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MR. WHITNEY'S JUSTIFICATION.

The "cheap power" delegates who filled the legislative chamber and galleries yesterday went down to their hives justified. They heard Premier Whitney rehearse the articles of his water-power belief, as declared three years ago, and avow his unfeigned adhesion to the same.

It was a notable day in the history of the public rights movement in Canada. As Mr. James Simpson, the representative of the Trades and Labor Council, pertinently said—the result of the Ontario Government's handling of the power problem will be watched by every other province. Wherein it is successful, its example will be emulated; and the way cleared to emancipation from corporation restriction of enterprise.

No such meeting as that of yesterday ever took place within the walls of any parliamentary chamber. It was unique in the number and quality of its components. It was unique in the cause which it advocated. It will be unique in its effects.

For Premier Whitney it was a special triumph. Three years ago, as leader of an opposition which the government of the day laughed at, he stated his position upon the power problem in language which he was yesterday able to repeat and endorse as the chief executive officer of the crown, in the chief province of the Dominion. The thing which he enunciated as a principle, and which caused grave shakings of the head to some of his own friends, returned to him in the shape of a great body of organized, well-grounded, resolutely intentioned public opinion.

That the government must be the prime dispenser of the benefits of electricity is a principle of which Mr. Whitney has never lost sight since he enunciated it. The first fruits of the municipal power reports are in themselves a vindication of his reserve strength; his foresight and his judgment in delegating responsibility to a colleague, and then standing by him.

Mr. Whitney was pressed to translate immediately the municipalities' wishes into statutory enactment. He did not promise to deal with the matter on the floor of the house this session. He said that the first report of the hydro-electric commission would be ready within a few hours; that the second report, dealing with the water-powers of the eastern section of the province, would be ready next week, and that thereafter the cabinet will be free to formulate a definitive policy, to state it to the public and to embody it in a bill.

BIG PROPOSITION IS SAFE.

Mr. Whitney realizes the immensity of the departure involved in a possible raising of from \$150,000,000 to \$25,000,000, which may be necessary in order to give to the province as a whole enjoyment of its own water-powers. The largeness of the sum involved is not anything like as great a difficulty as it may appear. To men accustomed to handling large affairs, the big proposition is easier and safer than the small. Given the right kind of ability to administer it, a business turning over a millions dollars a year is less vexatious and more certain of profit than a pettifogging concern of a thousand dollars. The municipal power report, and the hydro-electric report, abundantly prove that the ability necessary to administer a colossal public undertaking has already been discovered, and has given earnest of the kind of results it is capable of achieving.

It is not to be supposed that the men who have produced these two reports are devoid of sound, clear proposals for giving effect to them. Once let the government formally satisfy itself that the foundation for government ownership has been well and truly laid in these two epoch-making documents, and they need not spend more than a day in drafting such a measure as will place the hydro-electric commission and its staff upon a permanent basis with authority to take the necessary steps for municipalizing Niagara electricity.

WILL THE DOMINION HELP?

Two factors in the cheap power situ-

ation must be borne in mind. The Dominion government is interested in everything that is being done by Ontario. Until the contrary is demonstrated it will be well to assume that the recent declarations of the minister of public works were made in good faith; and that the suggestion that the question of jurisdiction should be left open means that Ottawa is anxious to co-operate with Toronto in order to secure the advantages of the Falls for the province in which nature has placed them.

It is curious that the three men who are specially concerned with this provincial and international problem are Londoners. The Hon. Adam Beck represents London in the Ontario legislature. The Dominion minister of public works is a London man, and Mr. Gibbons, the best known representative of the Dominion government on the international commission, is also a Londoner. It may be that in this sort of geographical coincidence lies a large potential advantage to the public.

Something, surely, may be hoped from three fellow-townsmen being prominently engaged on closely allied tasks. The Dominion government, whatever its original intentions were, must by this time have become well aware that Ontario is unanimous for Ontario development of Ontario resources, and that from the purely opportunist point of view, everything must be done to assist the province to realize its wishes. The Dominion government may, after all, render every possible assistance to the province, even to the point of compelling the three power companies already entrenched beside the Falls to sell power to the municipalities at a little over cost. We shall see.

WHAT WILL THE COMPANIES DO?

The other factor to be kept in view is the position of the developing, transmitting and distributing companies. As Mr. Beck aptly said on Tuesday night, there are five interests in one and one in five—a formidable combination. The Electric Development Company, the Toronto and Niagara Transmission Company, the Toronto Light Company, the Toronto Electric Light Company, and a power distributing company in the State of New York, whose name is not at instant call, are dominated by the same capitalistic interests. They have for years been counting on making enormous profits by way of legitimate dividends, and by the illusive device of watered stock. They are not going to lose what they thought was a sure thing on the future without many strong kicks.

For ways that are smart in defeating the aspirations of public opinion, this quintet of interests unexcelled. They are an aggregation of destructive and evasive cleverness, such, perhaps, as has never before been seen in Canada. Their opposition to the policy which Mr. Whitney has manfully re-avowed will show itself in a dozen devious ways. It must be prepared for. It will be prepared for. And it will be defeated. This day is seen a united people backing a united government for an object which is not sectional either as regards location, or the classes to be served; but which is in every sense and in great degree, the vital need of a whole community.

HYDRO-ELECTRIC ENDORSES MUNICIPAL.

The first report of the hydro-electric power commission of the Province of Ontario is published this morning. It is an admirable complement of the municipal power commission's report, which was given to the public ten days ago, and supports every material argument presented to Premier Whitney by yesterday's deputations.

The commission was originally appointed last July to report upon the water-powers of the province generally. The report under notice deals only with the possibilities of what is called the Niagara Falls district, which, broadly, is that part of the Niagara Peninsula south of the latitude of Toronto.

The commissioners themselves briefly sum up the results of their enquiries under the headings of: (1) Demand for electric power; (2) Undeveloped locations; (3) Rates and prices; (4) Savings; (5) Capital cost of undertaking; (6) Power supplied and under control by the existing companies; and (7), appraisal of undertaking.

The commissioners have had the assistance of an able staff of seven engineers and a secretary. Their chief engineer is Mr. Cecil B. Smith, whose experience and reputation are unexcelled in this country. Mr. Smith's report deals most exhaustively with every phase of the subject, as the substance of it given elsewhere in to-day's World abundantly shows.

The report amounts to a complete endorsement of the wisdom of public ownership and exploitation of those waters belonging to the province, which are capable of producing electrical energy in large quantities.

The existing system of private development is temperately, but most effectively, criticized in these words:

Experience shows that, where the distribution is controlled by private corporations, the distribution area remains restricted. From the information obtained by your commissioners they are able to say that the trend of affairs with private corporations in other localities has been, not to compete for business, and thus keep down the prices to consumers, but to amalgamate, and otherwise destroy competition, and then to fix the prices according to the slight saving which they may be able to induce particular customers to make. The natural result of this has been to force indi-

vidual consumers, where the circumstances justified it, to install generating plants of their own, or to adhere to existing methods, rather than to place themselves at the mercy of large combinations formed for the purpose of preventing competition and keeping up the price of electrical power; and the same result, of course, occurs where there has never been a competing company. Specific illustrations of this are found in the cities of Montreal, Buffalo and Hamilton.

On the other hand, in the City of Ottawa, where the municipality secured a distributing plant in acquisition of an attempt to throttle competition by a combination of companies, lower prices prevail, which are based on the cost of production.

The commissioners are not content with stating in general terms the disadvantage to the public of corporations' control of electrical resources. Mr. Smith has estimated the saving which would be effected in Toronto by a public-owned system of distribution. On the city pumping alone there would be a net saving of \$53,000. The Street Railway Company would save \$27,000, the Electric Light Company, \$14,800, and on a modest estimate a saving to other power users of \$100,000, or a total of \$55,000.

The commissioners expect to report on the water power of the Trent Valley section of the province next week. Already the soundness of the case for government ownership has been amply demonstrated. Each succeeding report will make the position of the private monopolists less enviable.

NO RURAL DELIVERY.

The postmaster-general has presented to parliament the report on the rural mail delivery made as the result of investigation in the United States by Secretary William Smith of the post-office department, and Chief Postoffice Superintendent Ross, who went to Washington, and were given every information by the United States officials.

They learned that the 36,000 rural free delivery routes in operation in the United States last spring cost many millions of dollars more than they produced. The service is popular with officials, albeit, in some respects, the farmer is better off than the small townsman. Whereas the agriculturist finds his mail in the box at the roadside, the dweller in towns of less than 10,000 inhabitants has to go to the post-office for his mail, or pay a special price to have it brought to him.

Mr. Smith and Mr. Ross conclude that if rural delivery were established in Canada it would involve a deficit of several million dollars, the principal burden of which would fall upon the farmers themselves. The correspondence of the farmer tends to increase all the time, and is to some extent a relief to the monotony and loneliness which are apt to take the romance and pleasure out of existence close to nature. Everything which tends to multiply the exchange of letters and printed words between himself and those who are sundered from him is desirable, even though it be not expedient.

The conditions of rural free delivery in the United States are that there should be about 100 families on a route of from 25 to 30 miles. It would be interesting to obtain some statistics of typical routes, showing approximately the number of mail packages received under the old system, and the number received since the improved facilities began.

Electrical transportation conveniences will, as time goes on, further facilitate the dissemination of letters and printed matter. But the Canadian farmer must wait quite a while before his letters are deposited at his gate.

THE NEW TRANSCONTINENTAL.

It is being said that there is an all-prevailing "if" at the back of President Hill's announcement to the Winnipeg board of trade that he is going to build a transcontinental line in Canada.

The suggestion is that his statement is only a threat to the C. P. R. by way of inducing them to refrain from extending largely their Soo system which, it is asserted, will presently be found to have its own direct communications with St. Louis, away down in Missouri.

It is not easy to believe that this view of Jim Hill is correct. Hitherto he has not been in the habit of promising without performing. The transcontinental scheme is in keeping with his record and his ambitions. The governing consideration, to a great railroad builder is the amount of traffic which he believes he can develop. If the C. P. R. are constructing lines in Minnesota and neighboring states, that will seriously harm the profit-making capacity of the Great Northern, the Great Northern's American interests will not be served by building a costly and unprofitable line somewhere else in Canada.

President Hill has faith in Canadian development and wants to share in it. He probably would prefer more to less of a monopolistic position in the Soo country, but he is not made of such picaresque material as to commit himself to building thousands of miles of railway in Western Canada for the purpose of splitting the C. P. R.

THE YOUTH OF STEAMSHIPS.

How near we are to the days of Abraham was illustrated the other day at the launch of the "Hendrick Hudson," which is to ply between New York and Albany on the river named after the discoverer of Hudson's Bay.

The steamer is the largest ever designed for river traffic. She is 400 feet long, and 32 feet beam, and she

will only draw 7½ feet of water, she will have on her four decks accommodation for 6000 passengers.

Here are people now living, who, as far as speed in travel is concerned in their own experience, bridge the distance between the twentieth century and the days of the patriarchs.

From the time of Abraham, until quite recently, as history goes, no man could travel faster than a swift horse or a camel could carry him; and the only means of traveling on water was by sail and oar.

At the launch of the "Hendrick Hudson," there was present Charles H. Haswell, the dean of American marine engineers, who is in his 88th year, and remembers seeing the "Clarendon," the first steamboat ever constructed, which was built by Robert Fulton, and launched on the Hudson in 1807.

We are fast losing direct touch with those primitive days. The old folks among us who remember the novelty of the steam locomotive are rich storehouses of experience, from which we should draw supplies while we may.

A HARD WORKED OFFICER.

It begins to look as if Mr. Curry, crown attorney, is being overworked these days, and that the attorney-general ought to give him more assistance, and perhaps a little better salary. This officer has done a great deal since the new administration came into power to enforce the law to expose combines and to uphold public rights.

SEEN FROM BRITISH COLUMBIA.

Cranbrook Herald: The little work done along the line of investigating the life insurance companies of Canada has shown up some truths that are not generally known. All the credit for moving the government in this matter is due Editor Maclean of The Toronto World. He was called a crank at first, and a villain and a blackmailer. But he kept on in his paper day after day, and month after month, until the people were at last aroused and the investigation was demanded. The people are easy to fool and mislead, and what is more they will stand it year after year unless stirred up by some independent, independent, like Maclean. Some soft soap, some reassuring articles in newspapers carrying paid advertisements for the insurance companies, and the gullible public is lured into peaceful slumber and makes no objections to existing conditions. Publicity is the best protection that can be given to the public, and it was publicity that opened the eyes of the world to the rottenness of the life insurance in Canada, the same as it did a short time ago in the United States. The people of this country owe The Toronto World a heavy debt of gratitude.

LET THEM HOWL.

Weekly Sun: The speeches of Hon. Adam Beck on the electric power problem, and the report of the commission recommending that a number of municipalities join in the installation of an electric power plant, has called forth a howl of protest from private corporations enjoying electrical franchises. What else was to be expected? Some of the men in these electric corporations have been transformed, largely by means of favoring legislation, from \$15 and \$20 per week employees to millionaires in embryo. They had hoped to use the electrical franchises they held as a means of becoming millionaires several times over. Beck's speeches and the commission reports have blocked that game. Hence the howl.

WHITNEY SETS NEW STANDARD.

Weekly Sun: Premier Whitney last week announced that a mineral-bearing district adjoining Cobalt, which is believed to equal the latter in the richness of the ore carried, is to be developed by the government as a provincial enterprise. The Sun speaks with moderation when it says that this is the most important announcement ever made in the legislature. It is as gratifying and unexpected as it is important. The most that can be said of the legislation, however, is that it is a step in the right direction for what the government hoped for was that the government would, in disposing of the property to private capitalists, make provision for the payment to the province of a percentage of a fair percentage of the value of the output obtained. It was feared that the government would, following precedent, make no provision for the payment to the province of a percentage of the value of the output obtained.

The indirect consequences of the act will, perhaps, be more important than the direct results. Mr. Whitney has by what he has done in regard to this mineral property, set up a new standard in public life, by which not only his own public conduct but that of other public men as well will be judged in future. By his action in regard to the Gillespie limit Mr. Whitney has in effect declared that so far as he is concerned the one question to be considered in deciding upon all matters of policy is, what does the public interest call for? He will be compelled to assume that same attitude when he comes to deal with the question of railway taxation, the electric power problem, administration of our forest wealth, and all other like matters of vital public importance. He has also fixed in the public mind of Ontario a new standard by which the men at the helm of the government will be judged as well.

WHAT BECOMES OF IMMIGRANTS?

Editor World: In view of the amazing number of immigrants pouring into this country, the public will doubtless be interested to get an idea of what becomes of them.

The following are absolutely authentic stories of individuals who arrived within the past twelve months or so, and the principals being personally known to me:

Three young Scotchmen, brothers, came out at different periods. One rounded it in the west for some time, and after passing thru many vicissitudes, ultimately migrated to Toronto, where he is at present engaged in a factory. He could tell some tales.

The second, a watchmaker, on arrival

toured a number of jewellers' establishments, eventually obtaining a position at \$7 per week. He is now located at St. Catharines, where his salary is \$12 per week.

The third, a coach-painter, was lured out, under promise of work, only to find the promise a bogus one. He, however, was not long in securing a situation. All despondent.

A young Glasgow widow, with a couple of little girls, the eldest about 12 years, arrived in Montreal last May without a single friend in the country. After staying there a few months she came on to Toronto, where she is at present maintaining herself and little ones by needlework. An example of Scottish pluck.

A young man who held a good official position in an English corporation, his health having broken down, landed in Montreal and tramped the streets for months, unable to obtain employment. He heard of a work offering at a canning factory in a little village and proceeded thither. When the factory closed down he turned his toes toward Toronto, where he secured a billet as bookkeeper.

A couple of English carpenters were promised work on arrival in Toronto at \$15 per week. They found, however, that it was all a fairy tale, the expectant employees having been lured on a "wild goose chase." They spent almost their last cent on the long railway journey from Halifax. There was nothing for it but to farm. En route, however, they made a few enquiries at Kingston and secured temporary work at ice-cutting. They have since obtained employment at their own trade, wages \$9 per week. "Oh what a fall there was there, my countrymen!"

A young clerk came out to friends in Toronto. On their advice he inserted an advertisement in The Telegram, resulting in an appointment as correspondent.

Another young Englishman put in 12 months on a fruit farm near Athens, and is now located in Toronto as an invoice clerk.

A number of Englishmen brought out to a certain canning factory spent their money as fast as it was earned, returning to England in cattle boats, after the season ended. The punishment of luxury.

OSGOODE HALL.

Judgments handed out yesterday, April 11: Master's Chambers—Lee v. Taylor—Cartwright, master.

Master's chambers—Cartwright, master, at 11 a.m.

Weekly court—List of cases set down for argument at 11 a.m.—Nixon v. Campbell, re Bell and Grierson, Leonard v. McKerr, Canada Permanent v. Briggs, Robinson v. Aetna Life.

Divisional court—Peremptory list for hearing at 11 a.m.—Rex v. Riches, Guinac v. Toronto, re Anderson, Everitt v. Shulman, Rex v. Merrick, Histead v. Brown.

TRAIN SERVICE.

Editor World: Your article of this morning about train service and the necessity of improvement reminds me that in England sixty years ago, and no doubt now, there was every railway train, stopping at every station, and carrying people at a penny a mile. The act of parliament, which gave the train its name, compelled the companies to run such a train each way once a day, and to stop at every station. The best play ground for corporations in the whole civilized world.

INCONSISTENCY.

Those three cast-iron anti-strapholders, Mayor Cawthra, Ald. Graham and Ald. Church, came down from Queen's Park yesterday afternoon and deliberately boarded a car which was overcrowded, while the next car had aboard three ladies, a man, the crew, and a dog on the rear platform. The company claims that it is the people's fault that cars are crowded. If the city fathers had waited for a few seconds they could have caught the comfortable car and played with the dog.

In Hotel Corridors.

There's a world of truth in the saying that one-half of the world doesn't know how the other half lives, and this is well evidenced in a little conversation which took place in the corridor of the Hotel Remont the other afternoon. Two men were talking over the mildness of the winter which has just had what proved to be its final fling. One was a Baltimorean, who, in the course of his conversation, mentioned that altho it had been generally mild, we had a little bitter weather when even in February the mercury went down to eight degrees above zero.

"We, too, have had a mild winter in Montreal," said Leeds Skiffle, who, in the course of the conversation, mentioned that altho it had been generally mild, we had a little bitter weather when even in February the mercury went down to eight degrees above zero.

"In fact, I don't remember such a mild winter since I have lived in that part of the country. The mercury didn't get down to 24 degrees below zero at winter; the ice across the St. Lawrence was but three feet thick in the coldest weather; the snow was only five or six feet deep while it lasted, and indications generally were such as to point to an early spring on account of the mildness of the winter."

The mild refrain of "Fairy tales, fairy tales, we hear them every day," floated out from the orchestra in the dining-room, and the Baltimorean himself looked incredulous.

"You look as if you were having hard work to get away with that story," said the Canadian, as the other filled the air with cigar smoke in order to hide his smile.

"Er—what do you consider a cold winter up in those parts?"

"Well, in Sherbrooke, just outside of Montreal, I have often seen it 42 below. It is no unusual thing for them to lay railroad tracks and run trains across the ice of the St. Lawrence, and I've seen the ground disappear beneath the snow early in November and not appear again until the middle of April. Then, in the Canadian Klondike the mercury has been as low as 70 below, when the mounted police were afraid to let their horses out of doors for fear they would freeze to death."

FAMOUS LANDMARK GONE.

"Stand Alone," the famous natural tower on the beach between Cockburn and Dunbar, Scotland, which was visible for a distance of twenty-five miles at sea, fell with a terrific crash yesterday morning, bringing with it about 1000 tons of red rock.

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HISTORIC CRYPT TO BECOME BEERVAULT
 Old Church is Associated With Original Character of Dickens' Little Dorrit.

The crypt of the interesting old church of St. George the Martyr, in Southwark, London, England, is to be rented, and according to a real estate agent who has the matter in hand, will probably become a storage place for beer and wine.

This announcement arouses interest among the lovers of Dickens (says The New York Herald) from the fact that the original of the character of Little Dorrit, with whom the church is associated, is still alive and has, according to The Tribune, resided for more than half a century at South Gate, Mary Ann Hilton, now Mrs. Cooper, was born at Hutton Garden, and is today a white-haired little woman, more than 90 years old. She is in full possession of her faculties, and in wonderful health and vigor. She loves nothing better than to talk about her girlhood.

When young the novelist used to bring his manuscripts to be criticized by her and her brother before taking them to the publishers.

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facilities, and in wonderful health and vigor. She loves nothing better than to talk about her girlhood.

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"Maternal Chastisement." The Finchley district council has approved of the proposal of its education committee that headmistresses in infants' schools shall be allowed to inflict "slight maternal chastisement" on the children.