

**FOR SALE**  
Choice down-town corner, for large  
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H. H. WILLIAMS & CO.,  
Realty Brokers, 26 Victoria St.

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not much change in temperature.

# The Toronto World

Senate Reading Room—  
29 July 08—27183

TEN PAGES—THURSDAY MORNING JULY 16, 1908—TEN PAGES

**FOR RENT**  
Warehouse or manufacturing flat  
in centre of wholesale district, 5500  
square feet, first-class shipping facil-  
ities, freight and passenger elevators,  
immediate possession.  
H. H. WILLIAMS & CO.,  
Realty Brokers, 26 Victoria St.

28TH YEAR

## GOT HUGE PROFIT ON TIMBER DEAL

**Terms on Which Lands Were Bought Set Aside and Purchasers Sell Out at Ten Times the Money Paid.**

OTTAWA, July 15.—(Special.)—By prolonging the session until nearly 3 o'clock, considerable business was done in the commons in the early hours this morning.

The bill to provide land grants to South African veterans was, on motion of Mr. Oliver, amended to include among those entitled to land grants Canadians who enlisted, but who did not participate in active service, residents of Canada who served in any British force in the South African war, and the nurses who went from Canada. The bill stands for its third reading.

The bills restraining the use of tobacco by persons under 16, amending the Judges' Act, and amending the Northwest Territories Act were read for a third time.

At today's session, Mr. Laird (Halifax) was informed by Mr. Fielding that there is nothing in contemplation to justify any statement that the governments of Canada and Germany were working toward closer trade relations.

## A Timber Deal

A remarkable transaction was ventilated when A. C. Boyce (Algoma) read from a government return details of the sale of 29,301 acres of Indian lands in Algoma to a former partner of Hon. Clifford Sifton, and other Brandon Liberals, for \$907,500.

Mr. Sifton was superintendent of Indian affairs at the time and put the deal thru. The land was applied for by A. H. Gale, but soon after Sifton's partner appeared with an offer to buy the land on certain specified conditions. His offer was accepted and he named a valuation of \$907,500.

Before the sale every one of the conditions voluntarily accepted by the purchasers, was abrogated. They sold the land for \$1,815,000.

Replying to an indictment of his predecessor, Mr. Oliver made the unique defence that there was no crime in getting land at a low price and disposing of it at an enhanced figure. Mr. Oliver was not present. He was notified the matter would be brought up, but he asked that it be left over till next year.

Mr. Boyce showed that A. H. Gale made his application in July, 1899, and the proposal upon which the land was sold was from W. F. Wilson of Brandon, dated March 19, 1900. The conditions proposed by Wilson were the erection of a sawmill with a capacity of from three to five million feet a year, the placing of settlers upon the land and the price of the land to be \$100,000. The purchaser, Wilson, nominated one McAulay as valuator.

On May 15, the department offered to sell the land upon the valuation, with conditions as to settlement and certain timber rights reserved attached.

Mr. Wilson accepted the conditions and a valuator nominated by himself was appointed. The price fixed was \$907,500 for 29,301 acres in Fisher, Hamilton and Tilley townships, in Algoma. The department sold lands for \$907,500, and the sale was not completed till Sept. 11, 1906. Between the date of contract and sale, by negotiations with the department, the conditions upon which the sale was originally made, were one by one abandoned, and when the patent, issued on Sept. 11, 1906, it was granted absolutely free from conditions. The purchasers did not enter into possession of the lands nor cut timber thereon, but were offering it for sale during the time of negotiations with the department and before the deal was closed.

## THIRTY CENTS AN ACRE

On May 30, 1905, D. A. Gordon, Liberal M.P., wrote the department, expressing surprise that such a large tract of land was sold for 30 cents an acre, and asked for explanation. He was informed by the department that the land was sold at a price based on an examination and valuation. The lands were sold by Wilson, Philip and Resor, for \$1,013,800. Philip is a former law partner of Hon. Clifford Sifton, and Resor is a prominent Liberal worker in Brandon.

One letter on file, from W. F. Wilson to the deputy minister, states that the applicant of Gale would not interfere with his application, as Gale was working with him in the matter and the department could deal with either application. He said Sifton wished the application put in the name of Gale.

Another curious circumstance, Mr. Boyce said, was that McAulay, the valuator appointed by the government in the first instance, on suggestion of W. F. Wilson, also acted as agent on resale to American lumber firms and made the valuation of \$1,013,800.

The minister of the interior replied, Mr. Boyce, he thought, was qualifying to succeed Mr. Ames, "the chief scoundrelmonger of opposition." This expression was ruled to be unparliamentary and Mr. Oliver withdrew it.

It was no crime to sell land, argued Mr. Oliver. The Indians would rather have money than land, and it had to be sold somehow to someone at some price. The land was sold subject to a timber license, and the pine had been cleared off before the sale was made. The mineral was reserved and all the purchasers got was hardwood and surface rights. Mr. Oliver said that in the district anyone could get land for 50 cents an acre, including mineral rights. As a matter of fact, the Indians were getting a better price than

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## HIGH PRESSURE SYSTEM IS TESTED

**Good Results Noted at Preliminary and Premature Experiment on Bay Front—Marks New Era in Fire Protection.**

A premature test of the high pressure water system for fire protection was made late yesterday afternoon. The results were satisfactory, as showing the possibilities of the system, but the test was not as spectacular and inspiring as would have been the case had the trial been delayed until the contractors for the pumping engines had delivered the work into the city's hands.

After being content to dally along for four years, during the most of which time the work has been under way, the board of control yesterday morning, with a haste that is not usually displayed by that honorable body, decided that a tryout must take place in the afternoon. Their bustling activity was inspired chiefly by the fact that Fire Chief Thompson was about to start with his family on vacation during the day and the possibility presented itself in vivid colors to the minds of the controllers that the fire department might take advantage of the chief's absence to start a conflagration in the business district, and that the system, not having been experimented with, might not prove workable in the hour of need. The board named 4:30 p.m. as the hour, and the foot of Bay-street as the place for the tryout.

Controllers Were Absent.

Not having been sufficiently advertised only a small crowd was present. The controllers were not among the number, with the exception of Controller Hocken, who was on his way to the island.

Chairman Sam McBride was there and took a lively interest in the performance, albeit he made a mistake when he said it was. Anyway, the fire department was never notified of its completion," he said. "This whole thing is a fiasco."

The detachment from the fire department included aerial 1 and hose 5 from Lombard-street, aerial 2 and the water tower from Bay-street, and the new hose wagon with the monitor nozzle attachment that is a decided novelty in fire fighting here. Capt. Gunn, Russell and Lynch and Lieut. Gordon were in charge.

Some brand new 3/4-inch Gutta Percha Co. hose was attached to the four-way hydrant at Bay-street and East-bay-square, and fed into the water tower and the giant Monitor. This latter is a nozzle fastened to the hose wagon and which can throw a very heavy stream of water. By means of ball bearings, it can be turned around in any direction and can give any elevation required.

Excellent Results.

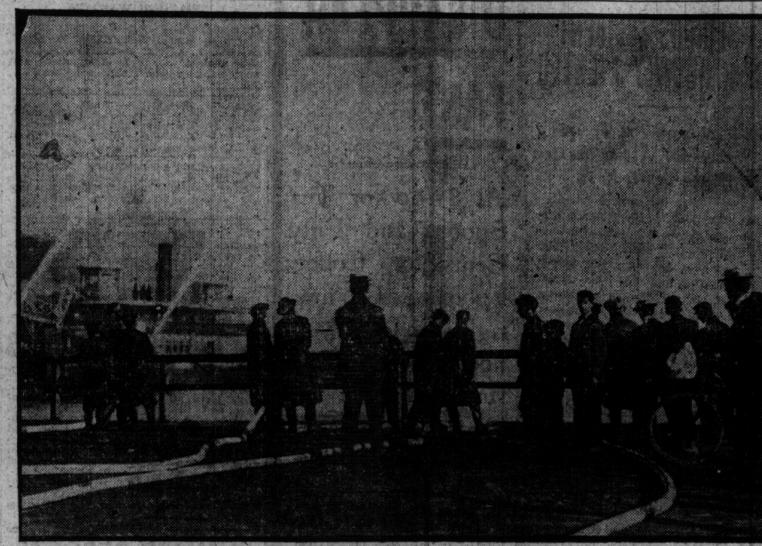
After 20 minutes of leisurely running out hose and making the couplings, preparations were complete for one part of the test. Chief Thompson telephoned from the Perry Company offices to the waterworks station, and at 5:12 p.m. the first jet of water from the high pressure system spurted from the 2-inch Monitor nozzle, and one, less spectacular, but a good decided stream nevertheless, from the 1 3/4 inch nozzle of the water-tower hose, 95 feet above the ground. The spectators were looking on in rapt attention, when a sudden cascade from a displaced coupling created a panic and general scurry. It was due to the breaking of a coupling. The water was turned off, the trouble repaired, and the streams poured forth again in gradually increasing volume, fringing the southwest corner of Bay-side Park. The pressure was moved up to 150 pounds, and Chief Thompson expressed satisfaction with the showing, in consideration of the strong breeze from the north.

Meantime three lines of big hose were attached to another hydrant on Lakeside-street and stamined into six branches, which lined up along the dock.

There was unexpected delay on the discovery, after hose was attached to the hydrant, that the valve wasn't turned on. This information was given

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## High Pressure Fire System Tested.



A FEW OF THE SIX SPLENDID STREAMS WHICH WERE THROWN FROM ONE HYDRANT



MONITOR NOZZLE ATTACHED TO HOSE WAGON FOR CONTROLLING HEAVY STREAM.

## THREE PLEAD GUILTY.

**Hotelmen Fined—Hunt for Missing Constable-Witness.**

WINDSOR, July 15.—(Special.)—Three of the Amherstburg hotelmen, charged with violation of the liquor laws, pleaded guilty to-day and were fined \$40 and costs each. These were W. T. Gunn, Charles Thrasher and A. Lebert.

The case against George H. Holmes and his bartender had to be postponed on account of the absence of Constable Saunders, who assisted in securing evidence.

License Inspector Smyth declares he will leave no stone unturned to locate the missing constable.

## INJURIES FATAL

**Allan Van Nostrand Succumbs as Result of Street Car Accident.**

Allan Van Nostrand, 55 Salem-avenue, 11 years old, who was hurt while hanging on to the rear handrail of a street car at the Dundas car barns, July 7, died in Grace Hospital yesterday afternoon. His right foot had been amputated. Coroner G. G. Rowe will open an inquest at Grace Hospital at 10 o'clock this morning. The remains will be identified and an adjournment taken.

## FARMER'S TERRIBLE INJURY.

INGERSOLL, July 15.—While in the hayrack Warren Simons, a well known Derham farmer, met with a shocking accident.

The hay fork dropped on him and he was nearly disembowelled.

He may recover.

## THE WORLD AT QUEBEC.

Let the Toronto Daily and Sunday World take the place of a letter from home; it will be on sale at the following news stands in Quebec City during the tercentenary celebration at that point:

A. LANGLOIS,  
25 Mountain Hill,  
Quebec City.

G. A. GRONDIN,  
News Stand,  
Quebec City.

THE MONTMORENCY NEWS STAND,  
Quebec City.

J. E. WALSH,  
Bookstore,  
Quebec City.

P. J. EVOY,  
Bookstore,  
Quebec City.

HOLEWELL NEWS STAND,  
Quebec City.

T. H. O'NEILL,  
248 St. John-street,  
Quebec City.

## WHY FRANCE IS DELAYING NEW TREATY WITH CANADA

**Error Made in Negotiations by Which Switzerland's Claim to Favors Has Been Overlooked.**

(Canadian Associated Press Cable.)

PARIS, July 15.—The following explanation is being made as to the delay of approval of the Franco-Canadian convention:

When the Canadian Parliament passed the new tariff law in 1906 it omitted to mention that the schedule of most favored nations, used as a basis of negotiations, the name of Switzerland which enjoys such treatment under the treaty of Britain of 1865. This slip was not discovered until the convention passed the chamber when Switzerland brought their claim to the notice of England, where the Swiss deputies, being too late to do anything in their own house, worked upon the senators for the department of Centre Jura, where the silk and watchmaking interests are strong, and thus the opposition began.

It was argued that these trades were among those for whom the concessions had been most boasted of, and now Switzerland is to share in the benefits the value of the concessions to fall to the ground. Thereupon the powerful agricultural protectionist party arose in turn to reproach the government, saying that if they had been silent against the large favors given to Canadian agriculture it was because other French industries were said to be benefited in return, but if there was to be no just equivalent elsewhere they also objected to concessions.

The government is as anxious as ever to conclude the treaty with Canada, but it will hesitate to commit itself to conditions framed under a misconception for which France is not responsible.

## WHO TEACHES HIM?

Ex-Mayor Coalsworth, since he left the executive chair of the city, has developed propensities little suspected by the public. As mayor his speeches and his letters were very ordinary and showed little signs of great intellectual capacity. As ex-mayor he writes letters of some structural merit. The question is: Who is teaching him to write?

## Car Accident.

In alighting from a moving east-bound Dundas car at Queen and McCaul-streets at 9:30 last night, Mrs. J. Coulson, 51 McCaul-street, was thrown to the pavement. Her back was wrenched. She was removed to her home in the police ambulance.

## WHY ONTARIO MUST HAVE A POLICY OF CONTINUITY IN GOOD ROADS BUILDING

**Counties Are Spending Thousands of Dollars for Improved Highways, but There is No Organized Provincial Policy to Take Care of Future Requirements.**

Not since the days when the pioneer roads of Ontario were blazed thru the wilderness, giving access to the settler and an outlet to the world, has the question of good roads been more vital than it is to-day to the welfare of this province.

The time has arrived when the province should take over the system of thru highways and make the child its own.

Modern methods of internal locomotion render it desirable that there should be a continuity of good roadbed on the main highways.

Ontario has still thousands of farmers who do not realize that the destruction of vehicles and the delay in travel exceed any good roads tax that may be imposed. The farmer pays a larger tax in the breakdown of his horses and delay in his business—in his inability to get what he wants when he wants it; to sell what he has to sell when the market is at its highest—a heavier handicap than he probably suspects. The constant falldown of some agricultural sections may be traced in most cases to lack of good roads. It hangs over the farm like a pall.

The day is almost in sight, within probably half a decade, when cold storage motor cars will deliver fruit and garden produce from the country to the city, thus solving a distressing, discouraging and useless battle with the railroads. The present generation, if it lives to witness a reduction or elimination of grades and the restoration of the roadbeds, will see motors which have left Grimsby, say, at 4 a.m., delivering truck, which is now unmarketable, to consumers in the City of Toronto the same morning. This is the romance of roadbuilding to-day; it will be the reality of to-morrow.

Under the present county good roads plan Ontario and some 16 counties are in partnership working out a system of good roads which involves an expenditure of \$3,200,000. Of this amount the province will pay one-third.

Waterloo has just arranged to expend \$300,000 on the county highways.

Oxford, Lanark, Frontenac, Hastings, Lennox, Addington, Simcoe, Lincoln, Wentworth, Halton, Peel, Waterloo, Wellington, Perth and Middlesex have all entered into co-operation with the province to improve their main roads.

But note: This plan does not provide for continuity of high-class roadbeds on the main highways.

The automobile is becoming more and more a factor on the farm. It will become an everyday necessity as good roads become general. The new form of locomotion has raised the road system of the province to a first place in the consideration of the citizens.

What The World now advocates is very largely a change of method, rather than to commit the province to some new and vast expenditure.

One of the first of the good results to be secured from taking over the thru system of roads would be to secure uniformity of construction and the concentration of the mind and personal supervision of the deputy minister on this work.

It is doubtful if any state or province in America has in its employ a more able or unselfish good roads expert than Archibald W. Campbell, deputy minister of public works. He has worked with enthusiasm year in and year out, educating the people to the desirability of good roads. One result is that he has to-day lined up behind him some 16 counties which, with the province, are committed to an expenditure of \$3,200,000. There is one city in Ontario, noted for the excellence of its streets, which never forgot the lessons Mr. Campbell taught.

Mr. Campbell is the embodiment of the kind of talent and enthusiasm which The World wishes to see concentrated on the restoration of the main highways of the province. The World has no disposition here to work out the details of this broad, far-reaching policy. There would of necessity be a readjustment of road grants by which a portion, perhaps, of the county grant would be diverted to the main highway project. The crown lands department could easily supplement the amount of the annual appropriation. The program might be made to cover a period of, say, six, eight or ten years. As we have said, all this is detail. The purchase of road machinery and equipment and the practicability of creating dustless roads—all this, too, is detail which we leave with the department. The thing first of all is the adoption to itself by the province of the main road system.

## SOME OF THE MAIN ROADS.

Ontario has over 3000 miles of highway which would come under the classification of main roads.

These include the Dundas-road, which runs northwesterly from Toronto.

The Lake Shore-road to Hamilton and Niagara Falls.

Governor's-road, from Hamilton to London, and thence to Windsor partly via the Thames Valley, known as the Longwood-road.

Fort Erie to Windsor, thru Simcoe, Aylmer, St. Thomas and Leamington, known as the Talbot-road, after Col. Talbot, the designer of the South Ontario settlements.

Highway from Guelph to Goderich.

Western Premier Here.

Premier Rutherford of Alberta is in the city. He says the crops are in great condition.

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WEDNESDAY,  
JULY 15th.



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the horse and rig were

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