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SIXTEEN PAGES—SATURDAY MORNING FEBRUARY 15 1908—SIXTEEN PAGES

28TH YEAR

**PROBS**—Strong winds and gusts; snow or sleet  
then clearing, and a little colder.

## MACKENZIE TO RESCUE IN POWER SITUATION WILL AID BECK POLICY

Probability of Electrifying the Canadian Northern Ontario Railway Would Assist in Distribution Plans.

**NEEDS THE FRIENDSHIP  
OF ONTARIO GOVERNMENT**

As The World exclusively stated two weeks ago the control of the Electrical Development Company, which operates the huge power works at Niagara Falls, will be dominated in future by William Mackenzie of the Canadian Northern Railway.

Details of the negotiations leading up to the transfer of authority are not available for publication, but an announcement may be anticipated as soon as the transaction has been completed. Quite recently Mr. Mackenzie stated that he intended to take a more active interest in the company than he had hitherto done.

It is an open secret that the company has not been carrying as much as was necessary to meet its liabilities, and it is readily admitted that Mr. Mackenzie would not permit such a state of affairs to continue if any exertion of his own would provide a remedy.

Possibly during his recent visit to England the astute business men there, who easily recognize one of their own mettle, may have expressed the view that the enterprise could be in stronger hands, as it was clear that it was not in such capable hands as had been supposed.

At all events Mr. Mackenzie is a man of action, and as the dominant interest of his life is the Canadian Northern Railway, it is in this connection that a clue to the situation may be sought. The theory suggested in an evening paper yesterday, that an electric power would follow Mr. Mackenzie's control of the Electrical Development Company is an unimpeachable deduction.

**Will Be Friends.**

It is not at all clear that Mr. Mackenzie should wish to antagonize the Ontario Government. The indications at present are all the other way. The Whitney government has made repeated overtures to the Electrical Development Company through the hydro-electric power commission, and it is not unusual to expect that when Mr. Mackenzie formally lists a new policy for the Electrical Development Company he should regard the friendship of the Ontario Government as an asset.

The former management did not so regard it, and the result has been a deadlock, unprofitable to all parties. Should it ever be determined to electrify the Canadian Northern Railway, there can be no question of the advantage to Mr. Mackenzie to have the resources of Niagara at his disposal for this purpose. Such a design would harmonize very well with the government design for the distribution of cheap power thru the province on the plan of the Power Commission.

Since Mr. Mackenzie is devoted to the Canadian Northern, and inclined to withdraw from other enterprises, it is apparent that on these lines the government and Mr. Mackenzie might very well accommodate each other.

**Interests Clash.**

A little consideration shows that so far from the interests of the Electrical Development Company and the Hamilton Radial being identical, they are positively antagonistic, unless one is to swallow the other. If the Cataract Power Plant at De Cew is continued active as well as the Electrical Development Company's plant at Niagara, they must find different markets for their product.

Beyond all this is the fact that the Canadian Northern is the only Ontario and Toronto railway corporation. It must look to the Ontario Government in no unkindly temper when the hundreds of miles of road yet to be constructed in the province are considered. The Canadian Northern has to build such important links as that between Port Arthur and Sudbury, and from Key Harbor to Ottawa, as well as between Toronto and Ottawa.

Mr. Mackenzie may yet signalize himself as one of the first of the great business men of America to recognize that the interests of capital do not necessarily conflict with those of the people, nor involve a disregard of popular rights.

## SAYS NAME IS A FORGERY

Caron, Liberal M.P., Makes Discoveries in Limit Scandal.

**OTTAWA, Feb. 14.**—(Special.)—When J. B. T. Caron, Liberal M. P. for Ottawa, saw to-day that he was down as a beneficiary to the extent of a grant of a coal area in Alberta, he at once went to the department of the interior to examine the "original documents."

Then he found that his name really figured, not as the recipient of a coal lease in the Northwest, but as an applicant therefor. His name, therefore, should not have been included in the return moved for by Mr. Ames.

More than that, he discovered that the signature was not his at all. The name originally signed to the application was that of a Mr. Ogilvy. This "had been erased and the name of 'J. B. T. Caron' substituted in the handwriting of some 'unknown.'"

## NIAGARA'S BEAUTY TO BE IMPAIRED BY COMPANIES

Dr. Spencer Winthrop Expected to Give Startling Evidence Before Washington Committee.

A Washington despatch to The New York Tribune says:

Dr. Spencer Winthrop, an expert geologist, chosen by the Canadian government to enquire into the exact conditions of the water power of the Niagara River, will give some startling testimony before the rivers and harbors committee at a hearing on Monday. He has been engaged for some years in a study of the river, its shoals and currents, and he has been invited by Representative Burton, chairman of the rivers and harbors committee, to give his views as to the further commercial use of the Niagara River. It is the conviction of Dr. Winthrop that if the power companies above the cataract exercise their full franchise rights or continue even to use the amount of power they now do, they will lower the basin so much as seriously to diminish the flow over the falls. Indeed, he is not certain that the overflow will not be totally diverted, and the falls disappear. In his researches he has paid particular attention to the American Falls, and he believes that the first result of a larger diversion of water will be the turning of the splendorous American Falls into a series of unimposing rivulets.

The Canadian Falls will, according to Dr. Winthrop, also feel the loss of water to such an extent that they will be partly destroyed, as the present tremendous stream will be contracted by more than a thousand feet. This would confine the remainder of the Horseshoe Falls within Canadian territory and expose the Canadian boundary line. In his opinion such a volume of water would be diverted as to isolate the Horseshoe Falls from the American side and leave only a portion of the bare rock intervening.

It would, he thinks, also increase the slope of the banks of the river and the velocity of the river itself and its ultimate effect would be the decided lowering of the level of the river and the Michigan, which would cause the shoaling of the upper lake harbors and the Erie and Welland Canals, to the serious detriment of navigation. All this, Dr. Winthrop believes, will occur within a year or two after the full exercise of their franchises by the companies above the falls in the upper rapids.

## TORNADO TEARS THRU TEXAS TOWNS

Heavy Loss of Life in Tyler and Surrounding Country—Wires Are Down—News Scarce.

**TYLER, Texas, Feb. 14.**—Tyler was swept by the most disastrous tornado in its history before daylight to-day. Coming from the southwest, the storm swept over the main residence quarter of the city, leaving a trail of death and devastation.

The known dead in Tyler are C. A. Francis, agent of The Dallas News, his wife and baby, and an aged negro, Mose Lee. Francis' body was found a hundred yards from his wrecked home. The body of his child was found in the street. Mrs. Francis was in the wreckage of the building.

Six seriously injured persons are reported. The death list in Tyler may reach a dozen, and the injured will probably aggregate two score.

Twelve buildings were wrecked. In the confusion it is difficult to compile an accurate list of the casualties.

Wires are down in all directions from Tyler, but reports from farmers are that farmhouses all around Tyler were blown down. It is impossible to ascertain the loss of life in the rural regions, but it is known that the tornado swept everything clean for a distance of five miles. Three miles from town the wind demolished the home of Irwin Franklin, severely injuring Franklin, his wife and their four children. The tornado tore a path thru Tyler 100 feet wide. Buildings, telephone and electric light poles were laid flat in the storm's path, while great damage was done in other parts of the city.

**Little Towns Wiped Out.**

**HATTIESBURG, Miss., Feb. 14.**—A tornado passed over Jones County, north of here to-day and three small towns, Mossville, Laurel and Noso are reported blown away.

The noon northbound passenger train got a few miles north of Laurel and could not proceed because of the wreckage and returned to Laurel. The passengers said they saw half a dozen dead negroes, but could not estimate the probable number killed. At Service, Miss., near Laurel, the home of the Holloway, white, was blown away and two of his children killed.

## POLITICIANS CAMPAIGN ON FISHERIES CRUISER

Had No Piano Like Hyman Had on Yacht Peony—A Ministerial Jaunt.

**OTTAWA, Feb. 14.**—(Special.)—The house spent the evening in committee of supply, but progress was slow. Mr. Jackson (Elgin) described a trip of a couple of cabinet ministers, accompanied by a score of Liberal politicians, to by-election meetings. They used the government cruiser Vigilant.

Mr. Bennett fears the government would want people to pay for horses and carriages for their election campaigns. Had the Vigilant a piano on board? Being answered in the negative, Mr. Bennett said the minister behind the times, for Mr. Hyman, who was a merry soul, had one on the yacht Peony, costing \$100, and other elaborate furniture.

By what right did the government use the people's cruisers for their election expeditions? asked Dr. Sproule. "By right of majority," suggested Bennett.

"The majority on cruiser," added Dr. Sproule. Then the item under consideration passed.

At the request of Claude Macdonell the Hamilton Radial Electric Railway Company bill was laid over till Monday. The bill was down for consideration in committee of the whole.

An act to incorporate the Ruthenian Catholic Mission of the Order of St. Basil the Great in Canada was finally passed.

## 3 GENERATIONS ARRESTED.

Mother and Daughter Are Charged as Shoplifters.

Three generations of the Middleton family are lodged in the Court-street Station.

Mrs. Mary Middleton, 16 Madeira-place, with Mrs. Alice Wilson, same address, were arrested in the Eaton store by Detective Lipton yesterday afternoon, charged with shoplifting. Mrs. Wilson carried her three-months-old baby in her arms.

Albert Graham, 14 years of age, has been missing from his home, 69 Reid-avenue, since Wednesday. His parents asked the police to find him. Detective Sockett and Archibald complied. They found the lad with Jos. Armstrong, 16 years, 128 Borden-street, in Eaton's store and charged them with stealing from the counters.

## PASTOR RESIGNS.

Rev. J. B. Kennedy, M.A., has resigned the pastorate of Memorial Baptist church, which pulpit he has occupied for fourteen years. The resignation is to take effect June 1. No reason is given.

## AN EMERGENCY CRAFT.



MAN ON ROCK: No, we haven't exactly abandoned the raft, but we never use it except when an election storm drives us to sea.

## RAILWAYS DECLARE AGAINST A VIADUCT CITY WILL APPEAL TO RAILWAY COMMISSION FOR BRIDGES AND LOWERED TRACKS

Officials in Conference With Controllers Present Statement Urging Impracticability of Viaduct Plans—Want City to Pay Half Cost of Western Improvements; Rest to Be Decided by Railway Board—City Will Not Accept.

The railways decidedly do not want a viaduct. That much was made emphatically clear at yesterday's conference with the board of control. The railway commission will now be appealed to by the city.

The companies, after citing arguments against the practicability of the viaduct, propose:

- 1.—Retention of tracks on the present level from the Don to Yonge-street, with steel bridges at Parliament or Berkeley-street, Sherbourne, Jarvis, Church and Yonge-streets.
- 2.—The elimination of level crossings on the Esplanade between the foot of Yonge-street and of Parliament-street, and the extension of Harbor-street parallel with and south of the railway tracks.
- 3.—Prevention of traffic over street extensions not occupied by bridges.
- 4.—The new Union Station to be built from Yonge-street to Simcoe-street; a bridge at Bay-street to replace the one at York-street.
- 5.—The retention of John-street, Spadina-avenue, Bathurst and Strachan-avenue bridges.
- 6.—The depression of the Grand Trunk roadway from the crossing of G. T. R. and C. P. R. tracks leading to Queen's Wharf to a point about 1000 feet east of Sunnyside.
- 7.—Bridges at Dufferin-street, Dunn-avenue, Jameson-avenue and Dowling-avenue.
- 8.—The elevation of the tracks from a point 1000 feet east of Sunnyside to the Humber on embankments.
- 9.—Subways at Sunnyside crossing, Indian-road, with access to High Park, High Park crossing and Windermere-avenue.
- 10.—All other crossings to be closed.

The companies further suggest that the city pay one-half the cost of the whole undertaking between Bathurst-street and the Humber, and that the railway commission determine the city's share of the cost of the bridges.

"We are as wide apart as the poles. The only thing we can do now is to prepare plans for the viaduct and get ready to resume our case before the Railway Commission."

This was the statement made by Mayor Oliver and concurred in by the controllers after a private conference of three hours with the representatives of the railways yesterday afternoon.

There will be no further negotiations, the board of control having made it clear to the companies that the city will consider no plan that does not contemplate the elevation of the tracks by means of a viaduct.

Those present at the conference were: General Manager D. McNicol, Assistant General Manager J. W. Leonard, Engineer F. P. Gutelius and Angus MacMurphy, K.C., of the C.P.R.; Vice-president E. H. Fitzhugh, Supt. W. G. Brownlee, Engineer H. G. Kelly, and Solicitors G. T. Blackstock, K. C., and W. Pope of the G.T.R.; President L. H. Clarke, Vice-president J. W. Woods, Secretary F. G. Morley and J. W. Moses for the board of trade, and Consulting Engineer Edward Wragge, representing both railways.

## RADIAL FIGHT IS JUST COMMENCING

**OTTAWA, Feb. 14.**—(Special.)—The fight in the house over the Hamilton Radial bill will begin in the house on Monday.

The first of a probable series of amendments will be moved by Mr. Boyce of Algoma, to the effect that from the preamble of the bill be struck the words "the Ontario Electric Railway Company" and substituted therefor the words "the general advantage of Canada by virtue of the decision of the court in regard to its crossing of the Grand Trunk Railway."

## PETITIONS NOT ON THE SQUARE

Prosecutions May Follow Too Active Campaigning for Pavements.

The city may prosecute one or more paving companies, should misrepresentation, as alleged, in the securing of signatures to petitions, be found to have been used.

For many months past the city engineer's department has been harassed in the carrying out of paving of streets by the carrying out of paving companies in getting up petitions and counter-petitions requesting the use of a particular kind of material. The last straw was the attempt to block Mr. Kust's recommendation that asphalt block be used for paving Wallace-avenue from Dufferin-street to Lansdowne-avenue.

J. McCausland told the civic works committee yesterday afternoon that misrepresentation had been used and that ratepayers had signed petitions presented by companies, under the impression that such petitions were being circulated by the works department.

"We are going to look very closely into their conduct and probably they will find themselves in the police court if anything wrong is found," said Chairman Ald. McChie, adding that a number of complaints had been received at the city clerk's and city engineer's departments.

**Ten Seamen Drowned.**  
**PORTLAND, Ore., Feb. 14.**—The American ship Emily Reed, 113 days out from Newcastle, N.S.W., for Portland, with coal, went ashore to-day at the mouth of the Nehalem River, on the Oregon coast, and broke in two. Ten seamen were lost, while six were saved, including the captain and his wife.

## BREAK OF POWERS A SHOCK TO EUROPE

Macedonia Once Again Looms Large and Dangerous in the Diplomatic Horizon.

**LONDON, Feb. 14.**—What is practically the breaking of the European concert on the Macedonian question has come as a shock to the chancelleries of the continent and England, particularly as a quiet diplomatic season had been anticipated. The conference of the ambassadors at Constantinople appeared to be going on smoothly when a bomb was thrown into camp by the announcement made by Baron Marschall Van Bieberstein, the German ambassador, that Germany would no longer act with the other powers in insisting that Turkey consent to their demands.

**Austria's Rights Recognized.**  
As to the clash between Russia and Austria-Hungary over the projects for railroad extensions in Macedonia of the latter state, the right of Austria-Hungary to secure a concession for the Novopazarska Railroad in the case, and the justice of Germany supporting her ally are recognized in England, but it is contended that the present time is inopportune for the making of this point.

It is now said that the official break-up of all these international understandings will aggravate the Macedonian question, re-open the whole near-eastern problem, and doubtless start a contest for railroad concessions which might lead to serious results, and which certainly will enable Turkey to postpone the reforms which the ambassadors have been working.

**New Grouping of Powers.**

**VIENNA, Feb. 14.**—A new grouping of the powers in the near-eastern situation is freely predicted by independent politicians here unless Baron Von Aehrenthal, the Austro-Hungarian minister of foreign affairs, succeeds speedily in dispelling the irritation of Russia over the Balkan Railroad question. The situation is considered in Vienna to be complicated by the alleged intention of the Russian government to ask the Sultan of Turkey to grant a concession for the construction of a railroad line from Radivetz, in Serbia, on the Danube to Anivari, or Duflogno, both near Constantinople, on the Adriatic coast, a project that would connect the Danube with the Adriatic and would be acceptable to Italy for the reasons stated here. Austria desires direct railroad communication between Vienna, Salonika and Athens. Part of the line is already built, and the Russian road would have to cross the connecting branch Austria wants in Novibazar and practically make the Austrian project impossible.

Austria's right to seek a concession from Turkey for the connecting line thru the Province of Novibazar is based, it is semi-officially declared here, upon the treaty of Berlin. On the other hand, it is asserted that Russia not only has no such right, but she is not even able to plead immediate responsibility to Turkey as is the case with Austria.

**Vienna's Assurances Doubtful.**  
**ST. PETERSBURG, Feb. 14.**—It is expected here that Austria and Great Britain will enter upon an agreement for joint action with regard to the situation in Macedonia. The Russian government will be supported by France and, perhaps, by Italy. If such a coalition is made, the reason for it undoubtedly will be the Russian proposals at Constantinople—the fact that Germany intends to abandon the allies and adopt the counter-proposal of the Sultan, which, according to the other powers, are tantamount to no reform at all. Only by such a four-power league in the eyes of the Russian press can the necessary reforms in Macedonia be carried thru. Despatches received here from London indicate that a similar view is gaining ground there.

Austria-Hungary's desertion of the concert in Macedonia is generally accepted as a fact in spite of the assurance from Vienna that the agreement with Russia remains the basis of Austria-Hungary's Balkan policy.

**A Sensation in Russia.**  
**ST. PETERSBURG, Feb. 14.**—The Nova Vnya's announcement of Germany's action at Constantinople, as embodied in the declaration of the German ambassador, Baron Marschall Von Bieberstein, that Germany intended to abandon the allies and proposed instead the adoption of the Sultan's counter proposals, which are tantamount to no reform at all, has created a sensation in diplomatic circles and resulted in a lively interchange of view and enquiries in order to substantiate the extent of the truth of the announcement.

The Russian foreign office professes inability to confirm the news, but that portion of the ambassador's declaration relating to the dissociation of Germany in the matter of the joint note is generally admitted to be accurate, and it is realized that this portends the failure of all effort to alleviate Macedonia.

The Austrian embassy here denies only the second part of Baron Von Bieberstein's reported declaration. A secret convention with Turkey and Greece with reference to railroad concessions in Uzkup and Saloniki.

**SHAH REPORTED KILLED.**  
**Report From Vienna Cannot Be Confirmed.**

**VIENNA, Feb. 14.**—A report is in circulation here that the Shah of Persia is assassinated. No confirmation of the report is obtainable in any quarter.

Rev. Edward Hamilton of Southend-on-Sea will preach in Northern Congregational Church for the next two Sundays with a view to his possible call to that pastorate.

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