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## FRANCO, THE DICTATOR, LEAVES THE CABINET TO AVOID REBELLION

**Portugal Remains Quiet, While Wholesale Arrests Are Made—New King Meets His Ministers. SILENCE OMINOUS?**

PARIS, Feb. 4.—The paucity of advices from Lisbon continued up to 2.30 this morning, and on account of the relentless censorship there was no means of determining the real condition of affairs in Portugal. The most striking development was one from the Spanish frontier declaring that firing had been heard on Sunday night near the barracks in the western quarter of Lisbon, but no other reports filtered through to amplify this incident or tell whether violence disorders have broken out in the capital.

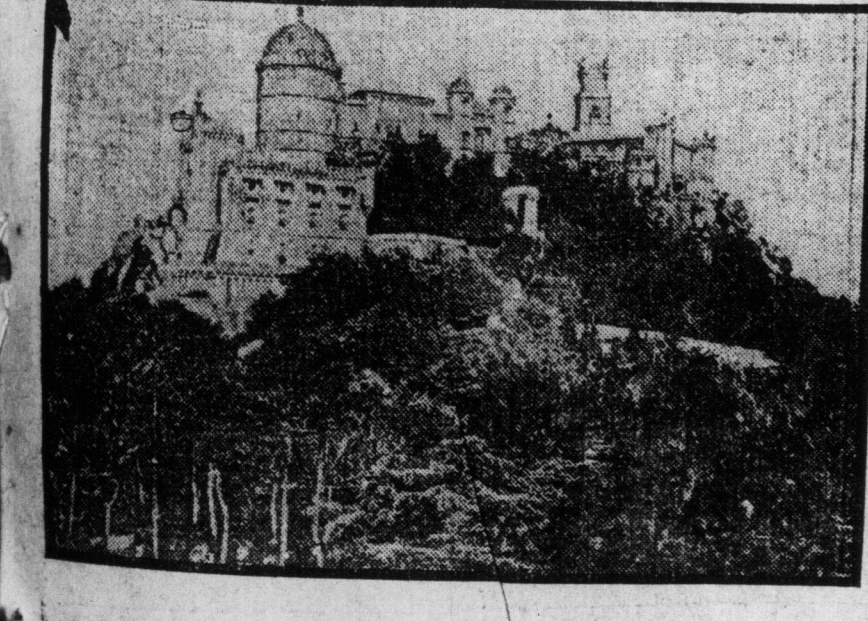
LISBON, Feb. 3.—Portugal to-day saw the establishment of a new regime. Premier Franco has resigned office, and within 48 hours of the assassination of King Carlos his dictatorship is at an end, at least for the present. Franco resigned for fear that his continuance in office would plunge the country into rebellion. A new cabinet has been formed under the presidency of Rear-Admiral Do Amaral, a member of the Progressive-Dissident party. Some of the new ministers have been notably opposed to the rule of Franco, but on the whole the present cabinet is Liberal, with monarchist tendencies. The opening session of the new council was held to-day, and King Manuel II placed himself in the hands of his ministers. He appeared before them and in a voice shaking with emotion said:

"I am yet without experience either in science of politics. I place myself entirely in your hands, needing and believing in your patriotism and wisdom." Arrests are being made by the wholesale in Lisbon and all suspicious persons at liberty are under police surveillance. Up to this evening there had been no recurrence of disorders. The Portuguese frontier is being closely guarded to prevent the escape of suspects. Franco had to quit.

Franco, the once dictator, was forced to design because of the bitterness of the people against him, and the new cabinet will strive for the welfare of the fatherland under the presidency of Rear-Admiral Do Amaral. An official statement was given out that the president of the cabinet will be supported by all the groups of monarchists who have agreed to forget previous differences. The situation for Premier Franco after the assassination of the king and crown prince became impossible. During the days which preceded the king's death and during the tumultuous manifestations on the streets, with the later discovery of vast stores of arms and some public opinion backed him in his efforts to maintain order, but the murders changed the entire complexion of the situation. He has not been seen on the streets since his meeting with the king immediately after the latter's arrival from Vila Viçosa, but all possible places where he might be have been closely watched and guarded.

**Deliberately Planned.** The investigations of the police show that the murders were carefully planned. On Saturday the assassins met secretly in the back room of a cafe and there laid out every step of the plot which they were enabled to do, as all the details relating to the home-coming of the king had been made public. To each was assigned a post in the work of shooting down the members of the royal family, but shots were drawn for the selection of such particular victims. Those who drew Queen Amelia and Prince Manuel failed to carry out their bloody task. The chamber in the palace where repose the bodies of King Carlos and the crown prince has been draped in mourning and arranged to represent a chapel. The biers are surrounded by lighted candles, and Queen Amelia, widow of the king and the dowager queen, Maria Pia, his mother, watch continually at the side of their dead. The body of the king is clad in the uniform of the commander of the army, while the prince wears a uniform of a captain of the Second Lancers. Several masses for the repose of the souls of the departed have been said in the mortuary chamber. **Funerals on Saturday.** The funerals will be held Feb. 8, and

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THE ROYAL PALACE AT LISBON.

## EXTEND I. C. R. ON TO ONTARIO CENTRES

**Hon. H. R. Emmerson Says God Hates All Cowards—Gov't Should Go Ahead.**

OTTAWA, Feb. 3.—(Special.)—Hon. H. R. Emmerson spoke to the house to-night, when he urged the extension of the Intercolonial Railway by the acquisition of branch lines that would serve as feeders, and the construction of the main line to industrial centres in Ontario and west. His successor from New Brunswick, Mr. Pugsley, showed him the courtesy of sitting in the front row of the government side through his speech, and one or two ministerialists dropped in occasionally, but they took slight interest in the important discussion.

Mr. Emmerson said that while there was much to be said in favor of public utilities being controlled by private companies there were also many arguments for government ownership and control. The railway had been of great benefit to the maritime provinces, and also to the other provinces, and if the rates charged had been equal to those of corporation-owned roads there would have been a surplus instead of a deficit.

**Says Feeders Are Needed.** Mr. Emmerson pointed out the need of feed lines. There were many short lines in the maritime provinces which were not affording adequate accommodation to the public. These branch lines, the ex-minister claimed, could be added to the government system without adding one dollar to the debt of Canada, and his proposal was to acquire these roads by leasehold. It would be a good business proposition to secure the coal lines in the maritime provinces.

Mr. Blain asked what had been the history of these branch lines. Some replied Mr. Emmerson had been a success where the management had been business-like. There was one road which was burdened with an over-bond issue. This road was sold by the bondholders and had since proven a success. Under the present management two or more freights it is impossible to get manufacturers to go into certain districts. The acquisition of the branch lines by the I.C.R. would, the speaker believed, give an impetus to industrial activity in these districts.

Mr. Emmerson said he admired the splendid optimism of Sir Charles Tupper, who had a prophetic vision of what the I.C.R. should be. "God hates a coward," cried Mr. Emmerson in a burst of enthusiasm. The government should have courage to go forward. "We are here as leaders, not as time-servers and opportunists," the ex-minister said.

**Mr. Emmerson's Resolution.** He closed by moving this resolution: "That in the opinion of this house it is desirable in furtherance of the transportation interests of Canada, that the sphere of influence of the Intercolonial Railway as a government-operated railway should be widened and extended by securing by lease or otherwise such of the branch lines of railways now connecting with the Intercolonial as will serve as direct and proper feeders to the traffic of the said railway, and by providing for the extension of the government operation of said railway to industrial centres of Western Canada, and to a point or points on the great lakes of Canada."

## FIRE IN MONTREAL CAUSED \$150,000 LOSS

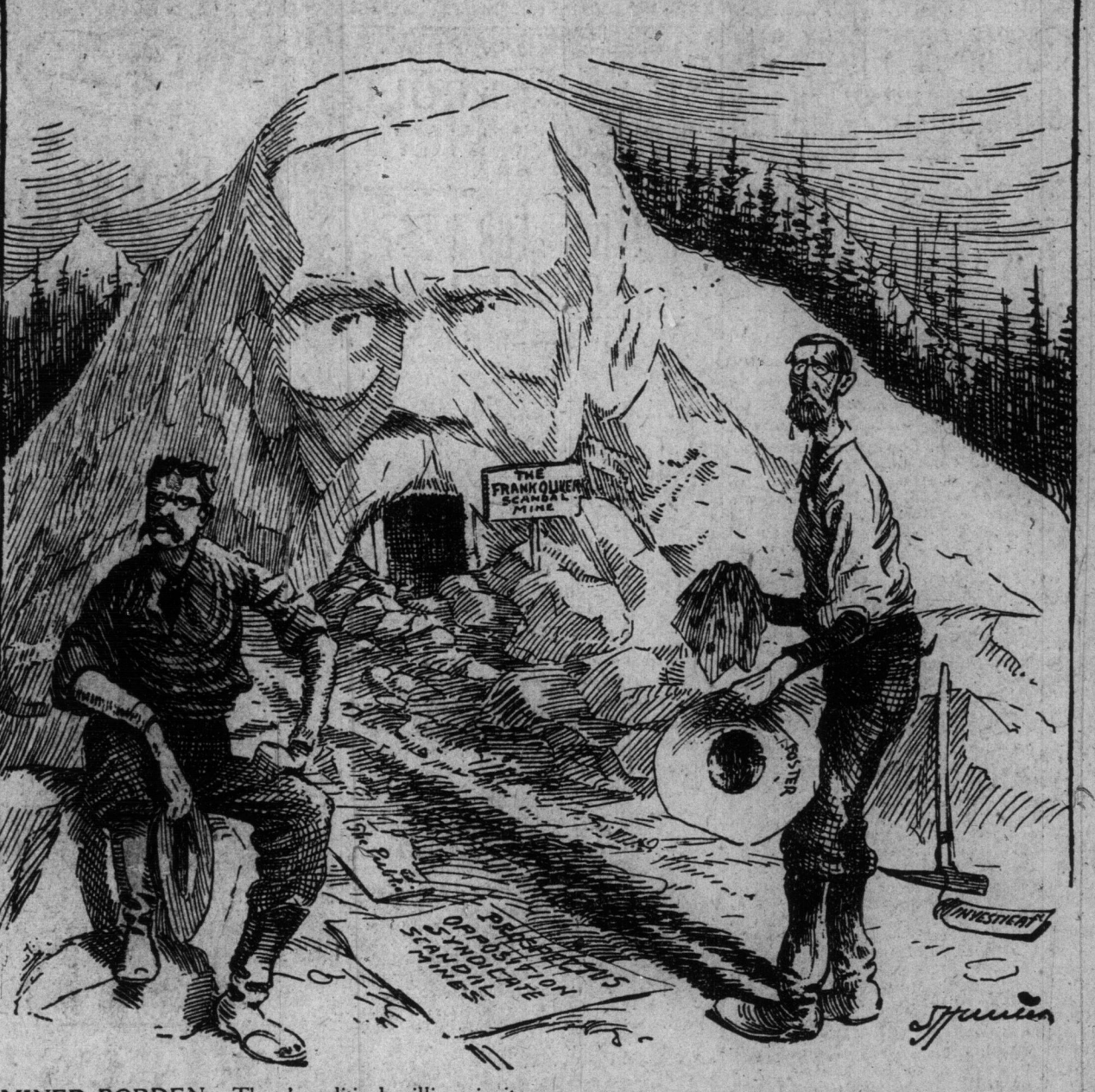
**One Hundred Thousand Bags of Flour Destroyed.** MONTREAL, Feb. 3.—(Special.)—Damage variously estimated up to \$150,000 was caused to-day by a fire which broke out in the Molson warehouse half an hour after noon. The portion in which the fire originated is that used as the Canadian Pacific Railway storage, in which was contained flour, the property of the Lake of the Woods Milling Co. and the Oliver Milling Co. In the portion of the building destroyed by fire there were stored 100,000 bags of flour, and it is estimated that the greater part, if, indeed, not all, will be a total loss, being either burned or wet to such an extent as being beyond all hope of salvage.

The burned portion is rather more than a third of the whole block, and the approximate loss is \$25,000. The buildings are more than a hundred years old, and were built by John H. R. Molson. The whole is covered by insurance.

## WHY HUNGARY CANNOT CONDOLE.

BUDAPEST, Feb. 3.—The Hungarian Chamber of Deputies to-day refused to vote a motion condoling with the royal family of Portugal in the death of King Carlos. The majority in the chamber, however, voted for a substitute as follows: "The views of the Hungarian Parliament on freedom are such that the house could not dedicate a posthumous resolution to a king who had abolished constitutional government and instituted a dictatorship."

## A FINE PROPERTY



MINER BORDEN: There's political millions in it.  
HARD LUCK FOSTER: An' there sure ain't anyone needs the millions, pard, more'n we do.

## The Importance of Shipbuilding

The resumption of work at the Collingwood shipbuilding yards draws attention to this important industry in a notable way, and the recent visit of the minister of public works to the Georgian Bay port, and the appeal made to him on behalf of a bounty per ton on the tonnage of vessels built in Canada, renders the whole situation one of immediate public interest. The prospect of steady employment for several thousands of skilled mechanics is one that appeals to the labor world, and the development of such a valuable industry, so natural to Canada, and such a factor in the commercial stability of any nation as shipbuilding is, appeals to citizens in general. There are three shipbuilding yards in Ontario, so that the province has a direct interest in the matter. One of these is in Toronto—the Polson's important yard; one at Bridgeport, and the other the Collingwood concern. This last is one of the best-equipped yards of its size in America, it is said, having slips for four large and one medium-sized vessels. Were the four large slips occupied, employment would be furnished steadily to 3000 men, with a payroll of \$120,000 a month.

Thomas Long, vice-president of the Collingwood Shipbuilding Co., is a Jarvis-street resident of Toronto, and furnished The World with details of the extensive interests affected. With an intimate knowledge of the shipping business, as well as of shipbuilding, he is as well qualified as any man in the country to understand their importance to the country, as well as to the interests directly concerned.

In the first place, the shipping business is one of the most lucrative in the world. A ship of modern construction is an investment good for 50 or 60 years, or longer, with repairs. The Chicora, for instance, was a blockade runner in the early sixties, and afterwards ran on the upper lakes, and is still making money. England demonstrates that ships are owned where ships are built, and the cultivation of the building trade would lead to more widespread ship-owning.

A bounty of say \$6 a ton on the government on building would be the means of enabling the yards now equipped in Canada to carry on operations, and might be the means of encouraging others to come into existence.

"In the absence of a bounty, or else a duty on British-built ships equivalent to a bounty, it is utterly impossible to carry on shipbuilding in Canada at present, and make it pay," said Mr. Long.

"That there is a field for business is undeniable, and it is getting larger year by year, only requiring to be developed. From 1902 till 1906, there were 78 British vessels imported and entered on the Canadian register. In 1907 orders were given for 19 ships, at a cost of about \$3,000,000, \$2,000,000 of which was wages. If these vessels were built in Canada, the four steel shipbuilding yards in Ontario would have received the work, and when the business got going, more would be built. There were 300 old steam vessels brought over from the United States in the last ten years, besides 170 sailing vessels. Steady work would develop more and more highly skilled labor; yet with only 13 Canadian-built and owned steel vessels on the lakes, they are far superior in style, utility and workmanship to any imported vessel.

"Old country vessels are built with very thin plating—half to three-quarters of an inch, and are not suitable to the heavy weather of the lakes, and the frequent entering and leaving port, and consequent bumping up against docks. Canadian vessels are built of inch plating, and of very strong interior construction, and need no heavy repair work, such as the British ships do. They may be all right for salt water, but the lake traffic is different.

"Most of the vessels on the Great Lakes are freighters, and they are all paying well. The vessels partly passenger and partly freight are also paying. The Northern Navigation Co. paid 8 per cent. last year. So there is a good field for building.

"Another point in connection with the shipyards that Mr. Long dwelt on was the tariff on repairs exacted by the States. Should any American vessel on the Great Lakes get into trouble and require repairs, she is only permitted to get as much done as would be barely sufficient to float her to the nearest United States repair yard, and meagre as the repairs may be in such cases, 50 per cent. duty is exacted upon them.

"We want to have a duty of 50 per cent. imposed on Canadian or British vessels engaged in the lake trade. They receive all the care that

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## SOME TEACHERS TO GET THEIR INCREASE

**Finance Committee Begin on Their Recommendations—Higher Minimum for Women.**

Despite the fact that the board of education has for the past two years striven ardently to strike some equitable basis of remuneration for teachers in order that salaries may advance proportionately each year in each department until adequate maximums are reached, and in order that each employee shall be paid commensurate with the respective duties, the finance committee experienced considerable worry yesterday in furthering this end, and will be compelled to sit for several hours this afternoon ere a report can be sent on for consideration by the board.

In many instances salaries were boosted beyond the ratio of natural increase as provided for in last year's regulations, and, if approved by the board, the expense voucher for salaries which will be presented to the board of control next month will amount to something more than a song.

The women teachers received only one concession, an advance from \$400 to \$500 in the minimum salary, with the maximum remaining at \$800.

In recognition of the fact that several women teachers are acting in the capacity of principals of public schools, it was decided to create new offices, or the equivalent, whereby these should receive \$50 each over and above their allotment, according to the fixed schedule. This was adopted as an inducement to encourage ladies to seek after higher classes and develop executive ability, it being pointed out that usually they are too willing to rest on their oars and gain the maximum by the promised advance of \$50 per year.

**Specialists Get More.** No fixed ratio of increase had been decided upon for the supervisors of music, penmanship, manual training, kindergarten, drawing, drill instruction and domestic science. It will in the future be the same as for principals, namely, \$100 yearly, with a minimum of \$1000, while the schedule for assistants was fixed at a \$500 minimum and \$900 maximum, with a 25 per cent. increase.

A deputation of public school principals presented themselves, claiming that their minimum salary should be \$1000, while the maximum received by assistant principals, and that each principal should be advanced at once accordingly, which would mean a total increase in this department of \$2500. The committee will consider this matter on another day.

No change was made in the schedule of collegiate institute and technical high school principals. The minimum is \$2500 and maximum \$3000, with \$1000 annual increase.

The maximum of specialists in these institutions was raised from \$2000 to \$2200.

The advances in the salaries for assistant principals in these schools will aggregate as follows: Jarvis, \$1500; Jamieson, \$1200; Harbord, \$2100; Riverdale, \$450; technical high school, \$1100. Assistant teachers in the domestic departments will receive: Miss Delaport, \$750; Miss M. McMillan, \$800; Miss M. Davidson, \$1400, a 25 per cent. increase.

**Bonus For Principals.** Principal Eldon of the technical high school was granted a bonus of \$300 in addition to his salary of \$3000 for extra duties in connection with the night classes, while J. L. Banks (wood carving and clay modeling) and J. A. McKenzie (architecture) were advanced \$50 each for night duties in this institution. A considerable saving may be made on account of a change in the system of paying evening assistants in the technical high school, instead of allowing them \$100 each they will receive \$2 per night of actual service, taking effect after Oct. 1.

Senior Principal Dr. L. E. Embree will be allowed the usual \$500 bonus for extra services rendered the board. The principals of Jameson-avenue and Harbord-street colleges, appointed July, 1906, will rank and be paid as third year principals.

To the salaries of accountants, clerks and stenographers in the departments of buildings, inspector and secretary, \$1225 was added, including \$400 to a new employee in C. H. Bishop's office. Male assistant principals in public schools receive an advance on minimum salaries from \$1000 to \$1100, with maximums from \$1200 to \$1300.

The minimum for kindergarten directors was raised from \$400 to \$475, with maximums from \$600 to \$650; assistants, from \$300 to \$350 (minimum), and \$400 to \$450 (maximum), reached in five years.

Fifty-six caretakers, receiving salaries ranging from \$138 to \$170, were accorded a general increase of 7 per cent.

## REDUCTION AT OTTAWA.

**Council Cuts Off Nine Hotel and Shop Licenses.**

OTTAWA, Feb. 3.—The city council to-night unanimously passed bylaws which reduce hotel licenses from seventy-one to sixty-seven, and shop licenses from thirty-one to twenty-six.

**TO SURRENDER THE KAIT.** LONDON, Feb. 3.—The government has received a telegram from the British charge d'affaires at Tangier, Morocco, to the effect that Raisuli, the bandit chief, has promised to bring in Kaid Sir Harry MacLean this evening, exactly seven months to a day from the time he was made a prisoner by Raisuli.

Continued on Page 7.

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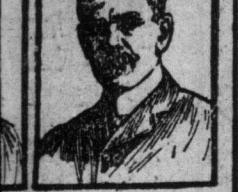
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of the late Mr. Perrin,  
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to Vancouver, with  
all centres,  
born near Belleville in  
old he was brought  
his parents, who were  
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