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ASK MEDICAL COMMISSION

TELEPHONE ARBITRATORS' RECOMMENDATION

TO DECIDE GIRLS' HOURS

Principal Feature of Exhaustive Report—Judge Winchester and W. M. King Decide That the 8-Hour Schedule is Too Much for the Operators.

The recommendation that a commission of eminent medical men should be appointed to determine, from the health standpoint, the number of hours which Bell Telephone girls might properly be required by their company to remain at their posts, daily or nightly, is the most important feature of the report, which has been prepared by Judge Winchester, and W. L. Macdonald, king, deputy minister of labor, who were named commissioners by order in council, on Feb. 4 last, to investigate differences between the company and its Toronto operators.

The report is to be made public at Ottawa to-day, and while its findings in detail, covering hundreds of typewritten pages, are yet to be given to the light, it is apparent from remarks made by Judge Winchester last night, that the result is practically a victory for the girls.

While the commission has decided that questions of sanitation and hygiene, which are really the vital issue, can best be dealt with by members of the medical profession, Judge Winchester intimated that both Mr. King and himself had come to a decision that the eight-hour day schedule, which the company had sought to force upon its employees, necessitated entirely too much strain upon the needs of the operators, and was not to be considered.

"We are of the opinion that the girls were right in the course they took," he added, referring to their invoking legal aid in the person of J. W. Curry, K. C. "We do not agree at all with the Bell Company's contention in this respect."

It will be recalled that in the argument before the commission, opening on Feb. 4, the right of the girls to place themselves in battle array with Mr. Curry as chief marshal, was bitterly fought by the company.

"The question of health is really the vital one," continued Judge Winchester, who said that there were many minor recommendations contained in the report, the final drafting of which, he said, had been completed three weeks ago.

The outline of the report of the commission, has been awaited with keen interest.

A strike had been threatening for several weeks following the well-grounded report that operators would be required to extend their working time from six to eight hours. The action of the management in attempting to force the girls to sign an agreement to this effect, precipitated the trouble on Jan. 31, and three days later the commission was appointed. One of its first official acts was to reduce the working hours, pending a settlement of differences.

CSAR'S YACHT RUNS ON ROCK

Nothing to Indicate That it's Due to a Nihilist Plot.

HANGO, Finland, Sept. 11.—The Russian Imperial yacht, Standart, with Emperor Nicholas and Empress Alexandra, and their family aboard, is fast on the rocks off Hersee, a point on the east coast west of this place.

The yacht is apparently in no danger, as the emperor and his family remain on board. The Standart ran upon the rocks, which were submerged at high tide, at 4.30 o'clock this afternoon and remained fast.

A steam lifeboat from Reval, on the Gulf of Finland, has arrived upon the scene, and seven torpedo boats, which have been escorting the Imperial yacht on its tour in Finnish waters, are standing by to render assistance if needed.

Editor and Doctor To Fight a Duel

Exciting Incidents Follow Editorial Criticising Political Party in St. Pierre.

NORTH SYDNEY, N.S., Sept. 11.—(Special.)—From private advices received to-day from St. Pierre, it is learned that in a short time a duel will be fought with swords between two prominent figures in the public life of the French colony.

One is Dr. Dupuis, chief physician in the local hospital there, and the other Mr. Mazier, editor of the Revue St. Pierre newspaper, the organ of the Legation party. The trouble arose over an article in the Revue St. Pierre some time ago, in which the Legation followers were subjected to a severe criticism. Among those coming under the editor's lash was Dr. Dupuis.

BORDEEN TELLS VANCOUVER WILL SHIP TO OTTAWA

MAYOR AUTHORIZES PUBLIC FUND TO DO IT

900 HINDOOS BY SPECIAL TRAIN

Coast City Proposes a Drastic Step to Impress Upon Government its Objection to Asiatic Labor.

VANCOUVER, B.C., Sept. 11.—(Special.)—From Japan and China, Vancouver's race problem has shifted to Hindoos. This afternoon 900 arrived on the Montague from Hongkong. Thirty Japanese only came to Vancouver.

The Canadian Pacific Railway, owners of the steamer, had its wharf barricaded, roped off and protected by special police. It will be late in the evening before any large number of Hindoos are expected to leave the steamer. No trouble is expected, as the laborites will not probably move against the Hindoos because the latter are British subjects.

But the civic authorities this morning backed up the labor people in bringing the entire immigration scheme to an issue. For two days the health department of Vancouver has been pleading as "unfit for habitation" every empty house and barn in the city limits in order that Hindoos may not be allowed to take possession. Special guards will see that none of these houses are used by new arrivals. At noon, Mayor Belline despatched this telegram to Premier Laurier:

"Neither accommodation nor employment for Hindoos arriving today is available in this city. As a result of their under sanitary conditions, shall we house them in drill hall at government's expense?"

Anticipating refusal by the government, the mayor ordered this afternoon the opening of a popular subscription list by the citizens to ship the entire contingent of Hindoos by special train, leaving to-morrow morning. The mayor proposes that this would be the cheapest way of ridding Vancouver of these immigrants, and would, at the same time, give Eastern Canada a taste of what Asiatic labor is like.

The train would be billed right thru to Ottawa.

No more demonstrations have occurred, and no renewal of rioting is expected until the arrival of the steamer Hindoo and Woolwich, with more than one thousand Japanese. They are expected to arrive to-morrow or Friday.

Protests From India.

LONDON, Sept. 11.—Despatches from Lucknow state that the Indian people are excitedly protesting against the government to take any active measures to restrict the immigration of these immigrants, and calling on the British government to take any active measures to restrict the immigration of these immigrants, and calling on the British government to take any active measures to restrict the immigration of these immigrants.

Left to Laurier.

TOKIO, Sept. 11.—The Hochi, which was the most outspoken newspaper here, regarding the recent Japanese refusal to ship the entire contingent of Hindoos by special train, leaving to-morrow morning, says:

"The trouble in Vancouver, which appears to be over, was confined to one city. Japan can safely leave her interests in the hands of Premier Laurier, who has always been friendly. There is no reason why the people should feel uneasy over the outcome."

The Hochi is considered to be representative of popular sentiment.

Against All Asiatics.

OTTAWA, Sept. 11.—(Special.)—The Mayor of Vancouver has telegraphed Sir Wilfrid Laurier, and twenty arrests of rioters have been made.

He also states that the attacks were directed against Asiatics in general, and not against the Japanese in particular.

NATIONALIZE TELEGRAPHS

Sir Sandford Fleming Lays Important Motion Before Ottawa Board of Trade.

OTTAWA, Sept. 11.—(Special.)—At a meeting of the board of trade this evening, Sir Sandford Fleming moved the following resolution, which was laid on the table, and will be discussed at the next meeting of the board:

"The board heartily commends and approves the action taken by the council in connection with the proposed chain of empire cables, and expresses the wish that every effort be continued to advance the movement to cheap telegraphy by land and sea through the empire."

The board favors the nationalization of the telegraph service of the Dominion and the establishment of a state Atlantic cable, both to be under government control, and resolves that the council be authorized to request and memorialize the government and parliament in respect thereto.

This afternoon Mr. Borden and party visited the lift lock and attended a reception at the Young Men's Conservative Club.

Picture framing, Geddes, 431 Spadina.

CANADIAN BONDS ARE DRUG ON MARKET

They're a Good Investment, But Somehow Purchasers Are Fighting Shy of Them.

New York City offered \$40,000,000 of bonds, paying 4 1/2 per cent, and received subscriptions of \$20,000,000, or over five times the amount of the issue.

Canadian municipalities are offering debentures at 4 1/2 to 6 per cent, to the extent of about \$20,000,000, which, according to financial institutions, are unsaleable.

The query is: Why are Canadians satisfied with a 3 per cent. bank interest when good municipal bonds are available at nearly double the interest return?

The sale of the New York City bonds bears out the answer. In the World yesterday that money is becoming easier. The impression prevails at Toronto that the financial institutions are holding up individuals and corporations for high rates of interest, although satisfied that a change is in effect. The idea of tight money has been imbedded in the minds of the individual in control of funds until a relaxation is regarded as an impossibility. A consideration of the subscription to the New York City bond issue will show that the ordinary people are willing to invest in their own unwarranted securities at a fair interest return, and there is no reason to suppose that Canadians will not do the same.

The subscription to the New York City bond issue of forty million dollars, which closed on Tuesday, offers a ray of hope to the majority of Canadian municipalities whose debentures have been for some time said to be unsaleable by the bond houses and financial institutions. The New York offer was over-subscribed five times, the 4 1/2 per cent. bonds being bid as high as 110, with the average about 103. It is estimated that the municipalities of the Dominion of Canada at the present time have upwards of twenty million dollars' worth of debentures to sell. They are being held off the market for the want of purchasers, and numerous municipal works have been stopped because of the almost impossible condition of raising money.

Bonds Offered.

A partial list of the present offers of bonds of Canadian municipalities is as follows:

Edmonton \$500,000
Regina 550,000
Vancouver 500,000
Winnipeg 3,000,000
Saskatoon 250,000
Prince Albert 200,000
Hamilton 200,000
Ottawa 1,000,000
Halifax 500,000
Quebec 350,000
Westmont 100,000
Berlin 100,000
Moosjawa 100,000
Medicine Hat 50,000
Calgary 100,000
Winnipeg 75,000
St. Catharines 50,000

This is only a part of the debentures authorized by the various municipalities and it is estimated that the minor municipalities of Ontario have upwards of \$1,500,000 of debentures for sale.

C. E. A. Goldman of the Aemilus Jarvis Company, who are large dealers in Canadian bonds, said that there was an abundance of demand for good municipal securities in the British markets, but that the interest in these issues had yet to be aroused. He thought that money conditions were showing a slightly easier tendency, but the improvement would be gradual because of the active demand for money on real estate loans, as many of the insurance and loan companies were able to get returns of 6 1/2 per cent. on substantial securities.

At the meeting of the Association of Canadian Municipalities it was suggested that a bureau should be established for the disposition of the bonds of the Canadian municipal corporations, and it is believed that if this idea were carried out by a research of the old country investment circles there would be no great difficulty in disposing of the debentures of all the progressive Canadian municipalities at the present time at satisfactory prices.

OPERATION ON ALFONSO.

SAN SEBASTIAN, Spain, Sept. 11.—King Alfonso to-day underwent an operation with the object of dilating the ducts of the nose and easing his breathing by removing a few adenoid growths.

THE MAN ON THE STREET.

The man on the street says the weather is the reminder that the fall has begun. Diners have the fall hat you want. You can get the best English or American makes at Diner's, corner Yonge and Temperance streets. You can know what you get and you won't have to pay as much as some of the exorbitant prices elsewhere.

THESE GREAT EXPECTATIONS MUST BE REALIZED.

The Beck-Whitney power policy has caught the eye of the people not only of Ontario, but also of the great outside. The following appreciation of that policy from The New York Outlook for September is well worthy of the perusal of the people and the public men of Ontario. What we have led the world to expect we must realize. It might be said that The Outlook is edited by the Rev. Dr. Lyman Abbott, and is one of the most fearless exponents of public rights and of better and more progressive government for the twentieth century.

This is the article:

The use of commissions in the administration of government has been rapidly growing of late years in the United States. There is, for instance, the inter-state commerce commission, which, with its increased functions, is the instrument of the enlarging powers of the federal government in controlling the railways. There are also many state railway commissions. And now there are two states of the Union—New York and Wisconsin—which have created commissions for the control of public utilities. In all these cases the commission exercises power of regulation and control.

The new commission which the Province of Ontario, Canada, has created, extends the idea one step further. The hydro-electric power commission is designed itself to harness the water-power of the province in the service of all the people. This commission will acquire, by authority of the council of the province, by purchase or lease, either with or without the consent of the owner, lands, water rights or private power plants adapted for generating electric energy. The commission can build and operate any works necessary to generate and transmit electrical power and deliver it to the towns and cities of the provinces.

More than this, it can do everything necessary to develop and bring into use the water-power of the province. This means that Ontario is determined to make Niagara Falls of direct service to the people of the province rather than a source of profit to industrial concerns.

The commission, moreover, will so administer its business as to co-operate and further the municipally owned enterprises of the cities. It does not contemplate supplying small consumers directly. Any city can contract with the commission for electric current, but only after the plan is approved by the voters of the municipality. Under the act creating the commission, the city then can raise what money it needs for erecting the distributing system. By this means every city and town in the province is placed in a position to compete directly with the private companies now in the field.

In its dealings with the cities the commission does not intend to make a profit, but simply enough money to pay for the current, the cost of transmission, interest at four per cent. on the capital invested, and an annual sum sufficient to retire the securities issued within thirty years. Of course, how greatly rates may be reduced by the adoption of the policy embodied in this act is still a matter of estimate, not of experience. Already, however, the commission has made tenders to the cities to supply them with current at rates varying from fourteen dollars to thirty dollars per horse-power annually.

The City of Toronto, where the private companies are paying thirty-five dollars for Niagara power, can obtain it from the commission at from fourteen dollars to seventeen dollars and seventy-five cents. It has been estimated that instead of paying to the present company eight to twelve cents the kilowatt hour for incandescent lighting, private consumers can get it from the city for from five to six cents, and for motor-power, instead of paying from two and a quarter to eight cents, they can get it from the city for from one to one and a half cents.

It is even expected that as the system is developed the rates will be very greatly reduced, even to as low as two to four cents the kilowatt hour for private lighting, and to even lower prices for power.

The proposal to investigate the possibilities of such a plan came two years ago from a young manufacturer of London, Ontario, the Hon. Adam Beck. Ontario has no coal fields of its own, and therefore depends upon Pennsylvania for its fuel. This has meant a serious handicap upon the industrial development of the province. Right within its borders was a tremendous source of energy—the Falls of Niagara. This, the "white coal," as it has been called, had already been tapped by private concerns. So far as this enormous fall of water should be dedicated to industry, the query was whether it could not be made to promote the comfort and convenience of the public. A commission of investigation, employing expert engineers, ascertained the cost of construction and transmission, and the probable demand. The results were submitted to the people of the cities of Ontario, with a plan that has been described in the preceding paragraph.

The vote was affirmative by four to one. As a consequence, parliament in April last created the hydro-electric power commission, consisting of three men appointed by the lieutenant-governor-in-council. Of this commission, Adam Beck, the originator of the idea, was chairman. The members hold office indefinitely, and have power to appoint such experts as they need. The men who are administering this plan are men of imagination. They are not inspired by ambition for a cheap power for great industries alone, but for the development of resources for the use of all the country. They expect to see this electric power replacing coal in the waterworks pumping station, and brilliantly lighting the streets of the city; they expect to see it cooking food, heating houses and relieving the farmer of his most arduous labor. They intend to make the widest and most civilizing use of what promises to be the most gigantic public electrical enterprise in the world. We hope they will carry on this enterprise under such restraint as to make perfectly sure the preservation of the scenic value of the Falls.

Train Wreck at Plantagenet

Freight Train Crashes Into Ballast—Fireman Killed—Many Cars Wrecked.

OTTAWA, Sept. 11.—(Special.)—A C. engine and several cars being smashed by a P. R. train of 20 coaches, en route to Montreal, plunged into a ballast train at Plantagenet to-night and was wrecked. Fireman Knox of Blackburn being killed and Engineer Herb Reynolds of Ottawa seriously injured. The train is completely wrecked, its

The cause of the accident is not yet known.

Packing Plant Burned.

PHILADELPHIA, Sept. 11.—The large plant of the Cudahy packing-house here was burned to-day. Loss, about \$200,000.