

EXPERTS REPORT ON GEORGIAN SHIP CANAL

Hon. Mr. Rogers Announces
That Royal Commission
Will Soon Be Appointed to
Consider Scheme's Feasibility—Cochrane Reports
on Progress of Transcontinental
Railway.

OTTAWA, May 28.—(Special).—The house of commons spent practically the entire day in committee of supply on estimates of public works and railway departments. An appropriation for improving the French River led to a demand for some statement of the government's policy with respect to the construction of the Georgian Bay Canal and the deepening of the canals on the St. Lawrence route. Mr. Rogers, upon the recommendation of Mr. Bennett (E. since), announced that a royal commission would soon be appointed to consider the subject, especially the feasibility of the Georgian Bay Canal.

Revises Old Charges.
Hon. Geo. P. Graham, when the estimates for the national transcontinental railway were under consideration, brought to the attention of the house the repeated charge that the standard of the railway between Moncton and Winnipeg had been degraded by order of the Borden government against the protests of the Grand Trunk Pacific Railway Company. Mr. Graham, however, had no new testimony in support of the charge. Some momentum grades have been introduced, but Mr. Cochrane quoted many eminent experts to show that this was good roadbuilding.

At this morning's sitting Hon. Chas. Maclellan suggested that the indemnities of members should be increased, and Mr. Rogers intimated that such an increase was bound to come in time, but beyond this did not commit the government.

Quizzed Cochrane on N.T.R.
When the transcontinental estimates were taken up this afternoon, Hon. Geo. P. Graham asked the minister of railways for information concerning the progress being made on the construction of the road. In compliance with this request, Mr. Cochrane gave the house the following information: On District A, which extends from Moncton, the eastern terminus of the road, to the boundary line between the Provinces of Quebec and New Brunswick, the line is completed, with the exception of the painting of a few bridges.

On District B, which extends from the Quebec-New Brunswick boundary line to a point 52 miles westward, 90 per cent. of the road is completed.

There is, however, a gap of about sixty miles between Districts B and C on which the track is not yet laid.

In Cochrane District C, which extends from a point 52 miles west of Cochrane to a point 100 miles west of Cochrane, about 90 per cent. of the road is now ready for operation.

On District E, which goes to within 125 miles east of Superior Junction, the track is completed, but there is still about 37 miles of ballasting to be done. There is also about 184 miles of telegraph lines to be completed. About 25 per cent. of the bridges on this district are completed.

From District E to Winnipeg, the line is finished, with the exception of minor work on bridges.

The sum of \$127,219,848 was spent on the construction of the road up until the 31st of December last. The minister said that the roughly speaking \$34,087,937 would be required to complete the line.

Mr. Cochrane informed the house that the road from Winnipeg to Cochrane would be completed by the end of this year, but that the portion between Cochrane and Quebec would not be ready for operation until some time next year. The entire road from Moncton to Prince Rupert will be opened for business by the autumn of 1914.

Readbare Charges.
Hon. George P. Graham then discussed considerable length the alleged degradation of the standard of the national transcontinental. He furnished the house, however, no information beyond what has already been gleaned and published in the press from returns brought down at this session. Mr. Graham said that there were no plans for building a railway. One was to build the line as cheaply as possible and then improve it as the revenue permitted, cutting out surveys, straightening the line, reducing grades and substituting steel for wooden bridges. The other was to have the road perfect when completed.

In estimating the cost of the government which section of the national transcontinental, it must be borne in mind that the late government planned to have a perfect road when completed. Most of the railways on this continent cost fully double the original cost of construction.

SUBSIDY OF SIXTEEN MILLIONS IS GRANTED

Continued From Page 1.

branches, have received land grants, subsidies, and guarantee of bonds from the dominion, Manitoba, Saskatchewan, Alberta, and British Columbia Governments.

In connection with that branch line Mr. Cochrane's resolution proposes a subsidy of \$6400 a mile on the 250 miles constituting the branch from Toronto to Ottawa, about \$1,600,000 in all. Parliament is this voting at this session subsidies of \$16,000,000 to the Canadian Northern. This line will be running from end to end by the fall.

Primarily for Main Line.
The things then to be kept clear in the proposed votes of today are that they are first for the main line four-teen millions, for the Toronto-Ottawa branch something over a million and a half.

Towards the transcontinental line the Canadian Pacific received from the Dominion Lands 25,000,000 acres; cash, \$25,000,000; finished road (estimated), \$35,000,000.

The commitments of the Dominion for cash, guaranteed bonds interest to be paid, etc., are over \$240,000,000.

Aid for T. and N. O.
The T. and N. O. Railway is subsidised to the extent of about \$2,135,000, or at the rate of \$4100 a mile on the following lines:

The Ontario Government is subsidizing at \$6400 a mile following lines of the T. and N. O. Railway: North Bay to Cochrane, 238 miles; Englehart to Charlton, 7.8 miles; Cobalt to Kerr Lake, 2.9 miles; Iroquois to Timmins, 32.2 miles; Earlton to Elk Lake, 28.5 miles; Iroquois Falls Station to Iroquois Falls, 7.25 miles; a total of about \$2,135,000.

Other subsidies at \$3200 per mile are to the Margate Coal and Railway Co., Orangeville to St. Rose, 46 miles; McIntyre and Caribou, 4 miles; Northern New Brunswick Railway, Drummond and Austin Brook, 16 miles; Quebec and Campbellton Railway, 25 miles; St. John and Quebec Railway, Andover to St. John, 200 miles; Lotbiniere and Megantic Railway, 80 miles; Megantic to international boundary, 35 miles; Little Nation Railway, Thurso to Montebello, 30 miles; Erie, London and Tillsonburg Railway, 35 miles; Erie and Windsor, 10 miles; Alberta Central Railway, 70 miles; Kettle Valley Railway, 335 miles; Calgary and Fernie Railway, 100 miles; for bridge over Burrard Inlet, \$350,000; C. P. R. from Icelandic River, 30 miles.

The subsidies are governed by the usual conditions.

Wants Experts.
Mr. W. H. Bennett (E. since) said that at the request of the prime minister he had submitted a memorandum to the department of public works concerning the construction of the Georgian Bay and Welland Canal schemes. Included in this memorandum was a strong protest from the Montreal Board of Trade against any improvement work on the Welland Canal until the Georgian Bay Canal scheme had been fully considered.

Mr. Bennett pointed out that the Panama Canal was not opened. Much of the grain grown in Alberta, he said, would be shipped via Vancouver and thru the Panama Canal.

An item appropriating \$500,000 for Toronto harbor improvements was then passed. Mr. Cochrane explained to the house that Toronto was embarking upon an elaborate scheme of harbor improvement, the total cost of which would be in the neighborhood of \$19,000,000.

The government had promised to extend some financial aid and this item was the first grant.

To Light Keating's Cut.
At a meeting of the Toronto Harbor Board held yesterday, it was decided to have lights placed on the crib work at the entrance of Keating's Cut, the scene of the motor launch accident on Saturday night.

Theft is Alleged.
George Crumble, 55 Duke street, was arrested by Detective Trotter yesterday on a charge of theft made by George Tomstead. He is accused of stealing a small sum of money from the complainant.

Car Struck Rig.
Herbert Brown of 6 Eden place, a driver for the Farmers' Dairy, was slightly injured on Queen street yesterday when his wagon was struck by an eastbound Dundas car. He was taken home.

Thrown From Wagon.
Harry Hill, 84 Lewis street, was thrown from his wagon when it was struck by a northbound Belt Line car at Spadina avenue and O'Leary street yesterday afternoon and sustained several cuts on his head. He was taken to Dr. McCormick's office nearby, and afterwards to his home.

Unconscious Long Time.
C. A. Swift, who lies in the Western Hospital with a fracture of the skull, received by a fall from a street car, revived consciousness yesterday. He was unconscious since Friday evening. It is not likely that he will recover.

C.P.R. Engine Ditched.
The C.P.R. freighter train which should have arrived in Toronto on Tuesday did not pull into the Union Station here until shortly before midnight last night. The ditching of the engine about two miles north of Orangeville was the cause. The passengers were brought in by the running of a special from Orangeville to Toronto.

Friedmann Cure Neutral.
It was learned from one of the four medics who form a commission to report on the effect of the Friedmann cure that the effect in many of the cases was neutral. The doctors seem unwilling to talk much, claiming the ethics of their profession prevent them publishing any definite opinion other than in their printed report, upon which they are now at work. This will be ready next month.

Fearful Burial Alive.
Virginia E. Barrett, a school teacher who died here March 28, leaving \$100,000, may have been given to reading sensational literature. A doctor, who feared the possibility of being buried alive.

A clause in her will reads as follows: My body to be laid ten days in a vault before burial, unless otherwise sure of death, the top of coffin to be uncovered. I wish to be buried in a very plain and inexpensive manner, my hair being arranged as usual, with my comb of bone. The said burial to take place in a Pro-

FIGHT FOR HYDRO WILL FINISH TOMORROW

Continued From Page 1.

the hydro supporter, who had been switched by Professor Herd's report. J. D. McKay wondered why the council were so slow in giving out information if their judgment was based on Professor Herd's report. The company in their agreement offer to leave the sale of power to the town within its own boundaries, and he had been informed that the company had not the right to sell in the town under the statutes.

Vote Down Bylaw.
The proper thing was to vote down the bylaw. It had been left for a few private citizens to invite Mr. Adam Beck. Mr. Beck wanted to hear from the council, but they took no action. Mr. McKay also stated that hydro supporters had intended holding a meeting in the hall tonight, but it had been suddenly engaged after his application was in. Mr. Hume, village clerk of Richmond Hill, voted a testimonial to the Metropolitan Power. Mayor Baldwin of Aurora followed suit. He made the astonishing statement that Aurora had been advised by the Hydro Commission to engage Prof. Herd to advise them.

Explained Hydro Offer.
Mr. Yeats of the provincial hydro-electric, explained the hydro offer, and the advantages which would result from a contract with the commission. Dr. Herd, he said, had only spent one hour in the office of the commission, and he evidently had not given the hydro proposition the attention it should have had. Mr. Yeats gave numerous instances of other municipalities that had taken similar agreements with the Metropolitan Power, and had gone from court to court, and the reduction clause had only been honored in Hamilton after hydro competition had entered the field. Reeve P. W. Pearson made a speech strongly favoring Metropolitan power for business reasons.

Favored Bylaw.
Mr. C. L. Wilson, manager of the York Radial, wished to make it clear that the company's only desire was to give the town a satisfactory power supply. E. J. Davis also favored the Metropolitan power and strongly urged citizens to support the bylaw. Among those on the platform were Mayor Kane, Reeve Pearson, ex-Metropolitan power and strongly urged citizens to support the bylaw. C. P. R. H. Eves, Charles McCauley, W. E. Lyons, Dr. Wesley, J. D. McKay, registrar for North York, and C. S. Lynd, also Mr. Leacock and Mr. Yeats, from hydro electric.

HELD FOR DEATH
OF LUTHER MCCARTY
CALGARY, May 27.—Tommy Burns and Arthur Polky were today held on charges of manslaughter in connection with the death of Luther McCarty here Saturday. The evidence produced at the preliminary hearing today was identical with that given at the inquest yesterday. Inspector B. N. W. M. P. who has presided at the preliminary hearing, granted both men bail in the sum of \$10,000 to appear for trial when called upon. Ed. W. Smith of Chicago, who referred the bout and Billy McCauley, manager of the bout, were bound over in the sum of \$500 each to appear as witnesses at the trial. All the bonds were forthcoming as soon as the court adjourned. Arrangements are not yet made for the trial of the two men, but it is probable that a special sitting of the court will be arranged.

GALT TWENTY DOWN.
BERLIN, Ont., May 28.—Four rinks of Galt Imperials played an exhibition game with the local trundlers here this afternoon, and on the whole were 20 down.

Galt.
Dean, sk..... 23
Loomis, sk..... 23
Hawks, sk..... 19
Lochead, sk..... 23
Campbell, sk..... 9
Cook, sk..... 21
McGill, sk..... 18
Wells, sk..... 19

Mrs. Helen D. Longstreet, who was denied reappointment as postmistress at Gainesville, Ga., has been offered a position in the office of Colonel Albert E. Boone of Clarksville, W. Va., at a salary of \$3600 a year. Mrs. Longstreet is the widow of the famous Confederate general of that name, and Boone is a former Union soldier.

Mrs. Anna Holliday Powless of Alma, Colo., who began her college course in the University of Colorado when 40 years of age, is to be graduated next month on the twenty-fifth anniversary of her marriage. In four and one-half years, besides attending to her household duties, Mrs. Powless has completed her work for the degree. A. E. made up 15 hours of high school credits, and has done 15 hours' work regular toward her M. A. degree.

RACES CLOSE TODAY.
The following races close at the secretary's office, Woodbine Park, today at 12 noon:
Strathcona Purse.
Belmont Purse.
Gateside Purse.
Cobourg Purse.
Tally-Ho Steeplechase.

THE DAILY WORLD
CUT OUT THIS COUPON
And Get
THE SELF ACTING
GAS AND RANGE LIGHTER
OR THE CIGAR AND GAS LIGHTER

Six consecutive Coupons and 39c entitles you to the Gas and Range Lighter.
Or the same Six Coupons and 49c entitles you to the Cigar and Gas Lighter.

Now Being Distributed By The Daily World.
P. S.—If by mail, please add 2 cents each for postage.

Thursday, May 29

HERE'S THE COUPON ---- CLIP IT NOW
THE WORLD'S POPULAR PENNANTS

This one Coupon is good for one Pennant, when presented with 22 cents at The World, 40 West Richmond Street, Toronto, or at the Hamilton Office, 15 East Main Street.

AUTO RIDES FOR DESERVING POOR

Playgrounds Association Will
Run Motor Bus in High
Park.

West Toronto has not a supervised playground, and the Toronto Playgrounds Association has appointed the legislation committee to investigate and report upon suitable grounds. It developed in the discussion that rentals of property adjoining supervised playgrounds have increased, so many people desiring to live where they can see the children at play.

W. A. Skeans suggested interesting owners of automobiles in giving the deserving poor rides thru High Park. Mrs. Huestis made a plea for providing a motor bus for that purpose, inasmuch as there is propaganda in the city schools now against children being given auto rides by strangers.

Mrs. Warren put thru a motion that a motor bus be engaged for Saturday afternoons for High Park. Mr. Skeans is to interest social service workers in making up outing parties in the bus during the summer months. Automobile owners will also be asked to share in the carrying of the outing parties.

An appeal was made by the Girl Guides for plants to place in boxes throughout the ward. The idea of the girls is to place small beauty spots in the congested district. Secretary Baileigh offered to provide the plants, and this was accepted. The Horticultural Society will also be asked to contribute plants.

President Atkinson was elected representative on the recreation branch of the parks department. He reported that the plowing of lots in the city for gardens for school children has turned out to be an uncertain undertaking.

The equipment of the abandoned C. N. R. playground is to be placed in Leslie Grove, at Jones and Queen streets.

J. J. Kelso had adopted a resolution favoring Stanley Park being converted into a high-grade supervised playground.

PRINTERS' ELECTIONS
With the votes from two-thirds of the chapels counted at 2 o'clock this morning, it looked as though the administrative party in the Toronto Typographical Union, No. 31, would elect the majority of its candidates for office in 1913. Duncan McDougall was leading Marvyn James in the presidential race by 38 votes. William Lucas was leading for vice-president, but his race with T. A. Stevenson will be close. Lucas is an anti-administrative man.

The polls closed at 7 p.m., but owing to the number of contested elections the counting of the ballots took much longer than usual. Over 800 votes were polled, constituting a record in the annals of the union.

The cause of the added interest this year was the introductory of a measure of party politics into the elections. The progressive or revolutionary section in the union formed an anti-administrative slate. In the case of one office the treasurer, J. H. How, has been elected by acclamation at each election for over twenty-five years. He will likely win his contest this year. The officers for next year will probably be: President, Duncan McDougall; vice-president, William Lucas; treasurer, E. J. How; secretary, Samuel Hadden; recording secretary, W. H. Steep. The election of James Simpson to the trades and labor council is practically assured.

An anxious group waited at the entrance to the polling booth at 77 Victoria street until midnight. Bulletins were given out at intervals and eagerly received.

It was decided to send for an international charter. It is probable that a representative from the international body will address the meeting next Wednesday.

Several addresses were delivered last night, Fred Bancroft and James Simpson being among the speakers. Charles Hall, Tom Stevenson and J. Watt also spoke. The meeting was conducted by the district labor committee.

RACES CLOSE TODAY.
The following races close at the secretary's office, Woodbine Park, today at 12 noon:
Strathcona Purse.
Belmont Purse.
Gateside Purse.
Cobourg Purse.
Tally-Ho Steeplechase.

THE BULGARIANS HAVE NOTHING
ON US IN THE COLOR LINE

—For You Can Decorate in a Blaze of Color that Summer Cottage, Boat or Motor Car.

They are all the rage—the handsome Pennants now being distributed by The World. For one coupon and 22c you can secure one of these highly decorative Pennants in assorted colors. The present issue is a 30x12 Pennant, with the arms of Canada and the word "Canada" on a background of various colors. There is no other type of decoration that will add more to the beauty or appearance of the living room, den, boat or motor car than one of these handsome Pennants. Clip the coupon from another page of this paper and present it at The World Office, 40 Richmond Street West, Toronto, or 15 Main Street East, Hamilton. If by mail please add 2c extra for postage.

tion that will add more to the beauty or appearance of the living room, den, boat or motor car than one of these handsome Pennants. Clip the coupon from another page of this paper and present it at The World Office, 40 Richmond Street West, Toronto, or 15 Main Street East, Hamilton. If by mail please add 2c extra for postage.

SULZER PUT VETO ON STATE POWER

Governor of New York Plays
Into Hands of Electrical
Interests.

ALBANY, N. Y., May 28.—Governor Sulzer today vetoed both the Murtaugh and Walters bills for the development of the water powers of the State of New York.

The latter was designed to allow private corporations under extraordinarily favorable conditions to erect their power stations, build reservoirs, and condemn property against all except the state itself.

The Murtaugh bill was designed to develop this power along the lines that have proven successful in Canada, the state erecting the power stations and transmission lines and selling to municipalities and other consumers.

The governor's veto of the latter bill has caused much surprise. It has been opposed by the electric interests throughout the state, who have quoted so-called Ferris-Walters report on the Ontario Hydro-Electric system, and their highly-paid lawyers and engineers, against it. But these arguments have been met by the Conservative Commission in a way that has been generally considered extremely effective.

Lieutenant-Governor Martin Glynn, in his paper here, tonight bitterly attacks the governor for his action on the Murtaugh bill.

CHOICE FALLS ON
PORT ARTHUR MAN
William Brennaugh Appointed
Factory Inspector For
Northern Ontario.

In pursuit of the policy of additional factory inspection outlined by Hon. Jas. Duff during the session, William Brennaugh of Port Arthur has been appointed additional factory inspector for the province. His duties will be chiefly in Northern Ontario, where he is especially familiar with labor conditions.

For a period of ten years Mr. Brennaugh was connected with the C.N.R. shops in work which qualifies him for the new responsibilities.

A staff of eleven factory inspectors will now be engaged for the whole province.

HART WON THE RACE
SPRINTED LIKE A DEER
John Horncastle and Sully Hart, two striking cabinetmakers, had a race to the detective office last night. Horncastle charged Hart with aggravated assault and had charged Horncastle with the same offence. But Hart was the faster sprinter. A warrant was sworn out against Horncastle, who was also a race.

In connection with the strike of the Samuel May Company, West Adelaide street, Alfonso J. Janicki, alias Joseph John, was arrested yesterday, charged with intimidation, on a warrant sworn out by Alex. Lemond, a workman.

Fifth Adjournment.
For the fifth time the case of John M. Welford, whose automobile injured Edgar Pike on Harbord street some time ago, was remanded a week. Bail was fixed at \$4000. Edgar Pike is now on the fair way to recovery.

THIS MAN PUT THE
KID IN KIDNAP
Georgia Man Has Spirited
Away an Entire Family.

MOTHER-IN-LAW ALSO
Modern Lochinvar Weighs
Two Hundred and Fifty
Pounds and Is Bald.

Here is a man who claims that his entire family, even his mother-in-law, has been kidnapped. The police department received a pamphlet yesterday from Chief of Police of Atlanta, Georgia, asking for the arrest of his wife, two children and mother-in-law of John A. Barwick of the Exposition Cotton Mills, Atlanta. It is claimed that a man named John D. Muttiford is the kidnaper and the party may be in Toronto.

Very detailed descriptions are given. Muttiford is described as 50 years old, bald-headed with long strands of hair, which he combs to hide the baldness; protruding gray eyes, clean shaven, stands very erect, large stomach and weighs 250 lbs.

The mother-in-law is 43, red-faced, red hair, large gray eyes, paints her face profusely and is very loud in her manners.

The wife and mother of the two children is 27, is five feet four inches tall, has chestnut hair, very fair complexion, paints and powders profusely and wears No. 4 shoes. Very stylish and great theatregore. When she laughs she shows the absence of two teeth on right side.

The little girl is nine and the boy five years old.

NEW C. P. R. STATION
OPENED AT MARKDALE
Hon. I. B. Lucas and Prominent
Officials Present at Ceremony.

A number of prominent officials of the Canadian Pacific Railway returned to the city yesterday afternoon after attending the official opening of the new C.P.R. passenger station at Markdale. The building which the new station replaces had been in use thirty-three years and during that time had been under Stationmaster John Caesars, who has gained a reputation by having the finest floral display on the station grounds to be seen anywhere on the entire C.P.R. system.

Addresses were made at the opening by Chas. Murphy of Montreal, Supt. of transportation; Geo. Ham, Montreal, advertising manager; T. Arundel, Toronto, general superintendent; A. L. Hertsberg, Toronto, divisional engineer; Hon. I. B. Lucas, M.L.A., provincial treasurer, and Reeve Annis, of Markdale.

NORMAN ANGELL COMING.
Will Give Two Addresses in Toronto on Monday.

Norman Angell, winner of the Nobel Peace Prize and a world-renowned apostle of peace, will be in Toronto on Monday for the purpose of giving two addresses. At noon he will address the Canadian Club and in the evening he will speak at Convocation Hall on "The Empire's Greatest Lesson."

It is probable that Mr. Angell will be the guest of honor of the Toronto Press Club at a meeting to be held on Tuesday evening, if his other engagements do not prevent him from remaining in Toronto for two days.