

## THE TORONTO WORLD

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**THE WORLD.** Toronto, Canada.

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**HAMILTON OFFICE.**

Royal Bank, North James and Merrick streets, Telephone 063.  
Walter Harvey, Agent.

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If it does not, send in a complaint to the circulation department. The World is anxious to make its carrier service as nearly perfect as possible.

RESIST FEDERAL ENCRONCHMENT.

Beyond doubt a question of serious and urgent importance offers itself for the arbitrament of the people of Canada. It is that of the future relationship of the provinces to the Dominion, and the adjustment of their respective jurisdictions.

For some time past a growing disposition has been apparent on the part of the federal power to encroach upon the provincial right of self-government, and to usurp functions which naturally belong to the provinces. The tendency is one which ought to be resisted, not alone because it has involved an evident abuse of a privilege conferred by the B. N. A. Act, but because it is directly adverse to the public interest. While it is a perfectly sound proposition that all affairs of joint or communal concern should be handled by the federation, nothing could be more disastrous for its individual provinces than that matters with whose condition they alone are thoroly cognizant, and powers whose development is exclusively in the public interest can evidently be best secured by provincial authority and control, should be subjected to the political and other even less desirable influences and considerations rampant in Ottawa circles.

The latest attempt to usurp an authority which ought to be strictly provincial is being made in the last hours of this session of the Dominion parliament by the bill introduced in the Dominion senate on behalf of the Port Arthur Power and Development Company (which is Mr. James Connors' company). It confers wide powers over provincial property, and was referred to on Thursday night in the legislature by Premier Whitney as an example of what the senate would do in spite of the resolutions passed a day or two previously. The powers asked relate to the Pigeon River, the Black Sturgeon River, and the Nepegon, and to the erection of poles for the transmission of electricity. Premier Whitney then stated that two of these rivers were from 100 to 200 miles from the boundary, and that no excuse existed for Dominion interference.

The "Advantage of Canada" is supposed to be involved in the utilization of the Pigeon River, which is an international boundary. No one, however, supposes for one moment that there is any serious intention to develop power on it. Another attempted justification for Dominion encroachment is offered in the clause permitting the export of power to Isle Royale, a place lying across the boundary, which could with absolute accuracy be described as a mere wilderness but for the fact that at one point a lighthouse, but it serves the promoters' purpose. One of its clauses reserves provincial jurisdiction over the company in matters affecting the public health and safety, but what this has to do with electrical development has not yet been discovered.

The really valuable concession asked is that of the Nepegon, where available energy approaches 100,000 horsepower in the aggregate of its several powers. These latter were regarded by the Hydro-Power Commission as one of the important power assets of the province. The Canadian Northern Railway crosses the line of the river, and other prospective industries, as that of pulp manufacture, tend to render the Nepegon powers worth possibly \$500,000.

In one view, the senate bill is properly of the nature of a charter, and it is argued that the enacting clause only enables the company "to acquire, construct, maintain, use and operate," the powers in question. These, it is said, indubitably belong to the province, and can only be acquired from the province on such terms and conditions as the provincial authorities may fix. The Ontario government will, however, be well advised to regard this contention with wholesome scepticism. Under any circumstances, the federal parliament ought not either to remove provincial resources from provincial control or to sanction the incorporation of companies that are dependent on provincial authority before they can operate. In the present stage of the game, the provinces cannot afford to take chances, and now that the issue has been raised it must be fought to a finish.

**WHO IS THE JOCKEY?**

After the horse is stolen it is too late to look the door; but it is a good time to seek the jockey who rode the horse away.

Shareholders of the Toronto Electric Light Company, contemplating the improvident bargain made with the Electrical Development Company for energy at \$5 a horse power, when the hydro-electric commission offers it at \$18 a horse power, perceive that the horse is stolen. Now they look for the jockey.

Imagine their chagrin when they read in The Toronto Star, the organ controlled by the electrical combine, the suggestion that they had been handed a gold brick when that notorious contract was made. They may surmise that it was policy on the part of The Star to disseminate its love for them two years ago, but "Why," they ask, "do you now kick us down stairs?"

Two years ago, when this prodigal bargain between the Toronto Electric Light Company and the Electrical Development Company was being considered, The Star acted the role of coxswain or tout for the combine. It promised rosy things for investors if the contract was made. Possibly its promises induced the widows and orphans, of whom we have heard so much of late, to invest in Toronto Electric Light shares. Let us recall the circumstances. One company makes a bargain with another company whose directorate is almost identical with its own—a bargain that the present information shows to have been unjust to the shareholders of the Toronto Electric Light Company and too kind to the Electrical Development Company. The Star, the organ of both companies, pleads for the mites of the widows. The jockey is found.

And in this connection the following letter to The World is interesting:

"In connection with your article and that in The Star anent agreement between the Toronto Electric Light Company and the Electric Development Company, I would suggest that you advise The Star's interviewed shareholder to make enquiry for an agreement which, early in 1900, was entered into with one of the Niagara Falls companies, at a lower price than that which now forms the basis of the Development Company's whole business, but which afterwards fell thru because of the greed of some of the light company's leading members. Chickens come home to roost, but bondholders have to be reckoned with when they have been ignored and misled."

If this statement is well founded the situation in its public aspect grows worse and worse.

As it is surprising that instead of accusing the people of the Province of Ontario of endangering the invested funds of the widows and the orphans by reason of the public power policy of the provincial government, the shareholders of the Toronto Electric Light Company are beginning to turn their eyes toward the directors of that company; toward the directors of the Electrical Development Company and toward the organ of the electrical combine? These are the men and this is the newspaper really responsible for

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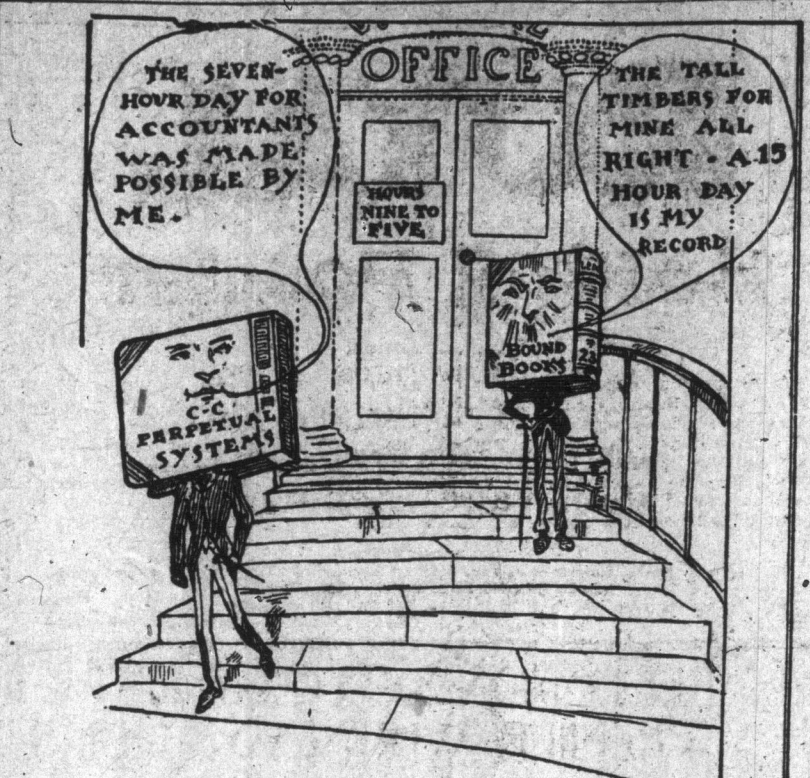
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The Perpetual Systems of accounting, introduced, developed and perfected by Copeland-Chatterton of Toronto, reduce and simplify the work of the accountant. They also expedite the handling of any business and preclude the possibility of errors in the records.

## SECOND CHAPLEAU WRECK

Due to a Broken Rail

West Bound Freight Train in an Accident Which Blocks All Passenger Traffic.

CHAPLEAU, April 19.—(Special.)—A westbound freight train was partly derailed fifty miles west of here last night. Two cars were derailed, severing telegraph connections in their plume. Three other cars ripped along the ties, tearing up the track for 60 yards. The derailment is thought to have been caused by a broken rail.

Roadmaster Faught left here early this morning with a wrecking crew, and it will take all day to clear the tracks. In the meantime all passenger trains are held up and the sidings here are blocked with freight cars awaiting power to haul them.

The supply of coal is only sufficient for passenger and way freights for the next two days, unless the broken rail is laid out at Port William by tomorrow. All movement of trains will be at a standstill.

## WHAT WAS A DURHAM BOAT?

Editor World: Will any of your correspondents who may happen to know, kindly inform me thru your columns what a Durham boat was? Craft of this kind are frequently mentioned, and everybody knows, in the early records of the settlement of this country, in connection with the St. Lawrence and other rivers. What is wanted is a pretty full description. Enquirer.

**To Owners of Bad Breath**

Foul Odor of Indigestion, Smoking, Eating or Drinking Stopped at Once With Stuart's Charcoal Lozenges.

Trill Package to Prove It Sent Free. Bitter breathers, onion eaters, indigestion victims, cabbage consumers, smokers, drinkers and those with gas on the stomach are in a class all by themselves, distinguished by a powerful bad breath.

They all breathe, and as they breathe, they emit an odor which makes those standing near them heads away in disgust. The pitiable part of it is that these victims do not realize that a simple thing like a bad, offensive breath is to others.

Charcoal is a wonderful absorber of gases and odors. It absorbs 100 times its own volume of gas. Stuart's Charcoal Lozenges will put a stop to your bad, offensive breath, to your bad belongings, whatever the cause, or sour, or noxious, or offensive odors and gases.

If you suffer from indigestion and belch gas as a result, Stuart's Charcoal Lozenges will absorb all the gas and make you stop belching.

If on getting up in the morning you have such a bad, bilious breath, that you can almost smell it yourself, Stuart's Charcoal Lozenges will get rid of it for you quickly.

If you have been smoking or chewing, or have been eating onions or other odorous things, Stuart's Charcoal Lozenges will make your breath pure and sweet.

Charcoal is also the best laxative known. You can take a whole boxful of no-harm will result. It is a wonderfully effective regulator.

And then, too, it filters your blood. Every particle of poison and impurity in your blood is destroyed, and you begin to notice the difference in your first thing—your clear complexion.

Stuart's Charcoal Lozenges are made from pure willow charcoal, and just a little lozenge is put in to make them palatable, but not too sweet.

They will work wonders in your stomach, and make you feel fine and fresh. Your blood and breath will be purified. You will feel clean inside.

We want to prove all this to you, so just send for a free sample to-day. Then after you get it and use it, you will like them so well that you will go to your druggist and get a box of Stuart's Charcoal Lozenges.

Send us your name and address to-day and we will at once send you by mail a sample package free. Address F. A. Stuart Co., 23 Stuart Building, Marshall, Mich.

Special Variety Convocat.

A special convocation of the University of Toronto, for conferring degrees in dentistry and the commencement exercises of the Royal College of Dental Surgeons of Ontario, will be held in Y.W.C. Guild Hall on Friday evening, April 26.

## C.M.A. EXECUTIVE FAVORS SIMPLE BILL OF LADING

Railway Commission to Be Asked to Take Action—Association's Active Program.

The executive council of the Canadian Manufacturers' Association approved the following resolution submitted by the railway and transportation committee, in response to a circular received from the board of railway commissioners, enclosing a copy of the general terms and conditions of carriage submitted by the railways for the new bill of lading:

"Resolved, That we favor the adoption by all shippers of a simple form of bill of lading, without any conditions such as are embodied in the bills of lading in use by the various railways throughout the country; such forms of bill of lading to be an acknowledgment that the carrier has received the goods for transportation; and that the Board of Railway Commissioners for Canada be requested to issue a ruling that the present forms, as well as the draft of general terms and conditions of carriage as submitted by the railways, in accordance with an order made by the board under date of the 17th of October, 1904, and which was sent out by the board on March 8th, 1907, to all parties interested, which in any way conflicts with both the common and statute law, are illegal, and their use and a acceptance should not be forced upon the public; and that a date be fixed that such will take effect."

In sending out the draft above referred to the board of commissioners stated that they desired that all parties interested should file whatever objections they desired to make with the board on or before the first of May.

Henry Cockshutt, the president, reported a successful trip to the maritime provinces, when he and the secretary visited the different branches, as a result of which a new branch of the association will likely be opened at John's.

Among the many things in which the association is interesting itself are collection of data showing the flow of water in the rivers of the Dominion; the amount of rainfall in various portions of the country not yet developed; standing committees to collect and disseminate information in foreign exhibitions, the standardizing of the sizes of trade catalogs; and the local branch was planned upon the public; and that a date be fixed that such will take effect."

The Toronto branch of the C. M. A. will hold a series of the form of books on technical subjects for competition among the students of the Toronto Technical High School.

## LABOR DAY COMMITTEE.

Organized labor selected its committee last night which will have charge of arrangements for the coming Labor Day demonstration.

The following were elected: Joseph McCarthy of the cigarmakers' press, William T. Thompson of the street railway employees' vice-chairman; Charles Laviole of the tobacco workers' secretary; William Fogarty of the United Printing Trades Council, treasurer, and J. W. Davis of the bookbinders, sergeant-at-arms.

## FIRE IN KITCHENS.

Fire broke out simultaneously in the kitchens of 717 and 719 Bathurst-street at 8 and 8.40 o'clock last night. The cause is unknown. Damage to the extent of \$250 was done in 719, which is owned and occupied by Thomas Bain, which was fully covered by insurance. The damage to 717, occupied by James Grierson and owned by James Riddle, was \$75. Insured. A still alarm was turned in.

## For the Ocean Traveler.

The following, an extract from the Illustrated Journal "Canada," will no doubt be of interest to patrons of the Pioneer Canadian Line:

"The Allan Line have appointed M. Eugene Meysse as master steward, the equivalent position on a liner that of maître d'hôtel, to their passenger service between Liverpool and Canadian ports. Mr. Meysse, who has had experience at the Schweizerhof, Basel, and at Berkeley's, the Savoy and Prince's Restaurants in London, will make a feature of introducing into the cuisine of the Atlantic boats those of the refinements and epicurean dishes that distinguish the great London and Paris hotels."

## Grand Pacific Coast Tour.

The Canadian Pacific Railway announces special excursion rates to San Francisco and Los Angeles, which, taking into regard the wide variety of routes offered by both U.S. and Canadian lines, give one a grand tour of the Pacific coast at remarkably low cost. These rates are in effect between August 1st and May 2nd only, tickets limited to return to July 31. If you contemplate a coast trip you cannot afford to miss this opportunity. For full particulars enquire of nearest C. P. R. ticket agent, or write C. B. Foster, D.P.A., C.P.R., Toronto.

## LOCAL TOPICS.

Victor W. F. Heron, formerly of the Canadian Bank of Commerce, has been appointed manager of the Crown Bank of Canada, corner of Spadina-avenue and College-street, Toronto.

Prof. N. P. Dapuis of Queen's University, Kingston, will give an address, under the auspices of the Empire Club of Canada, on "The Metric System," at a business men's dinner, to be held on Thursday evening, April 25.

George Smidley returned from New York yesterday. He has been booked around the Keith vaudeville circuit. The estate of S. G. Crow of 270 Avenue-road, who died intestate, will be divided between his three sons and one daughter. The deceased left \$2146, of which \$1190 was in an equity in 270 Avenue-road; valued at \$1270.

Mr. W. G. Cooper, real estate broker, East Beaver-street, has as a business partner, seen by his offerings in to-day's issue of The World, been obliged to take in an active partner in order to meet the requirements of his increasing business thruct the city and country.

At the meeting of local Toronto Socialists, held at the Club on Sunday afternoon, at Davis' Hall, Queen and Spadina, Wilfrid G. Gribble will speak on "A Doubtful Wrong."

The guest of the Canadian Club at the luncheon on Monday next, at McConkey's, will be George Tate Blackstock, E.C., who will address the club on "Some Tendencies."

## Business Suits At A Business Price

PERHAPS you'll be a bit shy at such a purchase when you're told that that price is just 11.50.

But what about this sound material of a most dressy pattern; the honest tailoring, and correct gentlemanly style—that characterize this moderately priced suit?

It's our great quantity buying of the cloth right at the mill, and doing our own tailor work that makes such a value possible.

Colored fancy worsted—dark gray ground with faint red and green over-check—hard clean-wearing material with a distinct business air. Twilled body lining. Sizes 36 to 44. Price... 11.50

—MAIN FLOOR—QUEEN STREET—

## THE T. EATON CO. LIMITED

AT OSGOODE HALL

ANNOUNCEMENTS.

Master's Chambers.

Cartwright, master, at 11 a.m.

Divisional Court.

Peremptory list for Monday, April 22, at 11 a.m.:

1. Re Hughes, Mahaffy v. Nicholson.

2. Wolfe v. Kirkwood.

3. G. T. R. v. Toronto.

4. Slater v. Royce.

5. Bradley v. Gainsboro.

6. Findlay v. Hamilton Cataract Co.

7. Court of Appeal.

Cases set down for court of appeal sittings, beginning Monday, April 22: Remanets from last sittings:

1. Ottawa E. Railway Co. v. Ottawa.

2. Cavanagh v. Glendinning.

3. Attorney-General of Ontario v. Hargrave.

4. Toronto Railway Co. v. Toronto (barn sites).

5. Hamilton Steamboat Co. v. Mackay.

6. Faulkner v. Ottawa.

7. McKay v. Wabash.

8. University v. Toronto.

9. New cases:

1. Rideau Club v. City of Ottawa.

2. Mohr v. C. P. R.

3. Bussell v. Toronto.

4. Bohan v. Galbraith.

5. Brennan v. Toronto Railway Co.

6. Beck Manufacturing Co. v. Vallin.

7. Carman v. Wright.

8. Harris v. London Street Railway.

9. Still v. Hastings.

10. Green v. George.