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EIGHTEEN PAGES—SATURDAY MORNING APRIL 8 1911—EIGHTEEN PAGES

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Senate Reading Room—
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HYDRO POWER FOR EASTERN SECTION OF THE PROVINCE

Rates as Low as in Towns Served From Niagara Falls

Hon. Adam Beck Makes An Important Announcement at Brockville—Double Source of Supply Will Ensure Continuous Service to Municipalities from Napanee to Morrisburg—Distributing Stations at Brockville, Morrisburg and Kingston.

HON. ADAM BECK,
Who announced important extension of the operations of the Hydro-Electric Commission to Eastern Ontario towns at Brockville yesterday.

BLAMES DOMINION FOR TRENT VALLEY MONOPOLY

BROCKVILLE, April 7.—(Special.)—Eastern Ontario is about to come into its rights in the matter of cheap hydro-electric power, and as a result of a meeting held here this afternoon of representatives of various municipalities, at which Hon. Adam Beck was the central figure, a new era of industrial development faces this portion of the province, which has long since felt that it had been neglected by the Ontario Hydro-Electric Commission. The municipalities along the border between Napanee and Morrisburg have been prodding the government on the power question for a considerable time.

The supposed inactivity of Mr. Beck, chairman of the commission, has proved to be only of the surface variety, for to-day he enunciated a policy in black and white which came in the way of a most pleasant surprise, and was received with the greatest enthusiasm. It was a veritable knockout blow to the pessimists who had not dreamed of the government being able to present such a favorable proposition. The minister announced the fact of the commission having signed a contract with the New York and Ontario Power Company of Waddington for the delivery of 15,000 horse-power within eighteen months, the terms being identical with the terms made by the government with the Ontario Power Company at Niagara Falls for the delivery of 100,000 horse-power. And what was exceedingly gratifying to the civic delegates was the further quotations of cost. The rates are as low as those prevailing in the Niagara district, and some cases even lower, which was not considered possible. He also stated that the commission could close with an offer from High Falls on the Madawaska for the development of 20,000 horse-power, which would serve a district between High Falls and Kingston, including a large portion of the Ottawa Valley.

Two Sources of Supply.

These two sources of supply, he pointed out, would ensure a continuous service in case of a breakdown to either one of the plants, as connection could be made at the joint distributing station at Kingston, tho the cost of the High Falls energy would be lightly higher than the other. The total expense necessary to deliver the power from Waddington to municipalities between Napanee and Morrisburg forming the union upon which the commission based its figures would entail a capital investment of $652,000. The company agrees to deliver 5000 horse-power in ten months, and after that in blocks of 100 until the contract limit is reached in eighteen months.

The price per horse-power delivered at the sub-station of the commission in the Province of Ontario are $13 for 2000, $12.50 for 4000, $12 for 6000 and over, $11.50 for 8000 and over, $11 for 10,000, and $10.50 for over 10,000. This contract must be given within 18 months from the date of signature, March 28, or the obligation of the city to deliver power ceases. There will be three distributing stations, one at Brockville, another at Morrisburg and a third at Kingston.

Napanee, the westerly limit, will be supplied from Kingston, and Lansdowne, Lynn and Athens from Brockville. Should Gananoque join, a fourth station will be erected there. Rural districts can be served in any direction within a radius of between 15 and 20 miles from the distributing points by low tension wires. This practically means that all the territory immediately interested in Eastern Ontario from Napanee to Morrisburg can get hydro-electric power at a nominal cost.

The Plan of the Government.

In passing, Mr. Beck conveyed to the meeting an idea of the original plan of the government to cover the province from Windsor to Morrisburg. Their efforts in Western Ontario had been crowned with success. Prospects looked bright for the stretch from Toronto to Morrisburg until the Electric Power Co., Ltd., with headquarters in Toronto, appeared in the Trent district, from Toronto to Belleville, and the corporations had practically thwarted the Hydro-Electric Commission. This concern, he held, was a merger which has gobbled up the Seymour Power and Electric Co., the Peterboro Light and Power Co., the Peterboro Radial Railway Corporation, the Auburn Power Co., the Trent Electric and Water Co., the Sydney Electric Power Co., the Nipissing Power Co., the Oshawa Electric Light Co., the City Gas Co. of Oshawa, the Cobourg Utilities Corporation, the Northumberland and Durham Power Co., and the Central Ontario Power Co.

The municipalities were tied up with franchises given this company, and, working under a Dominion charter, with the right to develop power from the Trent, a monopoly has thus been created with which the province cannot cope. When the commission applied for power to supply the municipalities a reply was given that the controlling company was not in a position to meet the demand, as all the power was needed to meet their own requirements. With water powers all tied up there is no chance for competition, and the people are at the mercy of the Dominion Railway Board to control and regulate rates.

The existing situation was in direct opposition to the Ontario Government's

Continued on Page 2, Column 2.

RECIPROCITY WILL INJURE MANITOBA

Practically Every Request Turned Down—Discrimination Against Canadian Fishermen.

OTTAWA, April 7.—The reciprocity debate was continued in the house of commons to-day. Glen Campbell (Dauphin) the pioneer from Manitoba, spoke straight against the agreement from the western farmers' standpoint. In the last analysis the government had turned down pratically every request preferred by the farmers, including their demand for free agricultural implements. The agreement would if fect material injury to Manitoba, as well as prove a menace from a national standpoint. Dr. Cash (Mackenzie) defended the agreement from the point of view of his own constituents, and Clarence Jamieson (Digby) forced an admission from Mr. Fielding that U. S. fishermen could catch lobsters in the Bay of Fundy outside the three mile limit during close season and sell them in the United States, but Canadian fishermen could not catch them for our own trade.

Why the Delay?

On the motion to go into ways and means, A. L. Fraser (Prince Edward Island) referred to the delay in filling the vacancy on the supreme court bench of that province, which was created last October. He also brought up the senate vacancy created by the death of Senator Ferguson two years ago.

The premier said there had been difficulties, but he hoped to be able to make a statement after the Easter recess.

R. L. Borden declared that the only reason for the delay was political expediency.

Edgar N. Rhodes (Cumberland) initiated a debate on the application of the Industrial Disputes Act with regard to the situation amongst the miners of Nova Scotia, British Columbia and Alberta. He said these were the only men to whom the act had ever applied. He declared that a request had been received by the government from all the lodges of the United Mine Workers in Nova Scotia to have the act repealed, and the miners of British Columbia and Alberta were of the same opinion.

An Oppression of Working Classes.

The act constituted an oppression of the working classes. There was no compensation to them for the loss they suffered during the thirty days in which they were not allowed to strike. The application of the act in British Columbia and Alberta was that the 10,000 miners were liable to a daily fine of at least $10 per day each. These men were so incensed against the act that they were willing to incur a penalty of $100,000 a day rather than come under the terms of such a measure. He urged the minister to make the provisions of the act clear beyond peradventure.

Mr. King said the interpretation of the act was likely to be taken before the courts.

Mr. Rhodes suggested that if there was any doubt as to the interpretation of the act, the minister should settle that now by amending it. This would save the miners of the west hundreds of thousands of dollars.

Mr. King replied that this was not the point. He was not prepared to assume the position of public prosecutor.

What the Act Says.

Mr. Rhodes quoted from the act: "The minister of labor shall have the general administration of the act."

Mr. King remarked that the United Mine Workers declared that they were acting in accordance with the laws of the country.

Mr. Rhodes asked if that was the opinion of the minister.

Mr. King refused to give any opin-

Continued on Page 7, Column 1.

BOUNTY ON STEEL RODS MAY YET BE CONTINUED

J. H. Plummer of Dominion Iron and Steel Co. Confers With Sir Wilfrid.

OTTAWA, April 7.—(Special.)—There is expectation amongst many of the members of parliament that the government will yet announce a continuance of the bounties on steel rods. Mr. Fielding in his statement to the house a few days ago did not say definitely that these bounties, which expire on July 1 next, would not be renewed.

After a conversation which The World had this evening with J. H. Plummer, president of the Dominion Iron and Steel Company, the inference is that he also expects a renewal of the bounties. Mr. Plummer, who has just come from Sydney, accompanied by M. J. Butler, says he is not prepared to make a statement yet, but he will consult with the steel people as to the effect which the lapse of the bounties will have, and after that he may be able to make an announcement.

It is understood that during a conference he had with Sir Wilfrid Laurier he expressed himself as dissatisfied with it so far as the iron and steel interests are concerned, especially having regard to the decision of the government to allow the bounties to lapse conjointly.

IT MIGHT INTEREST YOU TO KNOW

that among the portraits and views that will appear in this week's art section of The Sunday World are Capt. Henderson and General Manager Bishop on the steamer Macassa on her first trip entering Toronto harbor. The first picture of Prince Aldaro—and first baby of Princess Beatrice of Orleans-Bourbon, daughter of the Duke of Edinburgh. A new and pretty view of Riverdale is presented, showing the new public library and St. John's Church in the distance. An eighteen-year-old New Zealander, who weighs five hundred and eighty-eight pounds, is an unusual sight. He is named Baby Bliss. To those contemplating building a home the picture and plan of Wm. Burden's house on Balmoral-avenue will offer some suggestions. Some original views of the Leafs in practice down south from our own Billy Slee. Jack Padmore, a Toronto boy, pictured with his dog team at Cobalt. View of work on the Toronto filtration plants. Members of Beaver L.O.L. No. 911, pictured at their annual banquet; portrait of Gladys Ray Nichol on Nat Ray's Broncho; also pictures of Master Cameron of Jackson Point; Master Tattle and his dog of Deer Park; little Miss Tyrrell of 101 Bond-street, Toronto, a youthful traveler; group view of the hospital house surgeons staff, including the late Dr. Stewart; a good portrait of Mr. John Carew, one of Lindsay's solid men. The new management committee of the British Welcome League at a banquet. Ontario School of Art are represented by their life and designing classes; a fine picture of King George and his queen leaving the National Gallery. The Sunday World is sold by all news dealers and newsboys for 5 cents per copy.

MET HORRIBLE FATE.

LONDON, April 7.—Wm. A. Jackson, local manager of the Connell Coal Company, was thrown from a carriage shortly after 3 o'clock this afternoon, sustaining injuries which caused his death at Victoria Hospital a few hours later. Jackson came to London from Toronto three years ago.

The man's head struck the front wheel and his arm went thru the spokes. The terrorized colt dashed down the street, Mr. Jackson's body being carried around as the wheel revolved. This he was dragged for half a block before the horse was stopped.

UNCERTAIN FOOTING

UNCLE WILF (who is rather near-sighted): Now, if dis yer blame log don't roll I'm oughter catch somethin'.

ORDER IS RESTORED AT PRINCE RUPERT

Fifty Leaders of Strike in Jail—Their Headquarters Closed By the Police.

PRINCE RUPERT, B.C., April 7.—This morning law and order reigned in Prince Rupert again. With over fifty of their leaders in jail the strikers have disbanded. All night the streets were paraded by gangs of special constables, armed with rifles and revolvers. The strikers' headquarters have been closed by the police, and the books confiscated. McInnes and Kelly, on whose work yesterday's battle was fought, are working a big gang of strikebreakers to-day, and in several other contracts, where the men quit, work is again going on. The men under arrest will come before Magistrate Carris on a variety of charges. A. C. Morse, the leader of the mob, will be charged with conspiracy, and in causing riots. Others will be charged similarly. So crowded is the little jail that an army of workmen are building an addition to it. At a citizens meeting last night it was agreed to rally to arms at a given signal under command of Chief of Police Vickers, but it is thought there will be no more rioting.

"The strike is ended," is the remark heard everywhere. There is only one Anglo-Saxon under arrest. He is W. A. Fraser, but he is not suspected of causing the trouble. He probably will be released to-day. Whatever strikers are convicted will be promptly deported on the expiration of their terms, say the local immigration authorities. The official list of those wounded in what is humorously termed the "battle of Kelley's Cut" is as follows:

Sergeant Phillipson, shot over left eye by striker, slight wounds.

George Leek, special constable, badly bruised back, by rock thrown by strikers.

W. A. Casey, civil engineer, shot in right hand, by striker.

Nick Pavitch, striker, shot in stomach by police, and seriously injured, may die.

Diaz Mulavich, striker, shot in upper left arm, now in jail.

Mike Sevokovitch, striker, in jail, shot thru shoulder.

S. H. Watson, contractor, injured by flying rocks.

W. A. Watson, badly bruised by flying rocks.

Several citizens received slight cuts by rocks.

JOY RIDERS HIT STREET CAR.

About 1 o'clock this morning an auto, containing four "poy riders," two men and two women, ran into a Dundas car at the corner of Royce-avenue and Dundas-street. The auto turned completely over, and both it and the street car were badly damaged.

The driver of the machine, who is a frequent visitor for a gentleman who lives on Coolhoine-road, was arrested, charged with disorderly conduct. The other occupants of the auto were taken away in a taxi.

CORNER-STONE LAID TO-DAY.

The laying of the corner stone of the new Danforth-avenue Baptist Church, formerly known as Chester Baptist Church, will take place at 3 p.m. to-day. Rev. Thomas T. Shields, Rev. Prof. Gilmour and Rev. Dr. Norton will be among the clergy present, and John Firstbrook will handle the silver trowel.

TAYLOR BADLY HURT RESULT OF STREET FIGHT

Injured Man Struck Scandinavian Who Kicked Him in Abdomen.

Two men are in St. Michael's Hospital unconscious, one thru drink, and the other in a critical condition from internal injuries as the result of a fight at Queen and soho-sts. at 11.10 last night. When Policeman May arrived upon the scene, he found one man lying unconscious upon the sidewalk, while others were carrying away another who had a nasty gash over his eye.

Both men were taken to the hospital in the patrol wagon, where it was found from envelopes in their pockets that the man who was found on the sidewalk is Mr. Taylor, 106 John-st. He is in a serious condition. The other is Johan Wi Ganen, 8 Drummond-place and is evidently a Scandinavian. The story told to the police by bystanders is that Taylor struck the other man, who wheeled on him and dropped him with a kick in the abdomen. He then kicked him several times after he had fallen.

SENATOR FORGET
Founder of the firm of Forget & Co., bankers and brokers of Montreal, who died at Nice, France, yesterday. Hon. Rodolphe Forget, M.P., is a nephew of the late senator.

MURDOCK ARRESTED.

CINCINNATI, April 7.—Following instructions from the police department of Toronto, Canada, John Young Murdock, formerly an attorney of Port Jarvis, Ont., was arrested here to-day charged with "forgery and defacing of public documents." According to the police Murdock is alleged to have forged notes amounting to $20,000, but according to the man himself the amount involved is only $1700.

Murdock says that he will waive extradition. Word was received from the Toronto authorities that an officer would reach here to-morrow night to take him back to Canada.

A Fair Imposter.

The Children's Aid Society has been notified that a lady collector has been asking for subscriptions for that society, which has no collectors and describes her as an impostor.

WILL MAKE FRANCE A FORCE IN THE WORLD

Her Foreign Policy Not Decadent, Says M. Cruppi—Wishing to Co-operate With All Nations.

PARIS, April 7.—M. Cruppi, in his maiden speech as minister of foreign affairs in the senate to-day, made cogent declarations in refutation of the pessimistic criticisms of Senator Adrien Gaudin de Villaine, who asserted that France's foreign policy was decadent.

"When I came to the foreign office," said the minister, "the situation of France from the point of view of foreign politics was not without difficulty, but it would be an exaggeration to speak of anxiety and disquietude. I propose to practice a positive policy of foresight and precision, inspired by the ideal of making France a force in the world."

France's alliance with Russia and her entente with England, continued M. Cruppi, far from being decadent, were daily in most active operation, and formed the basis of the foreign policy of the country. With Germany, he said, France would practice a policy of co-operation, wherever the interests were in common.

"When we have to defend our special interests," declared the minister, "we will do it with moderation and firmness."

He pointed out that the relations with Italy and Spain were most cordial, and that the coming visit of President Fallieres to Tunis, where he would be greeted by British and Italian fleets, would contribute greatly to the enhancement of France's prestige abroad.

The situation in Morrocco, where the Sultan's throne was again endangered by rebellious tribes, he admitted, was calculated to cause some uneasiness, but he added that in the event of the situation at Fez becoming threatening, all measures within the limits of the prescribed act of Algeciras would be taken to ensure the safety of Europeans.

CHILD KNOCKED DOWN

Struck by Hack, Max Cramer Has Concussion of Brain.

Max Cramer, 8 years, 7 1-2 Chestnut-street, was anxious to walk with the Highlanders' parade last night, so at 10.15 when they swung south down University-avenue from the armories he rushed into the roadway directly in front of one of Patrick Maher's hacks, driven by D. McMurray, 19 Balmoral-avenue.

He was picked up and carried into a nearby drug store, and removed from there to the Hospital for Sick Children, where he was found to be suffering from a concession of the brain.

PROPRIETOR EXONERATED.

GUELPH, April 7.—The coroner's jury, which has been enquiring into the fire in the store here of the Bowles Syndicate, at 1 o'clock this morning, brought in a verdict in which they stated that no evidence had been submitted which would tend to incriminate either the proprietor or any of the employes of the store. They were unable to determine the cause of the fire.

SAFELY RESCUED ALL OF LINER'S PASSENGERS

Work Was Dangerous, But Not a Life Was Lost—No Panic Among the 1720 Cabin and Steerage Passengers — Liner May Stick Fast for Two Weeks.

LONE HILL, LONG ISLAND, LIFE SAVING STATION, April 7.—In just five hours and ten minutes the 1,720 cabin and steerage passengers on the stranded North German Lloyd liner Prinzess Irene were transferred this afternoon to the deck of her sister ship The Prinz Friedrich Wilhelm, and one hour after nightfall they were safely on their way to New York.

Not a life was lost, not a case of panic was reported. The first passenger off was a woman, and the second a baby. The cabin passengers, masters of the situation and the language, generously gave precedence to the more timorous ones in the steerage.

As for the liner on the bar, nightfall showed her hard and fast in the grip of the sands, and Captain Goddard, of the Lone Hill Life Saving Station estimates that she will be prisoner at least a week, perhaps two. In the 36 hours since she struck she has been favored with comparatively light weather, but a stiff blow from the south-west might open her plates, crush in her bulkheads, and wrench apart her stout steel frame.

The Work of Rescue.

Ten small boats, two tugs and the relief ship took part in the rescue today, while a revenue cutter and a derelict destroyer stood by. All the 1,485 steerage passengers were let down by the forward companionway, thence clamored down a rope ladder into small boats. From these they were transferred to the tugs John J Timmons and John Nichols, which lay safe in the lee of the big liner.

With the steerage eliminated, and as the wind and sea went down, the tugs made fast alongside and took the cabin passengers directly aboard from a rear companion way. The first tug left at 12.45 p.m., and the last at 5.55 p.m., five hours and ten minutes.

When the work was all over Capt. Goddard, the veteran of the Lone Hill station, said he had never handled a more docile lot of passengers, for the most part Greeks and Italians. The life-savers had feared hysteria, and perhaps blind, savage panics on the narrow companionways, but they came aboard as tame as sheep behind a trusted bellwether. All of them were cheerful, many laughed and some joked. So lightly did they take their danger that many were loath to leave the ship, afraid that they might be parted from their valuables, and to soothe the concern of the most clamorous the tug Timmons made a special trip as a baggage boat.

Captain Sticks to Ship.

Altho clear of passengers Capt. Letten Von Peterssen is still standing by his ship with his crew of 380 men. He cannot understand how he happened to be standing ten miles off his course when he struck.

Altho a heavy ground swell was pounding into a nasty surge on the beach, the Lone Hill crew made a launching without shipping a drop, but Captain Rorke's boat was washed back broadside to the beach by a rearing comber that filled her to the gunwales. He had to haul her ashore, dump the water and put out again, this time with better success.

At 12.45 the first life boat put out with a full complement—ten women and their babies. At 1 o'clock the making tide had risen far enough to be of some service. The Timmons, seeing her chance, slipped under the stern of the Irene's great hulk towering above her and, was immediately in safe and comparatively smooth lee water. The Nichols followed, and one lifeboat succeeded another until there were ten of them clustered about the ship and tugs. At 1.50 the after-companionway for cabin passngers was lowered directly within reach of the roof of the Timmons, cabin and descending passengers stepped on board the tug direct. Twenty minutes later she had a full load and headed bravely out to sea for the Prinz Friedrich.

The Point O'Woods lifeboat was hauled overland across Fire Island and safely launched to join in the work of rescue. Thru that period the work went on with precision, and almost with automatic smoothness. It took about fifteen minutes to load a tug, fifteen minutes for her journey to the relief ship, and fifteen minutes to unload her.

THE BIG TIME FOR HATS.

Next week and then Easter. The time for new hats for every man. And the buying of a new hat should not be any trouble to you should you remember that if you buy one with the name of a big maker on the inside band you are making the best investment. The Dineen Company is sole Canadian agent for Henry Heath of London, England, and Dunlap of New York. Ask to see the new designs in Silks, Derbys and Alpines. Store open until ten o'clock Saturday nights.

BACK IN TORONTO.

Ex-Commissionar Coombs of the Salvation Army has returned from a trip to Bermuda, much benefited in health. He is cheerful and has a hand-grip that betokens vitality.

Vesta Victoria.

Any actor or actress who bears the English earmark is sure of a warm welcome in Toronto. Vesta Victoria and her company are assured of bumper houses this afternoon at the matinee, and last appearance to-night.