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Near Subway.

W. H. WILLIAMS & CO.
26 Victoria Street, Toronto.

PROBS: Fairly not much change in temperature.

The Toronto World

TWELVE PAGES—THURSDAY MORNING MARCH 17 1910—TWELVE PAGES

\$3500.

MARKHAM STREET.
Choice location, with every college;
eight large rooms; solid brick; slate
roof; in perfect order; good yard.
W. H. WILLIAMS & CO.
26 Victoria Street, Toronto.

30TH YEAR.

COMPANY,
LIMITED

March 16, 1910

men
need of a
aces. For

latest auto
Russian collar;
to throat;
sleeves,
roats at \$15.00
th-grade Auto-
coats, in finest
fish lawn Eng-
tar, cut on the
style; all seams
lined; Prussian
sleeve protect-
and roomy,
value, \$15.00.

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Thursday 50c.

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Friday, pair 35c.

MSMEN ENQUIRY

Admissions to Account
for Differences.

March 15.—At the sitting
on Investigation Com-
mittee, Mr. Lumsden told
of estimates of the cost of the
transcontinental railway to
ent.

he said, were largely
in reports of various dis-
ers. Every year he made
the commissioners. The
es were based upon the
lines, but the final cost-
road revealed quantities
rent from the preliminary

the final revised loca-
frequent changes made
been admitted that mig-
for certain discrepancies
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mately of over break-
said, would also account
for these.

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ite and Certain Action of
W. CHASE'S KIDNEY
LIVER PILLS.

have tested Dr. A. W.
ney and Liver Pills you
to make the satisfaction that
the use of this direct and
ator of the liver and kid-
neys.

Special Ben-Hur Matinee.

HYDRO GEN COMPLETE CONTROL

Will Regulate and Inspect All
Companies Supplying Pow-
er—Penalty Provided
for Non-Compliance
With its Orders.

In spite of the vigorous opposition
of Liberal members of the house, Hon.
Adam Beck's bill, which gives power
to the hydro-electric commission to
regulate and inspect, under a penalty
of \$100 a day for non-compliance with
their orders, the operation and equip-
ment of the works of all municipali-
ties and corporations supplying power
and light, was passed through com-
mittee yesterday without amendment
and given its third reading.

J. D. McDougall (E. Ottawa) com-
plained that this clause made the com-
missioner the judge over its own com-
petitors. The railway board was the
right tribunal.

Mr. James Whitney: "The commis-
sion is not a competitor. It is the
municipalities that compete." It is
Hon. A. G. MacKay: "Surely the hydro
is an operating commission for the
transmission of all power." He
also asked Hon. Adam Beck if the
provision arose out of a dispute be-
tween the engineer of the hydro com-
mission and the engineer of Berlin as to
equipment.

There Was No Dispute.
Hon. Adam Beck: "There was no
dispute. The municipalities are going
to wire streets and buildings and
some check on them is necessary."

Mr. McDougall: "But why should
you go to municipalities or companies
where you don't sell power and say,
'You must have such and such equip-
ment?'"

Mr. James Whitney: "Public safety;
that's all."

Among the other provisions of the
bill, the question of compensation for
assessments is brought under the Pub-
lic Works Act.

A motion of Hon. A. G. MacKay to
refer back with instructions to strike
Continued on Page 7.

C. N. R. STEAMSHIP LINE BEGINS SERVICE MAY 12

Known as Royal Line and Runs Be-
tween Bristol and Montreal—H.
C. Bourlier is General Agent.

MONTREAL, March 16.—(Special.)—
Official announcement was made today
of the inauguration of the new Cana-
dian Northern steamship service be-
tween Montreal, Quebec and Bristol.

The Montreal Harbour and Bristol
George will leave Bristol May 26 and
Montreal June 9. A regular fortnightly
service will be maintained.

H. C. Bourlier of Toronto, formerly
assistant general manager of the
Allan Line of Ontario, has been
appointed general agent of the new
line. Mr. Bourlier has been com-
mander of the Allan Line for eight years,
and is a son of Henry Bourlier, who
was for years the Ontario representa-
tive of the same company. He is well
known by all transportation men
through both provinces. His head-
quarters will be at Toronto.

The steamers which had been in-
tended for the Royal Egyptian mail
line, are of the new fast triple screw
turbin type, and, according to the
announcement, "in general appoint-
ments are pronounced by experts to be
superior to any other steamers sailing
between Canada and Great Britain."

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between Canada and Great Britain."

Man's Fastest Mile Made by Oldfield

In 200 h. p. Auto, He Whizzes the Dia-
mond in 27 1/2 Seconds, Beating
All Known Speed Records.

DAYTONA, Fla., March 16.—Barney
Oldfield, driving against time
from a flying start, in a 200-horse-
power Benz automobile of special
design, covered the fastest mile this
afternoon ever traveled by a
human being. His time was 27 and
3/4 seconds.

Nothing projected into space by
man save a bullet has traveled 5280
feet at equal speed. Four years ago
Marriott drove a special Stanley
steamer one mile in 28 1/2 seconds,
an average speed of 127.6 miles an
hour. Oldfield's average to-day
was 131.7.

Oldfield later, from a standing
start, again crossed the line with a
record of 40 53/100 seconds.

Oldfield came down the rock-like
surface of the track to the starting
line, an indistinguishable blur.
Before the eye had adjusted itself
to the changing perspective of his
approach he was already dwindling
into the distance.

The timing for both races was
done by J. Warner, official timer
for the American Automobile As-
sociation, with the mechanical de-
vice officially adopted by the asso-
ciation.

WHITNEY DETERMINED TO RENDER FAIR PLAY

Controller Spence Thinks New
Street Railway Legislation Will
Be Effective.

"The great advantage is that the
Ontario Government has given an ex-
pression of its determination to see
that Toronto has an opportunity to
get a proper street car service. The
legislation is chiefly valuable as a
manifestation of the government's
willingness to give us whatever legis-
lation along this line is needed. If
defects are found, they will no doubt
be remedied at another session."

This was the opinion given by Con-
troller Spence last night with refer-
ence to the further amendments to
the Ontario Railway Act, introduced
into the legislature yesterday by Pre-
mier Whitney.

The controller said that the legis-
lation was practically what should
have been led to expect. Its effective-
ness as an aid to the establishing of
a municipal railway system would
depend upon the extent to which the
railway board would give power to the
city to make concessions. Extensions
in themselves would be of little use
if they were made part of a system.

The government's measure
permitted the city to build lines in
older Toronto, where such lines were
refused by the street railway, and if
the city could combine extension in
the newer districts with surface lines
extending from downtown to the out-
er districts, as well as serving as feed-
ers for tubes, the city might develop
a valuable system of surface lines with
the tubes.

Controller Church, who had pre-
viously been troubled with doubts as
to whether the enlarged jurisdiction
of the railway board might not lead
to long litigation, said last night that
he believed the new legislation had
been so carefully prepared that he
considered its soundness unassailable.

DREADNOUGHT OF THE FUTURE

Will Be 50 Per Cent. Larger Than
the Present Battleships.

LONDON, March 16.—The battleship
of the future may be fifty per cent.
larger than the present Dreadnought.
This is the prediction of Rear Ad-
miral Bacon, commander of the origi-
nal Dreadnought, who addressed the
Institute of Naval Architecture to-
day.

The size of the ships and the power
of their guns must increase until
actual war is confirmed or qualified
present theories of naval construction,
he added.

INSIST ON WAGE INCREASE

Otherwise the United Mine Workers
Will Call Strike.

CINCINNATI, O., March 16.—Only
by advancing wages can the coal mine
operators of the country avert a strike
of union miners April 1, according to
developments before the special con-
vention of the United Mine Workers
of North America here to-day.

The session lasted only forty-five
minutes, but in that time the argu-
ment of the men intimidated plainly that
more money must be paid to the 200-
odd workmen involved or no new wage
agreement will be signed.

WANTED—15,000 MEN

Demand of the Far West for Imme-
diate Farm Help.

WINNIPEG, March 16.—(Special.)—
Ten thousand men are wanted by the
farmers of western Canada at the
present time, and, according to J.
Bruce Walker, commissioner of im-
migration, great difficulty is being
experienced in filling the demand.

The men are wanted in all three pro-
vinces, and when seeding starts, at
least 5000 more men will be required.
At the present time there are 525
applications on file at the immigration
office for men.

A RETROSPECT.
March 17, 1810—A magistrate, two
constables and a party of soldiers,
suppressed Le Canadien in Quebec.
March 17, 1866—Reciprocity with
the United States denied.

FEAR GERMANY'S TRADE WITH CANADA

And Possible Canadian Reci-
procity With Other Euro-
pean Nations Compli-
cates Tariff
Crisis.

Opposition Support Govt. Attitude

OTTAWA, Mar. 16.—(Special.)—
The likelihood of a tariff war
with the United States has
caused much comment among
the opposition, which is dispo-
sed to support the government,
and not grant one iota of con-
cession.

It is felt that the United
States, by inspired despatches,
is merely putting up a display
bluff, and the scream of the
eagle will fall on deaf ears.

The consensus of opinion on
both sides is that the govern-
ment of the United States has
lost and nothing to gain by a
trade battle with Canada.

NEW YORK, March 16.—The Her-
ald's Ottawa correspondent, who has
been paying special attention to the
tariff controversy, wires:

In the situation which now threatens
tariff war between Canada and the
United States, the real issue lies deeper
than the preferential rates which Cana-
da now extends to France and the 12
most favored nations. From the Cana-
dian standpoint, if the Dominion Gov-
ernment now equalizes its alleged "un-
due discrimination" against the United
States by granting to American goods
some of the benefits accorded
France, the principle will be recognized
that in the future Canada must give
the United States practically every
concession it bestows elsewhere.

Canadian policy contemplates reci-
procity negotiations with Germany. The
possibility of German goods entering
Canada cheaper than American is
known to worry Washington far more
than the advantages now enjoyed by
France. The principle of the American
law is that in order still to enjoy the
American minimum rates Canada must
not, even in the name of reciprocity,
give Germany any rate which will
benefit the French traders at the expense
of the American trade.

This principle the Laurier Govern-
ment is practically admitting unless
the United States gives Canada a bet-
ter entry for natural products. Rightly
or wrongly, the Canadian people gen-
erally believe that the American tariff
is too high to permit them to sell in
the American market the natural prod-
ucts of this primarily agricultural
country. These products incidentally
would be a great relief to the Ameri-
can consumer now forced to pay inor-
dinately high prices for food.

All this serves to make it increas-
ingly plain that even if President Taft
on March 21 proclaims Canada entitled
to the most favored nation status, the
American minimum tariff, the peace is
not likely long to endure. If Canada's
reciprocity policy with France and the
extension of the same rates to the most
favored nations is held not to be an
undue discrimination, there will be peace
for a time. But when the German reci-
procity treaty comes on the question
will be open again. Canada is anxious
to give Belgium better rates than the
United States. That will bring the
issue up once more. Italy stands ready
to enter into reciprocal relations with
the Dominion. There again is a point
of danger.

The Dominion has pointed the way
out of the difficulty. Sir Wilfrid Laurier
and Hon. W. S. Fielding, the finan-
cial minister, said to the American
commission that they were ready to
grant "concession for concession." They
will welcome a reciprocity arrange-
ment with the United States, a lower-
ing of the tariff on both sides suffi-
ciently to stimulate trade along logical
lines without incurring any delicate in-
dustry in either country. Establish-
ment of this reciprocal relation would
require legislation at Washington.

Those who realize the disaster which
would follow if these boys were given
half a chance they will make good.
"Take New York. A former newsboy of
Toronto living there is now the most
eminent physician in the States. Then
I can mention cases that came under

my notice in Borden-street school. The
latter has probably the largest number
of newsboys of any school here. The
boys are all brilliant and clever little
chaps, and there is not a lazy one am-
ong them. The majority of them had
mother and sisters or brothers de-
pendent upon the cents they made, but
they never shrank from the task of
keeping the home instead they often
went barefooted in the coldest of weath-
er to provide comforts for those de-
pendent upon them. Yes, I am certain
that the boys of the Newsboys' Home
are a better product than the Newsboys'
Home scheme. It will fill a long-felt
want and should be supported most
generously by the people of Toronto."

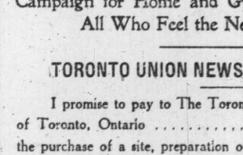
AL. REEVES EX-NEWSBOY.
Nor was the inspector wrong in his
statement of the successes made by
newsboys when they had a fair show.
"Al" Reeves, a prominent actor, who
most cutaneously contributes a large
at to the benefit entertainment, was
once a Toronto newsboy and sold papers
at the corner of Church and King.
That was about thirty years ago, but
being an exceptionally bright young-
ster he soon attracted the attention
of a business man. The latter became
interested in "Al" and as the boy was a
clever musician he was given lessons
on a banjo at the latter's expense, but
under the understanding made by "Al"
that the money would be paid to the
man week by week.

This was accepted and to-day the
boy is one of the wealthiest men in the
theatrical profession. He is also one
of the best banjo players, and on his
first appearance won a diamond medal,
given by Richard K. Fox, owner of The
Police Gazette in New York, for the
best player in America.

This is but one of the many incidents
that could be cited of successes made
by boys. "Al" did not accept charity.
He would have been insulted if it had
been offered him. All he wanted was
given by Richard K. Fox, owner of The
Police Gazette in New York, for the
best player in America.

He then proposed to accept the fol-
lowing additional clause, saying that, as
it had been represented to the govern-
ment that this provision would work
hardship in other cities and towns, it
was proposed to restrict it to Toronto:
"The powers conferred by this act
in the case of street railways wholly
or partly in cities having a population
of 100,000 or over, shall include, the
company owning, operating the street
railway to construct, maintain and
operate additional lines, in, along
and upon any street or highway or part
of a street or highway upon which the
company has authority to construct, maintain
and operate its railway."

ST. PATRICK'S DAY IN THE MORNIN'



OFFICER FOY: Sure it's wid y' I'd be this mornin', boys, av there was such a thing
in life as a rest day for the force.

NEWSBOYS' HOME IDEA ENDORSED BY MR. HUGHES

"Grand Scheme" Says Chief
Inspector—Prominent Min-
isters Also Favor It—Fri-
day's Benefit at the Royal
Alexandra.

The benefit performance in aid of
the Newsboys' Home, to be held at the
Royal Alexandra on Friday afternoon,
will be no ordinary performance. The
executive of the home building fund
have taken great pains to have only
the best talent contribute to this en-
tertainment, and in this they have been
most generously aided by the managers
of the various theatres and shows.

This show will be a benefit in every
particular. No artist will receive any
remuneration, while the orchestra and
the use of the theatre have been con-
tributed by the management. So every
ticket you purchase will be a direct
boost for the fund of the home. You
will be greatly helping a place that the
boys are badly in need of and a place
that will save innumerable boys from
the evils of the street and give them a
chance to become good, respectable
citizens.

Endorsed by Educators.
The World's campaign for this home
has received endorsement from men of
all ranks; especially in educational cir-
cles the movement has been given
great support. Chief Inspector James
J. Hughes was most enthusiastic over
the work. He also helped it practically
by contributing a cheque for \$25.

"This is a grand scheme," he said.
"It is something that has been needed
for many years. These poor boys are
industrious and hard working and they
only need a square show to make them
most generous by the people of Toronto."

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and upon any street or highway or part
of a street or highway upon which the
company has authority to construct, maintain
and operate its railway."

NEWSIES' HOME FUND.

Following are the contribu-
tions for the Newsboys' Home

Alfred O. Beardmore	25.00
W. J. Gage	25.00
D. O'Brien	100.00
Non-union newsboys	50.00
S. Lichtman	25.00
W. G. MacKendrick	25.00
Office Employees Wm. Mc- Gill & Co.	2.25
R. H. Howard & Co.	25.00
Courier Press, Ltd.	100.00
T. Orford	2.00
A. C. Wezener	1.00
Non-union newsboys	50.00
H. Schofield	1.00
W. L.	2.00
E. S. D.	50.00
The Day	25.00
Do.	1.50
John Watson	5.00
W. H. Crocker, Orillia	5.00
James L. Hughes	25.00
	\$111.05

COMBER YOUTH IN CUSTODY ON SUSPICION OF HAVING CAUSED WIFE'S TRAGIC DEATH.

DETROIT, Mich., March 16.—(Spe-
cial.)—Mrs. Arthur J. Best, formerly
Miss Alice Frankfruth, of 291 Lawton
avenue, Detroit, is believed to be the
name of the woman who was seen
floating down the river after midnight
on Saturday on a cake of ice, and
heard shrieking wildly for help. She
was drowned before aid could reach
her.

The Detroit police to-day ordered the
arrest of her husband, a young man
living in Comber, Ont., township, Til-
bury West, 40 miles distant from Win-
dSOR, Best, and he went to work as a
tinsmith in Comber.

On Saturday he went to Detroit, and
was to have spent Sunday at his bro-
ther's home, where he was expected
only 23 years of age, was four years
over his husband's senior. He says now
he decided not to go to the house, and
placed his wife on a Brush-street car,
to send her home.

When Mrs. Best did not come home
enquiries were made, and the family
of the girl, after reading about the
dramatic drowning of a mysterious
woman in the river, telephoned to Best,
Til Comber, and asked where their
daughter was.

"I haven't seen her," Best replied.
Not satisfied with this explanation,
the girl's mother, a dentist, notified the
brother, a dentist, notified the police.

The Frankfruth family is well known.
The girl's mother lives in Comber, and
is reputed to be wealthy.

Best arrived in Windsor at 5 o'clock
at the Windsor police headquarters,
detectives from Detroit were waiting,
and the prisoner agreed readily to
accompany them across the river as
he expressed it, "to help clear this
thing up right."

After he had been served with a
substantial supper, Best was taken be-
hind the scenes of the coroner's in-
quiry, and asked to explain his move-
ment last Saturday night.

Carefully, as weighing every word,
the suspect told of having spent the
evening with his wife in walking about
the city. About 11 p.m. she accom-
panied him to the Brush-street depot,
where he might catch a train for Com-
ber. He put Mrs. Best on a street
car for home and then went into the
train shed.

On several unimportant instances
Best contradicted himself, but the
statement that he went to the Brush-
street depot to catch a train for Com-
ber is the most damaging. No trains
leave this station for Comber, and
as Best had been in the habit of com-
ing to Detroit at frequent intervals,
he must have known the proper sta-
tion to go to.

Best denied strenuously that he had
walked out towards the dock at Bru-
sh-street, and said he was of the opinion
his wife had become despondent and
had jumped into the river.

RAILWAY BOARD SAYS MADE THE JUDGE

In Case of Dispute as to Rights
of Radials in Annexed Dis-
tricts, it Has the Say—
As to Whether
These Exist.

Some of the most important
measures of the present or any other
session were under discussion in the
legislature yesterday afternoon, on the
next to the last day of the session.

Sir James Whitney's two bills deal-
ing with "the intolerable state of af-
airs" with regard to the Toronto
Street Railway situation, passed their
third readings. Important amend-
ments were made to each.

To the former a provision is added
constituting the Ontario Railway and
Municipal Board the judge in case of
dispute as to the existence of exclu-
sive rights of radial railways in the
annexed districts, in which the bill
permits the city to take the line.

"To the other bill a clause is added
limiting the power of the Railway
Board to order extensions and better
equipment of street railways, to the
City of Toronto.

"The contending parties," said Sir
James, "are on the one hand the street
railway, and on the other, the city,
the party supposed to represent the City
of Toronto."

"It is difficult to arrive at the con-
clusion that any reasonable settle-
ment can be arrived at between the
parties."

City May Build Lines.
"When a city asks a company with
which it has an agreement to put
down certain lines, and the company
refuses to lay down the lines, and
when it is provided in the same agree-
ment that the city shall have the power
to authorize another company to lay
out and operate the lines, it is unrea-
sonable to permit the city to put down
the rails itself, instead of getting some-
body else to do it."

"But, the railway says, 'This is all
very well, but the city may be in-
troducing lines to compete with our
railway, without adequate considera-
tion of the needs of the traffic. It
may also give them power to introduce
other railways into the city.'"