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TWELVE PAGES—THURSDAY MORNING DECEMBER 30 1909—TWELVE PAGES

29TH YEAR

Gold Vein in Porcupine That Is 50 Feet Wide And Extends 500 Feet

Mining Expert Reports That There Are Good Claims and Values Thruout Large Area.

FREE MILLING GOLD IN LARGE QUANTITIES

MATHESON, Dec. 29.—(From Our Own Special Commissioner.)—"Every indication is favorable to a gold mining camp in the Porcupine district," said a well-known engineer to-day to The World.

He has just come in from a trip into the district, where he inspected every foot of it.

He found good gold claims and values in the townships of Whitney, Tisdale, Shaw and Godfrey, extending over a range of 40 miles east and west, and having a depth of 20 miles north and south. This whole area he designated the Porcupine Lake gold camp.

He visited all the claims and was well satisfied that the important ones already known to the public carry excellent values. He named the Wilson, the Bannerman and others.

He said that it was invidious to specify, but contented himself with the remark that free milling gold was to be found within this area of 40 miles by 20 miles in large and good mining quantities.

The gold is found in rusty quartz. The wall rock enclosing the vein is composed of schist. The veins are from a foot to 25 feet in width, and in one place he was told by competent authority, altho he did not see it himself because the snow covered the ground, that one vein was 50 feet in width, and extended 500 feet in length. These veins run southeast and southwest into the Timagami Reserve.

Over Wide Area.

Outside of the five townships named good gold showings have been discovered in the Timagami Reserve, showing the great extent of the gold bearing mineralization.

This engineer is one of the best known in New Ontario, and it is the most enthusiastic report he ever made on a mining district after years of work up here.

The 222 mile post is thought of, by some interests, notably the Timmins, the O'Brien and Father Paradis, as the point on the T. & N. O. Railway from which a rush into Porcupine Lake should be made. But in the public interest, and owing to the fact that a station is already at Matheson, where also all needed accommodation may be found, Matheson will be the point of get-off for Porcupine for sometime.

Besides on the line from Matheson to Porcupine, for the first twelve miles, the country is settled, and surely the settler should be the first considered. When the 222 mile post is created by certain interests into a townsite, then it will be time to talk of a rival to Matheson.

New Railway Line Likely.

Wise men predict that a railway will be built from Matheson to Porcupine Lake long before it is extended from Charlton to Elk Lake and Gowganda. Already engineers are on the ground getting the necessary data for a projected plan.

Joe Houston of Cobalt, everybody knows Joe, says Porcupine will make good.

PITTSBURGERS WANT SITES OVER THE DON

Agent Looks Over the City and decides That East End Will Be Ideal if Viaduct Carries.

Charles L. Sanford of Pittsburg, Pa., is in Toronto looking for sites for two factories which Pittsburg firms propose establishing in Toronto next summer.

To The World last evening Mr. Sanford said he had secured an option on 92 acres over the Don, which he would close for if the Bloor-street viaduct proposition was carried by the electors. The site, he said, would be an admirable one if given proper transportation facilities, which the viaduct and tubes he thought were designed to afford. About 20 acres would be used for factory sites, and the remaining 70 acres for residential plots for workmen.

"We can't all get sites down town, and there is no sense in locating out of reach," he said.

"The land over the Don would be ideal for factory sites with better transportation facilities."

STRUCK BY STREET CAR

Aged Man Sustained Serious Injuries —In Critical Condition.

Concussion of the brain, sustained by being struck by a street car at Bloor-street and Rusholme-road, at 5.45 yesterday afternoon, will probably result in the death of Arthur Gayser, aged 70, of 242 Havelock-street. He also sustained internal injuries and cuts on both temples, which required ten stitches to close.

Mr. Gayser was on his way home. He left a car at Bloor and Rusholme and walked behind it. A Bloor and McCaul car was coming form the west and he stepped in front of it. The car struck him, knocking him to one side. Witnesses carried the man into Dr. R. S. Conboy's office and, after he was attended temporarily, from there he was taken to the Western Hospital. His condition is regarded as being critical. Up till an early hour this morning he had not regained consciousness.

Odd Rescue by A Submarine

Dives Under Sunken Fishing Smack in Time to Raise it and Save Crew.

TOULON, Dec. 29.—The submarine Cigogone performed a remarkable life saving feat during a recent storm. The boat was practically diving in the open sea, when the commander saw a large fishing boat suddenly overwhelmed and sunk.

The submarine immediately dived right under the fishing craft, of which the masthead alone was above water. The valves were operated quickly and the Cigogone rose to the surface, lifting the boat and holding it above water long enough to take off the crew.

ELECTRICAL SUPPLY COS. LOOKING FOR MERGER

Recent Competition Has Proved Unprofitable to Three Big Concerns Involved.

Mergers in connection with some of the large companies have turned attention to the electrical supply interests, and it is now asserted that the leading electrical machinery construction companies are making overtures for an amalgamation.

The three large Canadian electrical supply concerns are the Westinghouse Co., of Hamilton; the Allis-Chalmers Co., of Montreal, and the Canadian General Electric Co., of Toronto.

Recent competition among these companies in which tenders were given, is thought to have lost money to the concern which has obtained the contract, and has evolved the idea that the combination of electrical supply interests would be beneficial to these companies. It is rumored that there is already an effort under way to assimilate the large electrical interests into one whole and thus avoid future cutting of prices.

Besides the British preference works harm to the electrical manufacturing interests, so much harm in fact that drastic measures are called for on the part of the financial institutions behind many of the companies.

BAIRNS' NEW YEAR FESTIVAL

Horticultural Hall, Exhibition Park, New Year's Day.

Amt. previously acknowledged	$706 54
Conger Coal Company	5 00
A. M. Hornwell	2 00
"Good Luck"	2 00
"Wishing the bairns a Glad New Year"	1 00
Jyne	0 25
Hough Lithographing Co.	5 00
The Canadian Rubber Company of Montreal	10 00
Friends at Christmas dinner	2 00
Harry Schiller, 126 Bay-street	5 00
Friend on street car	1 00
"Few Well Wishers"	0 70
L. B. L.	1 00
M. Elton	0 50
H. E. R.	0 25
Tommy Turner	2 00
Mrs. Burkholder	2 00
Total to date	$747 24

A Slight Mistake.—The printer made it appear in this morning's paper that we only needed $190 more to reach the $1000 we require to feed our guests. It should have read $290, as even a blind man could see. Deducting to-day's receipts, we require $252.76 to round out the thousand. Let us finish our work.

—Just Two Words.—

First, to those who are willing to act as waiters: Scores of people are sending in their names willing to assist, with the remark, "Let me know if you want me." Certainly we want you, or we would not have asked for you. We have no time to write acceptances. Be on hand at 10 o'clock on Saturday morning at the Horticultural Building, at Exhibition Park, and you will soon find out that you are needed.

Second, to our guests (the bairns): The street railway will honor your pass on any street car after 11 o'clock a.m. We don't want you at the hall before 11.30. Everyone must be seated by twelve (noon), and after a few words of cheer from your friends the dinner will be served hot at 12.30. After this will follow a two hours' program, which will be announced later.

J. M. Wilkinson.

WILL CONTEST ELECTION

Nationalists Not Satisfied With Defeat in St. James.

MONTREAL, Dec. 29.—(Special.)—The Nationalists held a meeting today and decided to contest the election of Mr. Robilliard in St. James, who defeated Mr. Laflamme some weeks ago in the election for the legislature.

Died From Exposure.

WATERFORD, Dec. 29.—A coroner's jury to-night decided that William Schram accidentally wandered into the river while under the impression that he was on the road for home and that he died from exposure and not from drowning.

UNIONISTS LACK LEADERS IN THE FIGHT

Even Chamberlain's Manifesto to His Constituents Hasn't Got the Old-Time Sting.

(Canadian Associated Press Cable.)

LONDON, Dec. 29.—The Unionists maintain that the Liberals have exhausted their budget ammunition and that the attacks on the lords are falling flat, while, on the contrary, tariff reform is booming, even in Lancashire. Be this as it may, many Unionist hearts have undoubtedly emitted a sigh that for a fortnight they could have the old-time Chamberlain. Especially is this the case now that Milner is hors-de-combat, as he is the most powerful advocate of tariff reform. Since he is absent from the field, the Unionist campaign is more than ever a "soldiers' battle."

Another prominent Tory paper today laments the disparity between the parties in the matter of leaders and bitterly regrets that the Unionist chiefs "failed to follow the sagacious example of their opponents in making available for highest services those whose talents are not with birth and wealth."

Chamberlain's Manifesto.

Joseph Chamberlain's manifesto to his constituents breathes but little of the fire so dreaded by his opponents a few years back. He says, "I cannot think the budget will secure your support. It taxes unequally men of equal means and throws the whole burden of taxation on our own people, without even attempting to secure any contribution from foreigners. I believe its effect will be to lessen the amount of employment and thereby aggravate the distress already so bitterly felt."

He maintains that the lords did not go beyond their duty in rejecting the budget and believes the time is ripe for tariff reform, because "we now have the opportunity of securing more largely the trade of our sister states and our colonies, which are willing to meet us if we consent to a reciprocal system equally advantageous to them and to us."

Prejudiced for Free Trade.

The present government, in continuing fre trade is actuated by prejudice alone. "If we throw away this opportunity," he says, "I do not think any other will come to us. We shall have lost altogether the chance which is now ours."

The great protagonist of a fiscal change also urges the danger of home rule and declares that the naval preparations are insufficient.

The campaign is in full swing. The Unionists endeavored to hold a great demonstration at Carnarvon, in Wales, but the chancellor's supporters reduced it to an uproar.

Walter Long strongly urged tariff reform and preference at Sleaford, while Lord Rothschild, in order to reassure the elderly voters, personally guaranteed all the old age pensions in Buckinghamshire, if the Unionists were returned to power. These pensions are one of the Liberals' strongest cards.

Stock Arguments.

Postmaster-General Buxton and other cabinet ministers and lesser stars continued the government's fight, emphasizing constitutional issue, advocating the budget proposals and ridiculing naval scare.

The writs will be so issued that no polling will be possible before Jan. 15.

The Mail thinks the Unionists prospects are god in the midlands, where the Liberals now hold 44 seats and the Unionists 22.

The Express says that of the present labor members, 14 held safe seats, 14 are doubtful and 15 will lose.

A "GENTLEMAN" FOR MAYOR

Must a Man Be a College Graduate and Professional, to Qualify?

When has Toronto had a college graduate, a member of the honorable profession of law, a gentleman in the strictly technical sense, as a candidate for mayor?

This was the question asked The World yesterday by a prominent financial man, whose attitude toward civic affairs is best expressed by his own words: "This is a village, and our civic rulers are villagers, wholly without caste."

It is not unnatural that a citizen who has made much money in the stock market, who finds time hang heavy on his hands and who frequents exclusive clubs and social circles, should desire to see as mayor of Toronto a man with similar tastes. He said that he was going to vote for Mr. Reginald Geary because Mr. Geary was a gentleman. He was an honored graduate of Toronto University, and highly esteemed at the Toronto bar. No one will take exception to this citizen's desire to have a real, live gentleman in the mayor's chair.

But fellow citizens, tell me, was not E. F. Clarke mayor of Toronto? He was no college graduate. He was a printer, a workingman like you and me. He was no lawyer. He lived at peace with his fellows and helped his fellows to live at peace with one another. And was E. F. Clarke no gentleman?

This "gentleman" argument is being used in this civic campaign, but it will not go down. Thank heaven, the time has not yet come in Toronto when a man who works for his living is stigmatized as no gentleman!

A claim that his wife has negro blood is the base of a suit for annulment of marriage brought by W. S. Horton, a prosperous contracting plumber of New York.

TUBES MUST BE PROCEEDED WITH

The Public Ownership Aspect of the Issue Emphasized at Controller Hocken's Meeting Last Night in Victoria Hall.

"I am a public ownership man first, last and always," declared W. F. Maclean, M.P., amid rousing cheers at Controller Hocken's meeting in Victoria Hall last night. "Mr. Hocken is, I believe, a public ownership man, and we are about to achieve in this province public ownership in regard to electrical energy generated at Niagara Falls. When that experiment is inaugurated in Toronto, is it not right that we should have as mayor a sound public ownership man like Hocken?

"If we are to have cheap electrical energy, it will depend on how much is used. The minimum of $18 per h.p. can be brought down to $14. How can this be done? By the city inaugurating a system of tubes. Then the best customer of the city's power will be the city's own tube system.

"We want the radials to come in over the tube system. I believe that 500 miles of radial roads will be built about Toronto, as soon as we are able to bring them to the centre of the city over the tubes."

Regarding the street railway franchise, Mr. Geary had an alternative proposition to give a competing franchise on streets where the T. S. R. declined to build.

Control of Streets.

"But have you noticed," said Mr. Maclean, "how the Toronto Street Railway wants to get control of every street in the centre of the city? Mr. Fleming says: 'I will build some outside lines if you give us everything in the centre of the city.'" Mr. Geary's alternative was no good because no company would build a line without access to the downtown section.

Mr. Maclean scored a clincher for the Bloor-street viaduct. If the city ordered a new surface line from the northeast down to the centre of the city, and then thru to the west and northwest, nobody would take the franchise. How could it get across the Don? The T. S. R. owned both bridges.

Continued on Page 7.

ELECTION RETURNS.

World-square, a stone's throw from the city hall, between Queen and Richmond-streets, will be the ideal place to get election returns on Saturday night. The Sunday World has arranged for a complete stereopticon service, in charge of competent newspaper artists. A quick and comprehensive service has been arranged for and editions will be published at intervals during Saturday evening until returns are complete. We welcome you to World-square, centre of election information, on Saturday night.

Why the Street Ry. is Using Geary Against Hocken.

Electors will doubtless accept The Globe's advice to vote "Yes" on the tube plebiscite, and they will also, no doubt, be logical enough to follow it up with a similar vote for the Bloor-street viaduct. The unanimity with which all the corporation organs oppose the Bloor-street viaduct is in itself suspicious. Even those which are nominally opposing street railway interests in the fond belief that no harm can come to the street railway anyway are solid against the viaduct. They realize that the viaduct is a key position to the city's campaign for control of its streets.

The World has already pointed out that the street railway is against the Bloor-street viaduct because it means a single fare to East Toronto or from East Toronto to any part of the city, where the street railway and its allied radial roads are now collecting two or three fares.

But there is something more than this. There is a question which concerns the whole city and every citizen. The opposition organs are fond of saying that only the people across the Don will be benefited by the viaduct. The Mail and Empire had something to say on this point yesterday.

> Says The Mail and Empire: The Bloor-street viaduct proposal would cease to be objectionable if it were undertaken as a local improvement. To the citizens at large it offers no benefit, and if its advantages to any section of the community would be as great as its frenzied advocates claim, that section of the community should not object to paying for it.

It will be observed that the "frenzied advocates" of the viaduct include both the leading mayoralty candidates and all the nominees for controllerships and aldermanic office. Why, then, the street railway organs' opposition?

The Mail and Empire has another argument of some length against the tubes, an argument which it adopts from The Toronto Evening Star, tho it now appears to have been derived from the letter written by Mr. W. K. McNaught on Dec. 21.

Rapid transit by tubes is not the way to solve the street railway problem, says The Mail and Empire. It can be settled by recourse to the city's right to build a new system when the railway company refuses to lay tracks where required.

The Mail and Empire thinks that it is very singular that those who criticise the street railway company effect nothing for the betterment of the system.

> "Why, it may be asked," interrogates the organ, and answers itself, "why do they not bestir themselves for the opening of lines of traffic the company refuses to build? It is true the building and operating by the city of extensions required might not be much to the purpose, as passengers would have to pay one fare on the city portion, and another fare on the company portion of the route. But if, in default of action by the company, the city would tend to hasten action by the company for the serving of other districts, especially if the municipal line were so located as to serve as the trunk of tributary lines that could be built with advantage by the city."

Here is the whole case for tubes and the Bloor-street viaduct explicitly set out and expounded by the very paper that denounces tubes and the viaduct and supports Controller Geary against the man who has brought forward the tube proposals—Controller Hocken.

Wait, says Controller Geary, till the present litigation with the railway company is disposed of, and then the Ontario Railway Commission can compel the company to lay new lines.

The railway company will do nothing it is not compelled to do. The railway company will be delighted to do anything that will give it a firmer grip on Toronto. The railway company and the radials wish to preserve their present monopoly in the city, and they are playing a game for that purpose, in which all the skill they can command is enlisted. They have never met such a check before as the tube system presents. They must defeat that, and its complement the Bloor-street viaduct, and they are using Controller Geary to do so. They have even been clever enough, thru the Conservative provincial machine, to impress the services of Mr. McNaught.

The Mail and Empire gives away the whole case. "It is true, the building and operating by the city of extensions required might not be much to the purpose, as passengers would have to pay one fare on the city portion and another fare on the company portion of the route. But if, in default of action by the company,

CONTINUED ON PAGE SEVEN.

DADDY'S OLD ONES

MAMMA LAURIER: I'll make them fit fine; and you'll have a new sailor suit of your own, maybe, some day.

CANADA TO HAVE HUGE STEEL TRUST

Nine Big Corporations Which Are Believed to be Contemplating a Pooling of Interests.

That it is the intention of Canadian financial interests to formulate a trust similar to that of the steel trust in the United States was the conviction conveyed to The World by a prominent steel man yesterday.

The World's informant cited the amalgamation of the Dominion Steel Co. with the Dominion Coal Co. as the initiative in this big consolidation. There are various reasons assigned for such a concentration of business energies, principal among which are the necessity to curtail competition, antagonism to outside corporations, who have amalgamated for similar reasons, and, finally, the evolving of a big flotation which will reimburse capitalists now tied up in what will presumably be the subsidiary companies.

The companies which are said to be involved in the Canadian steel trust are the Dominion Iron and Steel Co., the Dominion Coal Co., the Nova Scotia Steel and Coal Co., the Lake Superior Consolidated Co., the Atikokan Iron Co. of Port Arthur, the Montreal Rolling Mills, the Hamilton Steel and Iron Co., the Canada Foundry Co., and the National Iron Works Co., which it is proposed to start up in Toronto within a very short time.

The Men Behind it.

The prime movers in this big Canadian organization are: E. R. Wood, J. H. Plummer and Robert Fleming. Mr. Fleming is the representative of big moneyed interests in the London market. Some few months ago this London financier practically took over all the American holdings and other obligations in connection with the Lake Superior Corporation, and it is believed that he is the pivot around which the consolidators of all the leading steel and coal interests are revolving.

From Montreal it was learned yesterday that changes in the directorate of the Nova Scotia Steel and Coal Co. are already in contemplation and that Rodolphe Forget and Max Aiken are to be put on the board of this company. Mr. Aiken, altho a young man, has already made a record in the matter of amalgamations, and his prospective appointment to the Nova Scotia Steel and Coal directorate is regarded as one of the signs in the association of this big trust.

Capitalization $500,000,000.

The capitalization of the Canadian Steel trust is placed at five hundred million dollars, and much of the money which will carry out the flotation is coming from British investors, as the securities of the new enterprise will be put on the London market as one of the attractive features of Canadian investments.

The combination is thought to be brought about owing to competition, for financial reasons, and because of the possibility that the government may entirely cut off the steel bounties which have been in effect for several years.

Once Millionaire; Dies in Poor House.

PUEBLO, Colo., Dec. 29.—Gilbert Noble, once the richest man in Pueblo, with a fortune of $1,000,000, died to-day at the county poor farm. He was lavish with his money, and at the time of his death had only an interest in a mine which was tied up in litigation.

THE GUILD AND THE VIADUCT.

The Guild of Civic Art handed to The World last night an exact plan of the Bloor-street viaduct and the alternatives thereto which it proposes.

The viaduct as advocated by The World makes a great east and west street—the longest, best and most central in Toronto. But it also gives the nearest route between, say, the corner of Yonge and Bloor and the corner of Broadview and Danforth-avenues, or, to put it another way, between West Toronto (that was) and East Toronto (that was), and nothing else will do this. You would lose twenty minutes if you went from north of Danforth-avenue to Yonge-street, north of Bloor, by either of the guild's alternatives. The guild has lots of opportunity to beautify and amplify the Don ravines without putting a perpetual time tax on half a million people.

FUR PRICES DOWN SOME PLACES.

Talk about the price of turkeys going down on Christmas eve, it isn't anything compared with the drop in fur prices that at least one merchant had to make to lighten the stock. The W. & D. Dineen Company, Limited, claim that they did about as large a Christmas trade as any year in the fifty of the company's experience, but just the same they have left over a startling stock which must be disposed of before the new year, if possible. The prices that these goods are marked at seem to guarantee that the company will be successful in their attempt.

NOTICE TO AGENTS AND NEWSDEALERS

Orders for extra copies of The Sunday World for election night, Saturday, Jan. 1, must reach the Circulation Department not later than Wednesday.