

The Toronto World

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THURSDAY MORNING, MARCH 2, 1911.

THE CASE FOR THE GOVERNMENT

Hon. Mr. Fisher, minister of agriculture, followed Hon. Mr. Sifton in the debate on reciprocity in the commons on Tuesday. Mr. Fisher spoke for over three hours. The World, in justice to him and the government side, undertakes to summarize his position as outlined in his speech as follows:

Canada is a great producer of farm products, and it will produce hereafter still greater quantities.

The government, therefore, intends to secure every possible market for these products.

The United States is the best market in the world for these products. An examination of prices will prove this.

We are trying to get that market, and the proposed treaty is in that direction.

The western farmers have been and are to-day receiving unfair treatment from the grain buying and milling rings of the Canadian west. They could give better prices if they chose. The competition of American buyers will raise prices and the Canadian farmer will be benefited. And what is true of the west is true of all the other provinces, save and except the fruit men, who may be injured, but only for a time.

If you say this plan of ours will lead to annexation what about all the other business that we do and are anxious to do with the States?

It will not lead to annexation—it will head off annexation. And if better prices for farm products are in sight the west will fill up even more rapidly by a further influx, a much greater influx, of farmers from the Western States. These new settlers will all become Canadians.

You can grant all this and yet is a secret deal, which many Americans say means annexation, the best way of bringing these things about? The Americans in the new congress would have done all this and much more for their own but by the force of circumstances prevailing in their own country. We are to get them now because they expect us to pay the price—continentalism, commercial union, ultimately annexation.

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of office with kindly regret that it has closed.

PUBLIC UTILITIES COMMISSIONS.

LT.-COL. HILBARD, president of the Quebec Public Utilities Commission, set forth the solid principles which such a body must observe when he addressed the Empire Club. The Ontario Railway Board might well read, mark, learn and inwardly digest what he had to say. Nor can he be regarded as prejudiced in favor of public ownership, since he characterized its trial in such places as New York, Chicago and Pittsburgh, as a "ghastly failure," and considered he would be a rash man who would suggest public ownership as a remedy for civic grievances in such places.

Col. Hilbard based himself on the idea of controlling the corporations, as they were controlled in England, by the board of trade. A utilities commission was not a court nor should it exercise the functions of a court, but it should consider facts in a common-sense way, and get rapid action where remedy was necessary. He instanced a New York village which could not get coal the trainloads were passing thru daily during the winter. An appeal to the New York commission procured a car of coal the next day. An appeal to the courts would have led to litigation and delay for months till winter was past and the coal too late. In Quebec, an hour or two's work led to the construction of a bridge over some canal works which legal methods would have held up till the need was over.

It was the duty of a commission to stand like a pillar of steel for the public rights, Col. Hilbard declared. It must, therefore, have great power, all the legal limitations would have to be scrutinized and kept within their limits. But on questions of fact its power should be absolute. Such a commission would necessarily be composed of men of common sense, of backbone and of conscience. With these qualifications they might be given a free hand.

He considered the control exercised by the Ontario Railway Board as in the nature of an interesting experiment. The field of a commission, he thought, was strictly limited to authority over monopolistic users of public rights. They should not, he believed, interfere with the rights of private contract, or with the representative institutions of the country.

Col. Hilbard's tribute to Justice Macbe and the Dominion Railway Board was a graceful compliment. The universal testimony had been, he declared, that the institution of the body, the manner of its and the way in which it had performed its duties, commended it to the country at large.

Great stage thunder Mr. Sifton put up, according to The Globe. Stage thundering has suddenly become a favorite recreation in the government ranks. And Mr. Fisher's remarks tell as gently as stage snow.

BUILDING IS BRISK

February Shows Large Increase in Number and Value of Permits.

Reports of building operations in the city, issued from the city architect's department yesterday, shows the approximate value of buildings erected from Jan. 1 to Feb. 23, 1911, to be \$1,438,170, while for the same period a year ago the value was \$1,542,823.

For the month of February last the permits issued called for buildings to the value of \$969,590, as compared with \$89,440.

The number of permits issued from Jan. 1 to Feb. 23 last, was 414, while there were 355 permits issued for the same period a year ago. There were 403 permits issued in February last alone, as compared with 328 last year. New buildings erected from Jan. 1 to Feb. 23 last, totaled \$73, as compared with \$41 for the same period a year ago.

FIVE HORSES BURNED.

MONTREAL, March 1.—Five horses were suffocated to death at 6.30 this morning in the stables of Mr. J. Hughes, cabman, Selwyn-street. Mr. Hughes values his five horses at \$1000. The fire was a peculiar one. Neighbors noticed smoke coming from the building and notified Mr. Hughes, who rushed to the stables and opened the doors. No fire was seen, but the place was full of smoke and the five animals dead. The firemen were called, but all they could find was a small smouldering fire under a plank in the floor of one of the stables.

BAKERS WILL NOT APPEAL.

City bakers have notified the medical health department that they will abide by the recent decision of the court of appeal with reference to small bread. They ask for a few days to install machinery to make the necessary change in the loaves sold. In consequence no action will be taken by the health department until the bakers have time to make the desired change.

Parkdale W. C. T. U.

The regular weekly meeting of Parkdale W.C.T.U. will be held on Friday, March 3, at 3 p.m., in the Parkdale Methodist Church.

CANADA PERMANENT

Savings Department
Our office is conveniently situated at 14-15 Toronto street, Toronto.
Office Hours: 9.30 a.m. to 4 p.m.
Saturdays, 9.30 a.m. to 1 p.m.

MORTGAGE CORPORATION

Our office is conveniently situated at 14-15 Toronto street, Toronto.
Office Hours: 9.30 a.m. to 4 p.m.
Saturdays, 9.30 a.m. to 1 p.m.

Makes Home Baking Easy

ROYAL BAKING POWDER



ROYAL BAKING POWDER

Absolutely Pure

The only baking powder made from Royal Grape Cream of Tartar

NO ALUM. NO LINE PHOSPHATE

LAW FOR STRAP HOLDERS.

The Christian Guardian says:

There is one interesting bill before the Ontario Legislature—which, we venture to prophesy, will not become law. We refer to the bill introduced by Mr. W. Proudfoot of Centre Huron. It provides simply that in cities of over 50,000, where a street car passenger has to stand on account of all the seats in the car being occupied, the passenger shall only be bound to pay a fare of two cents. "We do not think that there is even a possibility of the bill becoming law, and yet it offers a solution of street car overcrowding which has suggested itself to many. There can be no doubt that the strapholder does not receive from the railway the same value which the occupant of a seat receives. He is crowded, he is liable to injury, he is liable to his destination, true, but he suffers such inconvenience as certainly renders his ride less enjoyable. And from the company's standpoint there should be no objection, for they certainly would be better off carrying a few standing passengers at two cents than carrying only those who are seated at the regular fare. And there are other features which are worthy of note. The bill would probably be more anxious to provide for passengers with seats if the standing ones paid only half fare, and it might even be carried over to a bill which can now carry only an inadequate complement of cars could then carry a few more. And the passenger himself would be benefited, for this bill would pass! Probably no one would be hurt, and a partial remedy at least would have been applied to an evil which has long troubled the commuter on Toronto voters who think the bill would become law in a hurry.

WATER SUPPLY PROBLEM.

Editor World: In support of my contention that the most available and satisfactory source of water to obtain our future supply of pure water is from the lake opposite Scarborough, I submit for consideration to the committee on the supply of water for the Town of East Toronto by Dr. Amyot, a visit was made on Feb. 23, 1911, to the request of the water committee of the town council of the Town of East Toronto. The proposed site of the intake is 1700 feet out from the shore at the foot of Beech-avenue, situated between Balmy Beach and Kew Beach. The pump station is situated near the shore at the foot of this street, the water to be pumped into a settling basin and thence to the town. The water is taken at its highest point. The cottagers on both sides of the beach use earth closets. There are no sewers entering into the lake in the neighborhood. The prevailing currents and winds are from the east towards Toronto—from 900 feet out to 1700 feet out from the shore, there are 200 feet of water. The results of the analyses are appended. Yours respectfully, John A. Amyot.

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