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WHAT ENEMY IS THIS?

Somebody has started the story that Mr. Whitney and his cabinet meditate a demand from the legislature for increased salaries to be paid this session. Surely an enemy has done this. The Ontario government is too wise to meditate a salary grab.

Mr. Whitney and his colleagues were very glad to take office at current rates of pay. By every moral obligation they undertook to serve the people for a term of four years. They have no right, and we are perfectly sure have no intention of taking more money for themselves out of the treasury before they have asked and obtained the approval of the public which finds the cash.

They will not copy the evil example of Ottawa. They know the difference between legitimate increase of remuneration, and a game of grab. The Whitney government must work out the period of its engagement with the province on the terms settled when that agreement was made.

The heads of departments in Queen's Park are not well paid, as executive work is rewarded in these days. They probably earn more than they receive. A faithful servant who is not sufficiently paid is perfectly entitled to say so, and give notice that at a given time he will not work without a rise in salary. He is extremely scrupulous as to how he puts his hand in the till.

The government is entitled, if it sees fit, to bring in a measure declaring that after the next election the remuneration of ministers shall be upon a higher scale than at present. They have only to deal frankly with the public, as they have hitherto done, and they need not fear the result.

There is not much of wisdom that they can copy from Ottawa. They are not likely on that account to emulate the folly which has from time to time crept into the Dominion cabinet.

COMPANIES FORGET AGREEMENTS

One recommendation of the hydro-electric power commission can be carried into effect at once by the government without prejudicing the general question of policy raised by the report.

The commissioners recommend that the Electric Development Co. of Ontario, and the Ontario Power Co. be required to make the returns to the lieutenant-governor-in-council, which they have agreed to make on demand, as to the prices at which they are selling power.

These companies, as well as others, entered into a solemn agreement, when they obtained their franchises, to make half-yearly to the Victoria Park commissioners, a statement of the electric horse-power generated, used and sold, or disposed of during the preceding half year. They have made no such returns to the park commissioners, nor, apparently, have the park commissioners demanded the information.

The hydro-electric commissioners wished to know what had been done by the companies; the information sought was partly supplied by the Hamilton Cataract Power, Light and Traction Co., and the Canadian Niagara Power Co. The other two refused to give any information, and offered no valid reason why they should violate the agreements made when their franchises were secured.

A few excellent but not very courageous public men have suggested that the province might be sufficiently well served if the government arranged that the power companies charge reasonable prices to municipalities for power in bulk. That is a solution of the difficulty, which will commend itself to the companies; and for that very reason should be impossible.

Mr. F. S. Spence was speaking out of the fulness of knowledge and experience when, in Association Hall at the board of trade meeting, he declared that no franchise-holding corporation ever did or ever would live up to its treaty obligations. In order to acquire franchises they will promise all sorts of things, and then cynically refuse to perform them.

Mr. Frederic Nicholls, when asked for facts by the power commission, not only declined to give them, but would not even take the trouble personally to explain to the commissioners how the disclosure of information to a tribunal constituted by the King's authority could injure the business of a company which owes its life to the fact that the legislature was induced to believe that it would keep its engagements.

If a private company can handle Niagara power at exorbitant prices and pay dividends on bonds and on watered capital, the public authorities can do very much better for the community by running the business conservatively and not on a basis of monopolistic profits and dividends on stock which was created out of nothing.

Sir Henry Pellatt told the British investor that the $2,500,000 of bonds which he offered to them would provide for the whole cost of developing 100,000 horse-power, and would produce net earnings sufficient to pay the dividends on the bonds and on the common stock as well. He did not tell them that, altho their bonds were to earn dividends on the common stock, they were not receiving any of the common stock, altho great blocks of it had been given away in Canada. He seems to have rated the British investor's intelligence as of not very high quality, and to have forgotten that the Britisher would be inclined to ask why his money should earn dividends for another class of stock, which represented no cash value whatever.

The truth is that it is impossible to make arrangements with the companies on reasonable rates so long as they are in a position to demand dividends for watered stock, which is not needed, which never was needed, and which is only so much the greater imposition upon the public.

METHODISTS TO POPE.

A Methodist conference has paid a tribute to the temporal power of the Pope. The reunion of Christendom is not brought very much nearer by the incident, but it suggests a Good Friday meditation for those who are inclined that way.

There could be little agreement between the Roman Catholic and the Methodist Churches upon an important political matter in the United States. But the Methodist Episcopalians see a possible bond of sympathy in the oppressed native of equatorial Africa. The neighborliness of some churches only has a chance of exhibiting itself when an end is to be gained in some remote part of the world.

The New York East Conference of the Methodist Episcopal Church has cabled the Pope in the interests of suffering black humanity in the country, which, by the cruelest irony of modern political nomenclature, is called the Congo Free State.

The Congo Free State was established over twenty years ago, as the result of Stanley's discoveries on the great river of that name. The jealousies of the leading European powers, who were scrambling for African territory, led to the establishment of the Free State, under what it was vainly hoped would be the beneficent auspices of King Leopold of Belgium.

King Leopold is one of the astutest business men in the world, with a personal character which few individuals would care to emulate. The Congo Free State has apparently been regarded by him as insurance companies were regarded by certain financiers in New York—only more so. Rubber is the most marketable product of the forests of Central Africa. The negroes have been compelled to obtain it from the trees and sell it to Belgian companies at prices which have made the Belgians rich, while the natives have been treated with hideous cruelty, amputation of limbs and other nameless atrocities frequently being the penalty for failure to bring in the quantities of rubber ordered.

Allowing liberally for exaggeration in the stories of missionaries and English-speaking men who have left the service of the Congo Free State government, and the trading companies operating with its benediction, there is still a mass of incontrovertible testimony, which suggests that the first need of missionary effort in that country is to the white men who have piled barbarism on barbarism.

The New York Methodists have cabled the Pope, because they believe he can bring strong influence to bear upon King Leopold and his Belgian satellites. You must not expect Christian brethren to be in a violent hurry to dwell together in unity. It would be something if they could look at one another across a wide expanse of ocean without eyes totally devoid of any indication of hatred, malice or uncharitableness. The Pope will scarcely deign to acknowledge the friendly advances of the New York Methodists. But there is no reason why they should not remind him that there is a common humanity, even in a divided Christendom. In return, Pius the Tenth might enquire a little into the relation of the southern negro to his white compatriots.

BRITISH POLITICAL HAPPENINGS.

Recent political happenings in the United Kingdom cannot but impair the prestige of Sir Henry Campbell-Bannerman's government. His huge and nominally independent majority over the other parliamentary parties, far from stiffening the temper of the cabinet, has disclosed its lack of backbone. This demonstration of inherent constitutional weakness is evidently the consequence of internal dissension, rendering it impossible, on several questions of moment, for the ministry to formulate and maintain a definite line of action. The policy, or rather absence of policy, which has characterized the method of handling such important matters as the situation in South Africa, the trades union legislation and the cattle embargo, is only explicable on the supposition that there are two contending factions within the ministry and their supporters. The hasty and imprudent interference with the government of Natal and the equally hurried retreat from an untenable and dangerous position; the attempt to continue the judge-made rule that trades union funds are responsible for damages caused by illegal acts done by the responsible authorities, and the sudden acceptance of a private bill freeing them wholly from responsibility; the declinature to identify the ministry officials with the proposal to remove the cattle embargo, all disclose the existence of divided counsels and a consequent consciousness of insecurity.

In one respect this Liberal ministry shows no improvement on its predecessors of similar political complexion. Too many legislative propositions has always been a failing—perhaps a necessary one—of reform governments. Candidates for parliamentary honors are usually profuse in promise, and the easiest way to placate clamoring enthusiasts is to introduce a bill. But, unfortunately, to use the old illustration, bills can no more proceed together than could two omnibuses pass abreast thru Temple Bar in the days when that relic of antiquity adorned and impeded the classic Strand. And nothing can be more certain than that of the important and in part revolutionary measures which have been and are to be submitted to the house of commons during the present session, few will see the upper chamber and fewer still the statute book. The government may indeed by a profuse use of the closure force some of them into the house of lords. That body in dealing with Liberal bills is governed chiefly by the instinct of self-preservation, which is the only limit to its powers of mutilation and rejection.

Evidences of reaction are already making their appearance in the constituencies. A section of the labor party is in a state of incipient revolt—the more moderate Liberals let it be clearly seen that the implied vote of censure upon Lord Milner, which passed the commons, was not a proceeding much to their liking. It was followed by a direct vote of confidence in him, carried in the house of lords, also by a large majority. This latter formally recorded opinion does not count for much practically, but the sharp conflict and the bitter feelings it has engendered will not smooth the way for amicable conference on such vexed questions as education and trade union privileges. Indeed the action of the hereditary legislators is already being discounted, and one of the curious features of the situation is the absence of any agitation for house of lords reform. At one time, not so very long ago, the catchwords "End them, not Mend them," was frequently in evidence—now it is rarely if ever heard.

Still a renewal of the agitation may be looked for and may open up a vista of controversy which will outlast the span of this parliament. Things are moving in the direction anticipated by Mr. Chamberlain, and but for the extraordinary unpopularity of Mr. Balfour's administration and the peculiarities of the British electoral system, the conditions would have been more markedly favorable for the fiscal reform leader. The course of the debate on the cattle embargo revealed a strong protectionist leaning on the part of many members who oppose import duties, but who fail to recognize the fact that their opposition to the removal of the embargo is influenced by consideration for local interests fostered by the restrictions on the entrance of imported cattle. Sir Henry Campbell-Bannerman had not the courage to make it a government matter. It was a cautious, if not an heroic policy, to leave the question to the free determination of the house of commons, but to evade responsibility in an issue of this kind argues weakness, of all demerits the most fatal for administrative success.

A LA BELCOURT.

The Hon. Mr. Belcourt, ex-Speaker of the house of commons, indignantly denied that his connection with the Bronson-Ray consession in the Yukon was distinguished by any impropriety.

That is always the way with the public man who is criticized for not sharply drawing the line between private profit and public duty. No inveterate grafter ever yet confessed that he was guilty of unfairness to the public. The term "legitimate graft" has been invented, and is used as a patent conscience salver by all sorts and conditions of pietists and politicians. The Bronson-Ray episode is interesting and far too typical of the methods countenanced by the government of the attenuated virtues which rules the roost at Ottawa.

A concession was granted Mr. Bronson and Mr. Ray—reputable Ottawa gentlemen—in 1899. It was not worked as it should have been. In 1902 the minister of the interior took steps to cancel it. Messrs. Bronson and Ray failed to secure an extension of it. They employed Messrs. Belcourt and McDougall, a law firm of Ottawa and Dawson, to support their supplication to Mr. Sifton, and gave them stock nominally worth $100,000, in the company founded upon the concession. What the concessionaries could not do Belcourt and McDougall were able to accomplish. The heart of the minister of the interior was softened and the concession lived.

It was just a coincidence apparently that Mr. Belcourt should be a member of parliament and an ex-Speaker of the house of commons.

Mr. Foster brought this case before the house of commons the other night in a strongly critical speech. Mr. Belcourt was appropriately indignant and the prime minister came to his rescue.

Incidentally it is worth noting that Mr. Belcourt's law firm accepted stock in payment for legal services and for moneys actually expended on behalf of the concessionist company. The fact that Mr. Belcourt and his partner advanced their own money to the company conclusively proves that they were actually in the deal, the legal wall of partition notwithstanding. To a mind not given to supply subtle distinctions it would appear that it was Mr. Belcourt's political eminence, and not his legal lore, that was valued at $100,000.

The prime minister freely admits that too many concessions in the Yukon were granted by Minister Sifton. By way of palliation he announced that Minister Oliver is weeding them out, as the result of his visit to the Yukon last September.

The Bronson-Ray concession, for the salvation of which from oblivion the Hon. Mr. Belcourt and his partner received stock nominally worth $100,000, is, according to Mr. Belcourt, of so little value now that he will sell that stock for $5000. It is foolish to suggest, as Mr. Belcourt does, that the worthlessness of the stock proves that he had no great personal interests to serve. Such a suggestion can only be accepted if Mr. Belcourt will admit that the $100,000 deal represented the promoters' intention to procure from the public, if they could, a great deal more money than the property of the concession was worth. A law firm which backs concessionaires with money and advice "on spec" is in some additional business to upholding the stainless integrity of an exalted profession.

The incident is only too indicative of the looseness which has become a commonplace in government circles. Mr. Foster boldly stated that many ministers are interested, either as sleeping partners in other ways, in concerns which are obtaining hundreds of thousands of dollars from the public treasury without any form of contract whatsoever.

Mr. Foster should not be content with generalities. He should take the same trouble to investigate for himself the facts, as this newspaper took with regard to the condition of Canadian insurance, and should then name the men, never mind what positions they occupy, who, after the manner of Mr. Emmerson, minister of railways, and peddler of crude petroleum, think they are honestly serving three masters, viz., the public, themselves and the companies and businesses in which they have direct or indirect interests.

The only way to correct public abuses is to name the individuals who profit by them, just being sure of your ground.

CANALS ARE EARNING LESS REVENUE

Eastern Provinces Think They Should Not Help Carry This Loss Withou Their Winter Ports Getting More Benefit From 33 1-3% Preference.

(Second Article.)

The people of the eastern provinces are well aware of the large expenditure made on the railways, the canals and harbors of Canada. They realize that the large amount of money and the enormous values in land given to the C.P.R. many years ago, altho not beneficial to the people of New Brunswick, Nova Scotia and Prince Edward Island, was in a broad way beneficial to the country.

This expenditure and gift have drawn into the great west a population that is able to produce in 1905 a harvest of probably eighty million bushels of grain, where twenty years ago there were not twenty million bushels. We in the east have cause to feel, however, that this expenditure borne by the nation at large, was much more to the benefit of the west than it is or was to the east.

The government of 1878-80 did not see its way clear to build, own and operate that great transcontinental railway and thus retain the valuable lands and franchises for the people.

At that time, as the question of a transcontinental railway's success was an unsolved problem, there might have been some excuse for the millions of people living in eastern Canada to hesitate before assuming the burden of a government-owned railroad.

We have had to pay and are still paying taxes for the building of that great railway, but its marvelous success stops the mouth of grumblers in both political parties.

Little Complaint of Canals.

We do not complain much about the expenditure on canals, one hundred and seven million dollars to date. These canals are entirely in the Provinces of Quebec and Ontario, and instead of being a help to the eastern provinces, are virtually hurtful, because United States vessels have free use of the Welland Canal.

We realize that canals are necessary for trade, are a part of that internal development begun many years ago, part of a policy which has to be carried out by every succeeding government. It is worth while, however, to remember that, for the payment of this large amount, the people of Canada are not receiving due benefit.

Strange to say, the United States ports on the lakes and along the St. Lawrence River are getting a great advantage from our canal system, especially that of the Welland, and are not paying anything for it.

The present government thought it wise to abolish the tolls on all our canals. Mr. Gildersleeve of the shipping federation argued that the whole revenue of the canals was trifling, only averaging since 1886 about $361,000 a year, whereas the annual expenditure was nearly a million; that during the last two or three years the receipts were under $300,000 a year, and that, therefore, it would be better in the interest of the trade of Montreal and Quebec to take the tolls off altogether, so as to provide the very best competition by water against the land hauls.

Would Give Montreal Control.

This would give Montreal more chance to control the trade of the west. Thus the canal dues were abolished and every year the people of the Dominion have to pay not only the regular maintenance charges, but also other charges, which for the last few years have averaged about three million dollars a year.

Unfortunately, however, this abolition of tolls has to apply to American vessels on the Welland. The result is that American vessels leaving United States ports with a cargo of grain come free thru our Welland Canal, which cost us twenty-five million dollars, and can proceed down the St. Lawrence and discharge the grain at United States points on the St. Lawrence, and deliver to anywhere in the different New England States. Thus the east and the west are contributors to assisting the United States traffic thru the Welland Canal.

As far as this abolition applies to the general policy enunciated by Sir Wilfrid Laurier, it must meet with the approval of the country, for it tends to keep Canadian trade in Canadian channels, and very much assists the ports of Montreal and Quebec.

Unlike the representatives of Winnipeg who felt that the Toronto resolution might involve a higher freight on their goods, unlike these delegates, the people in the east have never protested against the abolition of canal dues. Nor did we ask that the I.C.R. should be made free the same as the canals. The total cost of the canal system was about one hundred and seven million dollars; the total cost of the I.C.R. system was about eighty million dollars.

Canal Earnings Decline.

Still eastern men thought it would not be quite fair to ask the government to operate the I.C.R. system without charge. There should be such charge for freight and passenger traffic as would about equal the expense of maintenance and repairs.

It might be argued now that the canal system should be managed in the same way, viz., that the tolls should be large enough to pay for the maintenance, repairs and management of the canals. The difficulty is, however, that trade on the canal system has been decreasing. The following figures are worth notice in that respect:

	—Revenue of Canals—
1874	$570,756
1884	372,562
1894	387,789
1902	300,414
1903	230,213
1904	79,536

—Tonnage thru Welland Canal—

	U.S. vessels	Can. vessels
	tons	tons
1900	437,431	575,381
1901	391,983	413,696
1902	432,366	393,357
1903	571,700	465,296

While United States tonnage also increased thru the St. Lawrence and Chambly Canal, Canadian tonnage barely held its own.

Premier is Keeping Faith.

The I.C.R. system, however, altho not quite paying its way, has not shown us such a material falling off as that indicated by the canals. We know that the canal system and the I.C.R. system are considered as valuable assets, and will never be taken away from the people to go into the hands of a private corporation.

It would certainly be disastrous to the people of Montreal if the Welland Canal were handed to any group of financiers either in Chicago or Buffalo, as it would also be disastrous to the trade of numerous small towns along the I.C.R., and even hurtful to the hundreds of farmers in New Brunswick and Nova Scotia to have that railway either leased or sold to any private corporation.

We know that the government would not consent for a moment to consider such a question, as the people's canals and railways have for years been looked upon by the people as their own property.

All of this question of canals, their cost and expenditure, of the I.C.R., its costs and expenditure, bears very directly upon the additional question of the thirty-three and one-third per cent. preference being granted only to steamship lines that come to British ports.

If it be considered wise by the government to build a railway from Montreal to Quebec on to Winnipeg and lease it to the Grand Trunk Pacific, a special condition to be that the railway should only be built on Canadian territory, and that all the unrouted freight must be thru a Canadian port, then it would show at once that the premier is endeavoring to carry out the general transportation policy mentioned by him in Sept. 14, 1897, and afterwards adopted in parliament on the motion of Mr. Logan.

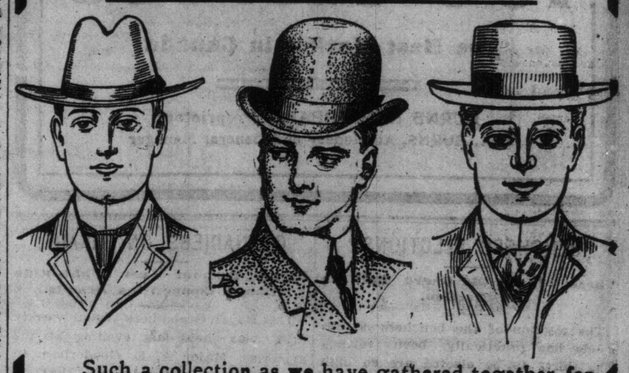
W. Frank Hathway.

THE T. EATON CO. LIMITED

—STORE CLOSES DAILY AT 6 P.M.—

TO-DAY—GOOD FRIDAY—THE STORE WILL NOT BE OPENED.

Easter Headwear



Such a collection as we have gathered together for the last Easter shopping day would be hard to surpass.

—Every correct shape and shade.
—Best European and American makes.
—Nowhere better choice.
—Nowhere fairer prices.

For 1.50—A derby of English make, flat set brim, medium and heavy roll, full and high crown. No better 1.50 hat in the city.

FEDORAS IN BLACK AND BROWN

For 2.00—Derbys in leading styles and colors for spring wear.
—Soft hats of genuine fur felt, black, brown, fawn and pearl grey, silk trimmings.

For 2.50—An extra fine fur felt derby, with Russian calf leather sweatbands and genuine silk trimmings. A winner.
—Alpine hats with raw and bound edges, wide and narrow silk bands, Russian calf leather sweats.

For 3.00—The John B. Stetson hats, in black, nutria, bronze, brown and pearl grey.

Men's and boys' caps in "endless" variety.

Main Floor—Queen Street

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

OSGOODE HALL.

Judgments handed out yesterday, April 12:

Master's chambers—McCormick v. Pickel—Cartwright, master; Clemens v. Howarth—Cartwright, master.

Judge's chambers—McDermott v. G.T.R.—Mabee, J.

Divisional court—Wood v. London Street Railway—Chancellor, Magee and Mabee, JJ.

Announcements for Tuesday.

Master's chambers—Cartwright, master, at 11 a.m.

Judge's chambers—at 10 a.m.

Divisional court—Peremptory list, at 11 a.m.—Everitt v. Shulman, Histead v. Brown, Bradt v. Bradt, Woodward v. Oke, Duncan v. Geddes, White v. Campbell.

Toronto non-jury sittings—This court will sit on Tuesday next, at 2 p.m., instead of at 11 o'clock, as formerly announced. Peremptory list for hearing before the Hon. Chief Justice Falconbridge, at 2 p.m.—Klees v. Dominion Coat & Apron Manufacturing Company, Gibson v. Bain, Anderson v. Henderson, Tuckett v. Davidson, Automobile Supply Company v. C.P.R., Verral v. Toronto.

WORN FOR EASTER.

Something New Must Be Donned on That Day.

Among the old-time saying of "Poor Robin's Almanack," was this:

"At Easter let your clothes be new
Or else be sure you will it rue."

From which it will be seen that present-day customs are little different from those of long ago. To wear some one thing that is new on Easter day is still a matter that is taken for granted. A distinctively designed brooch of pearls from Diamond Hall is especially appropriate for such use. There is a dainty bell-shaped one at $7.50—and one in lily design with enamel leaves, for $16.50. Either would form an ideal Easter gift.

Real Estate.

Burk & Co. report several sales of lots east of Woodbine, and many enquiries. This firm is giving special attention to eastern properties, and owing to the demand, have erected an office of their own on Quen East, near Lee, and same will be opened to-day for business, where they will be prepared to attend to the wants of their customers. They have many nice properties, both houses and lots, for sale.

Saves Cooking Always Ready

Mrs. Rorer's Saratoga Chips

Crisp and delicious

10c and 20c a pkg.

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

Michie & Co., Limited

Parade of School Cadets.

The parade of the School Cadet Battalion of Toronto before Prince Arthur of Connaught will take place on the University lawn on Tuesday, April 24, at 3 p.m., and the day before the battalion will hold a rehearsal parade in order to have their performance down pat for the prince's inspection.

Half-Sick

When your nerves are weak, when you are easily tired, when you feel all run down, then is the time you need a good strong tonic—Ayer's Sarsaparilla. Your doctor will tell you why it has such power over weak nerves, why it makes the blood rich, and why it gives courage and strength. Ask him if it is not just the medicine you need.

We have no secrets! We publish the formulas of all our medicines.

Made by the J. C. Ayer Co., Lowell, Mass.
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AYER'S HAIR VIGOR—For the hair. AYER'S PILLS—For constipation.
AYER'S CHERRY PECTORAL—For coughs. AYER'S AGUE CURE—For malaria and ague.