present  
time," said Mr. Rust. "There are no  
definite grounds upon which we can  
prosecute."

A Dundas-street ratemayer has writ-  
ten The World that the companies have  
been creating very unsettled conditions  
in the neighborhood by their hustling  
methods of getting signatures to their  
own petitions and withdrawals from  
others. Most of these agents claimed  
to have the backing of the works de-  
partment.

The charge is also made that an  
agent of a United States company  
made appeals broadcast to local senti-  
ment, claiming that the company had  
a plant in Toronto and employed 200  
hands—a statement without the least  
foundation in fact.

"That is what the people have been  
up against on the paving question," he  
writes. "The sooner the works depart-  
ment puts a lot of lying pavement pro-  
moters in jail the better."

## AFTER THE DIRECTORS.

Receiver for National Bank of North  
America to Sue.

NEW YORK, Feb. 18.—Charles A.  
Hanna, receiver for the National Bank  
of North America, will soon institute  
civil suits against the directors of the  
bank under the Morse regime to re-  
cover certain heavy losses, said to  
amount to nearly \$250,000, which were  
incurred in stock deals in which the  
bank took part contrary to the federal  
banking law.

The federal banking law provides  
that the directors of a bank are liable,  
individually and collectively, for any  
and all losses which the bank may  
sustain as a result of the use of any  
of its funds in any kind of stock spe-  
culation. The transactions in question  
are said to have been in American  
E. C. securities.

## FULFORD SUCCESSION DUES.

Only about half the succession du-  
ties payable on the late Senator Ful-  
ford's estate will fall to the share of  
Ontario. By a reciprocal arrangement  
with Great Britain, about \$15,000 or  
\$20,000 will go to the British revenue.  
Some time ago a Mrs. Ross, who was  
domiciled in England, had her estate  
taxed in Ontario, and nine-tenths of the es-  
tate duty came to the Ontario Gov-  
ernment.

## SPEAR IS ALLEGED TO HAVE GOT \$50,000

Made Up of Subscrip-  
tions for Bonanza  
Stock -- Another  
Man Also  
"Wanted."

From information in the hands of  
W. H. Price, acting for Vice-Pres-  
ident Warren of the Bonanza Con-  
solidated Mining Corporation, it ap-  
pears that the shortage lets by L. W.  
Spear, the absentee president of the  
company, is in the neighborhood of  
\$50,000. This is made up largely from  
small sums of a few hundred dollars  
subscribed for stock by small invest-  
ors after perusal of the glowing  
prospectus and other advertisements.  
Mr. Warren's contribution is \$300, and  
it is upon the loss of this, together  
with other representations, that the  
warrant was issued.

It is also stated that R. C. Fruen,  
secretary of the Bonanza concern, is  
among the missing, and is one of those  
named as "others" in the warrant  
with whom Spear is charged with con-  
cealing.

Notwithstanding the fact that Mil-  
dredion Crawford of the Crawford Min-  
ing Company declares that there is  
now no connection between the Craw-  
ford concern and Spear, connected  
with his name in American papers  
have appeared since his leaving Tor-  
onto, in which he offers the sale shares  
of the Crawford Company.

While the sum of \$50,000 is said to  
have been received by Spear for the  
Bonanza concern, Treasurer Gillis of  
the company says that no money has  
been paid to him as such officer.

## PRINCE OF WALES MAY BE VISITOR AT QUEBEC.

LONDON, Feb. 18.—It is declared here  
with some show of authority, that the  
Prince of Wales will attend in August of  
this year the three hundredth anniver-  
sary of the founding of Quebec by the  
French.

## VICTIMS IN HOSPITAL.

Injured in the Pardee Wreck Taken  
to North Bay.

NORTH BAY, Feb. 18.—(Special.)—  
Passengers on No. 2 express, wrecked at  
Pardee, were transferred to No. 98  
express following twelve hours later.  
Dr. Sheehan of Chapeau, who was  
attending to the injured, reported that  
patients were at the scene of the acci-  
dent within two hours of the occur-  
rence and attended to by the local  
physicians. The injured were taken to Sudbury  
Hospital for treatment, including  
Brakenham Morgan, whose condition is  
serious, with two other patients, in-  
jured hands and internal injuries.

Mrs. Hogg's condition is serious, but  
she will probably recover. A. C.  
Payne of Bristol, Eng., with broken  
nose, and Mrs. Payne, whose left hand  
was amputated, are also at the hospi-  
tal with two other patients. The other  
injured continued eastward on No. 98.

The accident was caused by a broken  
tire on the main train. The main clerk  
detected something wrong and pulled  
the emergency cord, but the train was  
ditched before it could be stopped,  
only the engine and baggage car re-  
maining on the rails.

The labor of clearing the wreck was  
materially assisted by the new steam  
crane placed at Chapeau last week.  
Formerly the crane from North Bay  
had to be sent, which in this case  
would have involved a loss of time  
and delay to passenger traffic.

The new lighting system for pas-  
senger cars again proved superior to  
acetylene, no explosion or smoking  
place. A government investigation by  
the railway commission will begin at  
Chapeau Thursday.

## SAND PUMPS AT ISLAND.

Dredging Work Will Be Done in the  
Spring.

A deputation of prominent members  
of the Royal Canadian Yacht Club, in-  
cluding Commodore Dr. A. C. Mc-  
Donald, and Frederic Nicholls, waited  
on the island committee yesterday af-  
ternoon to request that the sand pump  
be utilized early in the spring in  
cleaning out the lagoon southeast of  
the club house. It was explained  
that the carrying of sand into the  
clubhouse during the summer would create un-  
sanitary conditions, from which island  
cottagers would suffer.

The city engineer, who appeared as  
a member of the club, supported the  
request, and the committee decided to  
detail the minimum pumps for the service.  
The application of William Bailey,  
who desired to establish a boat build-  
ing factory on the island, was re-  
fused, on the ground that it might  
prove objectionable to residents.

## INCREASE IN FIREMEN'S SALARY.

If the recommendation to be made  
by Chief Thompson is adopted by the  
city council the minimum salary for  
firemen will be \$520, instead of \$450 a  
year as at present.

The chief denies a report that he  
will ask an increase for himself or his  
subordinate officers.

## NO COMMISSIONERS YET.

The new license commissioners for To-  
ronto have not yet been appointed, but  
the other city officers have finally ac-  
cepted the news exclusively announced  
by The World ten days ago.

It is expected that a week may  
elapse before the new men will be an-  
nounced.

To Move G. T. R. Station.  
Mayor Oliver, Controller Ward, and  
a special committee to be appointed  
by the board of control will consider  
the desirability of urging upon the  
Grand Trunk that the South Parkdale  
station be removed to a site near the  
junction of King and Queen-streets.

Under-  
ers  
Prices.  
ain firm in Mon-  
ere turned over  
a discount for  
sometimes. It  
and or money  
these trousers  
put from 50c  
aving is earn-  
should note  
fourth item in  
  
of fine Imported  
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.....\$1.98  
  
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nesday ..... 10c  
per Department.