

OPEN WAR DECLARED BETWEEN MR. BECK AND HIS COLLEAGUES

Other Members of Hydro-Electric Commission Vote Against the Chairman—Stinging Comment by Mr. McNaught.

What may come to be the critical moment in the career of Hon. Adam Beck is intensified by the striking statement of W. K. McNaught, M. P., and Mr. Beck's associate on the hydroelectric commission of Ontario, in Toronto, Friday night.

Speaking to the members of the North Toronto Conservative Association, Mr. McNaught said:

"Any person who opposes the proposition to purchase the Toronto Street Railway Company and the Toronto Electric Light Company, in the present state of the negotiations, is not worthy of the implicit trust of the people."

Mr. McNaught introduced the bill for the joint purchase of the two companies in the private bills committee of the Legislature. The committee, to a certain extent, agreed with the demands of Mr. Beck, and the bill was passed for the separate, instead of joint purchase of the companies, with the provision that the agreement must be satisfactory to the hydro-electric commission.

Colleagues Vote Against Mr. Beck. The action of the committee was a defiance of an overwhelming majority of Toronto's city council. But it was remarkable that two members of the Whitney cabinet voted against Mr. Beck. Not only that, but the only two other members of the hydro-electric commission, Mr. McNaught and Hon. J. S. Hendrie, voted against the proposal, both being of the opinion that the companies should be purchased together. The mayor of Toronto in vain sought to point out that all hope of securing single fares for Toronto workmen would be lost if the Legislature took such an arbitrary attitude as the owners of the companies would not sell their holdings separately, because the two companies were under the same administration.

The situation at present finds both Mr. McNaught and Col. Hendrie committed against Mr. Beck's position. They are the only members of the hydro-electric commission, save Mr. Beck. The bill must be brought to their attention and they can down Mr. Beck if they see fit.

Means Open War. Mr. McNaught's speech of Friday night is taken to mean open war upon Mr. Beck.

The member for North Toronto spoke on the one subject "which is of vital interest to the citizens at this period." He ensured the understanding of the opposition to the proceedings in the Legislature this week.

"Nobody knows just what the actual figures will be," said he, "and nobody need feel concerned over the matter yet. All the city council wanted was permission to purchase if the figures quoted by Sir William Mackenzie were satisfactory. If not, they could turn the proposition down."

Agreement Not Broken. "The objection to the proposed purchase of the Toronto Electric Light, said the speaker, is supposed to be on the ground that it interferes with our agreement with the other municipalities. But I want to tell you that if there is a grain of truth in that I would begin to fight the bill tomorrow, but I am assured that it will give the hydro an added impetus."

The Ontario Power Commission's contract is for 100,000 horsepower. The province is at present using 37,000 and Toronto is purchasing 17,000 of the latter amount. We have at present contracts for the supply of 50,000 horsepower more of that amount, after being in operation for only two years, and inside of ten years we shall be for the past two months the commission has been negotiating with another company for the supply of from 10,000 to 15,000 more horsepower.

More Power Needed. "The city of the future will need 50,000-horsepower itself outside of the requirements of the Toronto Street Railway and the Toronto Electric Light. These two concerns are using 35,000-horsepower themselves. These facts alone indicate the imperative for us to seek outside sources of supply. If we wait until the Toronto Street Railway franchise falls into

peculiarly continental domestic scenes. The lack of British films is giving the inhabitants of the colonies who have never seen England totally erroneous impressions of the mother country. If they see a battleship it flies the Stars and Stripes, if they see a fire brigade at work the background is New York."

The complaint is made that the United States supplies Canada with 90 per cent. of the films exhibited in the Dominion.

"Winnipeg alone, with its 200,000 inhabitants, speaking twenty or thirty languages, throngs the picture palaces every night to see picture after picture of American production."

One-third of the exhibitors of the United Kingdom are joining in the agreement. At present, against one hundred manufacturers in the United States, there are only about ten in England and only \$10,000,000 is invested here.

London, April 26.—Grave anxiety is caused by the condition of the Duchess of Connaught, wife of the Governor-General of Canada, who underwent an operation for appendicitis on April 10. The bulletin issued by the surgeons in attendance this morning says:

"The Duchess of Connaught passed a somewhat restless night. The improvement observed during the past few days has not been maintained."

TURTLE CURE IS NOT A SUCCESS

Hinted That It Is Report on Montreal Patients of Dr. Friedman.

TO REVISIT CANADA

[Canadian Press.] Montreal, April 25.—Though he has announced in New York that he intends to revisit Canada next week, Dr. Friedman, discoverer of the alleged tuberculosis cure, nothing has been heard by local doctors from the German physician. A report on all the cases treated by Dr. Friedman in Montreal has been made and will be submitted to him. While this report has not been published it is hinted that it will contain the announcement that none of the local cases have so far been benefited by the turtle cure.

FIRE SYSTEM FOR NEW DISTRICT TO COST NEAR \$8,000

This Will Provide for Only Six Months' Maintenance.

Mayor Displeased at "Supplementary Estimates" of Fire Chief Aitken.

Supplementary estimates prepared by Chief Aitken show that the cost of giving the new districts annexed last January fire protection for six months of 1913, will be very close to \$8,000, and this amount will only allow for one fire alarm, to be centrally located and each of the four villages, Knollwood Park, Portersburg, Ealing, and Chelsea Green.

Alterations to the Rectory street fire hall will cost \$1,800. Two extra horses, extra harness, blankets, fodder, shoeing and veterinary service, for the extra horses, and uniforms, accoutrements and sleeping accommodation for the extra men, required, will cost \$1,215; salaries for six extra men for six months will amount to \$2,190, making a total of \$5,165 for No. 2 fire hall.

Three-Horse Hitches. No. 4, the nearest hall to Knollwood Park and No. 5, the nearest to Chelsea Green and Ealing, will each require \$920 for one extra horse each, the salary of one extra man for six months, harness, feed and veterinary service for the horses, uniforms for the men and a three-horse hitch at each station. The total amount required for the three halls from midsummer when it is expected to have the alterations made and water laid to the suburbs, to the end of the year, will be \$7,065.

Two extra hydrants at a rental of \$15 a year will require an extra \$380 for the new districts, and four fire alarms centrally located in each will cost not less than \$400. To provide a complete fire alarm service such as exists in the downtown sections would cost in the neighborhood of \$20,000, but the department hopes that with a central alarm in each village, and the telephone service, a fairly reliable protection service can be offered until the new districts are built up more closely.

The total water service for 1913 will cost the city \$10,495, 673 hydrants being required for the entire city.

Mayor Displeased. Mayor Graham evinced considerable displeasure this morning when his attention was called to a copy of Chief Aitken's supplementary estimates for six months required for the new district for fire protection.

"Why does extra do that?" he asked. "Take the auto fire truck, for instance; that is not for the suburban districts alone; it is for the whole city."

But the amount of \$7,065 does not include any items connected with the purchase of the new auto truck, which is not mentioned under Chief Aitken's tabulation of the "approximate cost of equipment and maintenance of Nos. 2, 4 and 5 fire halls in connection with the new district."

Death of William Elliott.—William Elliott died at his residence, 93 Asklin street, on Friday. Mr. Elliott had been ailing with Bright's disease for some years. He was 69 years old. He is survived by his wife. The funeral will be held on Sunday at 4 o'clock from his late residence to Woodland Cemetery. Rev. Dean Davis will conduct the services.

LEFT penniless through husband's tragic death by fall, Mrs. Wm. Rodgers appeals for aid.



EMBANKMENT at the rear of Mr. George McCullough's and other houses on the east side of Ridout street, south of Victoria Bridge, which is being washed away by the river. Only a few feet separate one back door from the edge of the river bank, and unless something is done by the city council immediately serious damage will result to six fine residences on street.



Photographed by Edy Bros. for The Advertiser.

WORKINGMAN IN THE INDUSTRIAL BANNER DECLARES AGAINST ELECTRIFICATION PLAN

"I Cannot See Anything In It But Spending Good Money That Is Urgently Needed for Necessary Works," He Writes—How About the Tax Rate if Scheme Doesn't Pan Out?

Canada's foremost labor paper, the Industrial Banner contains the following letter this week:

London, April 18, 1913.

To the Editor of the Industrial Banner: Sir,—In reference to the electrification of the L. and P. S. Railway, myself with other workmen of London would like to know how the advocates of electrification expect to pay a dividend after providing for interest and sinking fund on the investment of \$390,000. As to the Hon. Adam Beck's proposition of July 5, 1912, they intend to grant running powers to the P. M. R. and the M. C. R., which we can hardly expect they will pay more for than the M. C. R. is at present paying, namely, \$5,000, and which would be an income from two roads of \$10,000.

Little Local Business. These two lines are of city connections with all the steam roads running out of St. Thomas and London, both as regards freight and passenger business, and they have tariffs in effect that must be adhered to, and will certainly restrain them if they pay for running rights over the system, and as is well known, there is very little local business to pick up between London and Port Stanley, and as there is

not an industry on the road, where do they expect to get business to pay the magnificent sum they quote in Beck's report. I cannot see anything but spending good money that is urgently needed for necessary work in the city, because it suits somebody's whim.

"A Bone-Headed Scheme." We are advocates of municipal ownership, so that the whole city may be benefited by it, but in this case they are asking the ratepayers to finance a bonanza scheme that but a few manufacturers would benefit by, just those who enjoy a cheap rate on coal. Now that the Montreal boats have been withdrawn from the route, the merchants get no benefits, and as the Dominion railway board will control rates, they cannot put them up and down as they wish.

Time to Pause and Think. I think that an alternative should be put before the people when this electrification scheme is being voted upon, to sell the road to the highest bidder, and how about the tax rate for the next few years to come, especially when storm sewers, breakwaters, etc., which are long overdue, are thrown in? It is a question of dollars and cents, and it is not a case of handing over the city to a foreign power. If it does not happen to go right after this, I think this is enough at this time. Thanking you, Mr. Editor, for your space, I will sign myself as

the people pay for it whether or no. The tactics of the present incumbents is enough to cause the electors to pause and think—Are we to hand them over another coal million to spend on a proposition about which absolutely nothing is known, and for which its promoters give only garbled and misleading figures?

There are not two men on the entire board that know anything about either a freight or passenger traffic, or could make more headway on it than they could from a Chinese puzzle. All they apparently care for is to get all the uses "annual pass" over the Canadian division of the Pere Marquette Railway. Whoever saw one of them inquire the road until the fishing season starts, or their cottages at the Port are opened? Surely the citizens are not enamored of the idea or desire to see this class of material utilized to manage a municipally operated railway.

This is a pretty close million-dollar expenditure, and if it doesn't pan out right where is the city coming in, how about the tax rate for the next few years to come, especially when storm sewers, breakwaters, etc., which are long overdue, are thrown in? It is a question of dollars and cents, and it is not a case of handing over the city to a foreign power. If it does not happen to go right after this, I think this is enough at this time. Thanking you, Mr. Editor, for your space, I will sign myself as

MOVEMENT GOES ON DESPITE BISHOPS

Anglican Clergymen Who Are in Favor of Church Union Proceeding With Plans.

FOR CLOSER RELATIONS

Meeting of Ministers of All Denominations To Be Held at Toronto.

[Canadian Press.] Montreal, April 25.—In spite of the fact that the bishops of the Church of England in Eastern Canada have expressed their belief in a public letter that the efforts now being made by a number of Anglican clergymen for Christian unity of the movement are planning to go forward with the work they have begun.

The Rev. Herbert Symonds, D.D., vicar of Christ Church Cathedral, Montreal, is the recognized head of the movement for Christian unity in the Anglican Church in Canada.

"It is not likely," said Dr. Symonds today, "that there will be any change in the plans of the signatories to the appeal for holding a meeting for organization into a society for the promotion of Christian unity and better relations between the Anglican and other great Protestant communions at Toronto next month."

In spite of the fact that the bishops of Eastern Canada have frowned publicly upon the movement, two western bishops have expressed their approval of it.

Only seven Anglican clergymen in Montreal signed it in Ottawa, but in Toronto it was signed by a large proportion of the clergy and approved by four vestries.

THE WEATHER.

TOMORROW—FAIR AND COOL. Toronto, April 26—8 a.m. Today—Moderate to fresh northerly to westerly winds; showers, and much colder. Sunday—A few scattered showers, but mostly fair and cool.

Temperatures, highest and lowest temperatures during the 24 hours previous to 8 a.m. today: Stations. High. Low. Weather. Victoria. 58. 42. Cloudy. Winnipeg. 58. 28. Cloudy. Port Arthur. 54. 28. Clear. Parry Sound. 76. 40. Cloudy. Toronto. 52. 30. Cloudy. Montreal. 52. 30. Clear. Quebec. 52. 30. Cloudy. Father Point. 62. 42. Rain.

Weather Notes. The weather is cold and wintry in the West; elsewhere in Canada it is fair and warm, except in southwestern Ontario, where rain is now falling.

BOARD OF TRADE IN FAVOR OF SHARING PUBLICITY EXPENSE

At Annual Meeting Propose to City That Secretary be Commissioner.

Ask City to Provide Office for Board and Industrial Department.

Pursuant to a notice of motion given at the last meeting Mr. A. W. White moved, at the annual meeting of the board of trade on Friday evening, that a committee be appointed to interview the city council and suggest that the board be given rooms in the new city hall and that the offices of publicity commissioner and secretary of the board of trade be held by the same man, the city and board to pay a share of the salaries and costs of the offices. The motion was carried and the council will also be asked to provide quarters for the board of trade in any building temporarily fitted up for city hall purposes.

To Prevent Overlapping. The mover stated that he had given the matter much thought and study. The scheme was in use in Western Canadian cities, and had proved a success. It brought the board of trade into closer relations with civic affairs. In past years the publicity commissioner and the board of trade had several times been working against one another to secure the same industry.

Mr. Philip Pocock said that the board should show more interest in the effort to bring new industries to the city. The officers and committees nominated at the last meeting were declared elected, as follows: President, Mr. A. H. Hume; vice-president, E. H. Mitchell; secretary-treasurer, Ed H. Nelles.

The Financial Report. The financial report for the year, read by the treasurer, showed the receipts to be \$2,539.04, of which \$1,220.32 was the balance carried forward from the previous year. The disbursements totaled \$1,488.78, leaving a balance of \$1,040.78. The assets were declared to be \$3,350.78, with no liabilities.

Mr. E. C. Mitchell moved that each member of the board be given a framed membership certificate and requested to hang it in a prominent place in his office. The matter of having the certificates framed was left to the president and vice-president.

Retiring President's Address. Reading President's Address. Mr. Hanson thanked the members of the board and the executive for the assistance rendered him during his term of office. During the year he had been engaged in a campaign for harbor improvements at Port Stanley, and at the present time extensive work is being done on the harbor. He also mentioned having the best harbor on the north shore of Lake Erie. He requested that London merchants route as much merchandise as possible via Port Stanley. The local board co-operated with other boards to have the waterways leading to Port Stanley improved, with the result that the Welland Canal is now being deepened.

Many Speakers Here. During the year many addresses have been heard, among the speakers being Mayor Hopewell, of Ottawa, C. H. Howe, Mr. Leake, of Toronto, and F. H. Wentz, of London. The address was referred to the banquet tendered to Mr. John McClary, London's pioneer manufacturer.

He suggested that the board consider the question of getting the retail merchants of the city to join the board of trade and form a retail section. The need of assistance from the University was also brought to the attention of the members.

Need of Railways. A radical railway to the north of London is much needed in his opinion if London is to have a share in the trade of that section. At present buyers in the north find it more convenient to go to London than to come to the city. Several contemplated roads are routed away from the city. He advocated that the board make a study to have such a road built with as little delay as possible.

Vice-President Mitchell took the chair in the evening session. He made a brief address stating that London should be brought more prominently before the public eye. He suggested that the board should try to increase the population of the city as other cities in Western Ontario are doing. The association should try and make the membership of the board at least 50 during the year.

Thanks for the evening session. A vote of thanks was tendered to the retiring president upon the motion of Messrs. A. W. White, C. H. Howe, and E. C. Mitchell. A communication was read from the secretary of the Federation of Progressive Associations, asking that the board of trade assist them in getting representation on the Western Fair board was read.

The executive was given power to appoint a delegate to the Imperial Motor Transport Conference in London, England, from July 18 to 26.

The Industrial Banner, in its last issue, carried the article written against electrification by a man who signs himself "Kettle Creek" was written by Ald. Bennett, as was intimated in a recent issue of the Evening Insinuator.

The story printed by the Free Press was merely another of the many insinuations which that paper has thrown out about Ald. Bennett, one of the three labor representatives on the city council, who has had the temerity to oppose Adam Beck's scheme for electrifying the London and Port Stanley Railway, because he is a practical railroadman with twenty years' experience on the line, realized the fact that it would not be a paying proposition.

After telling who the writer of the articles is, the Banner says: "There is no necessity on the part of the Banner to refer to this matter at all, but as there is an evident attempt to try and know a representative of the organized workers of the Forest City, we desire to combat such an erroneous statement."

TOO MUCH OF "OLD GLORY" IN MOVING PICTURE FILMS

British Public Weary of the American Wild West Scenes.

[Canadian Press.] New York, April 25.—A cable to the Tribune from London says: "Tired of the Stars and Stripes" are the words used in announcing a combination of manufacturers, agents and exhibitors of British moving picture films organized to try to substitute in England and the British colonies pictures of English scenery and waterfalls for the dashing, animated story-telling films supplied by American and continental firms. The announcement continues:

Weariness of Wild West. "The British public is admittedly tired of American wild west scenes and

GRAVE ANXIETY OVER DUCHESS

Improvement That Followed the Operation Has Not Been Maintained.

London, April 26.—Grave anxiety is caused by the condition of the Duchess of Connaught, wife of the Governor-General of Canada, who underwent an operation for appendicitis on April 10. The bulletin issued by the surgeons in attendance this morning says:

"The Duchess of Connaught passed a somewhat restless night. The improvement observed during the past few days has not been maintained."

Charged With Theft Few Old Rubbers From Dr. McGrady For Campaign In Playgrounds Aid

Indifferent success attended the campaign under the auspices of the Mothers' Club, whereby it was expected to realize considerable money to augment the playgrounds' fund by the collection of old rubbers by the children of the various city schools. The collection, which started on Monday last, was brought to a close on Friday and today several boys are assembling the accumulations of old rubbers at a central point, where they will be weighed and sold.

"Our campaign has not met with very great success," said Mrs. M. F. Irwin, representative of the Mothers' Club, of the Playgrounds' Association. "We found that churches and other causes had been drawing upon the supply of old rubbers, and that there were not many left for us. But they have been used to good purpose, so we are not complaining."

Dr. McGrady is a London Township boy, and a graduate of Western Medical School. He will be remembered as the winner of the medal for being the most popular student of the College Institute in his year.

Denies Insinuation in Evening Insinuator

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