

RESIDENCE FOR SALE—EUREKA DISTRICT

PROBS: Fair, with slightly lower temperature.

The World Wins Again.

Did you see how the three evening papers took a tumble last night and all declared for bylaws going to THE REAL PEOPLE and ALL THE PEOPLE—not the property owners? It was a great win in a big fight.

MCGARRY SAYS GEORGIAN CANAL STORY IS FALSE

Statement That He Was Helping Mr. Graham in South Renfrew Branded as a Lie—Took No Part in Any Agreement of That Sort, and Made No Announcement.

Making an absolute denial of the statement that he was "quietly helping George P. Graham in South Renfrew," W. McGarry, M.L.A. for that constituency, told the members of the North Toronto Conservative Club, in Cumberland Hall, last night, that he resented the imputation cast upon him by the Star yesterday.

"The statement in 'The Star' that I was helping Mr. Graham was a lie," declared Mr. McGarry. "I took no part in any agreement of that sort and I did not make any statement to the effect that I had. I would sooner be defeated than go in by acclamation. I would rather have a fight for office. This statement was likely put into my mouth because the men supposed to be making an agreement furnished the necessary 'that a man must have in order to put up an election fight. I have always been a Conservative and there isn't a man who fights harder in the interests of the Conservative party in Canada than I do."

J. C. Milligan, member for Stormont, said: "It was a pernicious report against my friend McGarry. It makes me mad to see a canard that tends to belittle a man."

What the City Council Did Yesterday.

- Decided to send representatives to a deputation to Sir James Whitney to ask for tax reform. Referred to the legislation committee Controller Hocken's motion that all householders be allowed to vote on money bylaws. Gave the bylaw to prohibit sliding on civic slides on Sundays its third reading. Decided to appropriate 27 feet of land at the corner of King-st. and Jameson-ave. Decided to ask Judge Winchester to investigate complaints regarding wages paid to workmen on the filtration plant. Passed a bylaw stipulating that all buildings on Tyndall-ave. must be 40 feet from the street line. Recommended the construction of a new \$44,000 sewer on Sorauer-ave. Refused several applications for laundry licenses. Asked for a report on the proposed extension of Victoria-st. to Bloor. Decided to submit a bylaw next January to grant \$250,000 to the Hospital for Sick Children. Struck out a motion to apply for legislation to take over the Toronto Railway Co. Refused to recommend the election of one controller from each ward. Referred back an application from Upper Canada Bible Society for exemption from taxation. Adopted a resolution favoring the deepening of the Welland Canal. Decided to apply for legislation to have the board of education collect their own taxes, and be responsible for their own finances. Decided to erect a monument to Burrell Hecock of Cleveland for his heroic services in attempting to save the lives of Mr. and Mrs. Eldridge Stanton at Niagara Falls. Talked nearly seven hours.

WILLIAM H. LOVE PASSED AWAY SUDDENLY

Well-Known Toronto Traveler Left for Chatsworth Yesterday Morning in Perfect Health and Died at Six o'Clock, Following a Stroke of Paralysis.

William H. Love, a traveler for Geo. J. Foy, wholesale liquor dealer, left his home, 372 West King-street, at 8 o'clock yesterday morning for Chatsworth, and he died there, following a paralytic stroke, about 6 o'clock last night. Word that he was ill was received during the afternoon and Mrs. Love boarded the 5 o'clock train for the north, but her husband died before she reached her destination. Mr. Love left Toronto a few hours before, apparently in good health. He was 65 years of age and had been a traveler for 30 years. Formerly he owned an hotel in Newtonville, Ont. He was a member of the A. F. and A. M., and the Commercial Travelers' Association. He is survived by his wife, two sons, Fred of Toronto, and William H. of Chicago, and four daughters, Mrs. Deitor and Mrs. Alsthorpe, Toronto and Mrs. Gamble, Clancy, Montana, and Mrs. Burdick, Jersey City. The body will be brought to Toronto to-day. Funeral arrangements have not yet been made.

Action Votes for Hydro.

ACTION, Feb. 19.—(Special).—The representatives of Action voted to-day on two bylaws submitted to them, the one bylaw to authorize the council to sign a contract with the hydro power commission for Niagara power, and the other bylaw to issue debentures for \$500,000 to equip the municipal hydro power. Great interest was taken in the vote by the citizens generally, and both bylaws were carried by large majorities. Only three votes were polled against the bylaws. Action is now ready for hydro power, and the citizens hope that the commission will start work shortly on the line from Guelph to Action.

PROVINCES TO DIVIDE PORTS

Understanding is That Ontario Will Secure Port Nelson—No Apparent Friction.

OTTAWA, Feb. 19.—(Special).—While the bill which will be founded on the resolution of Premier Borden seems to be the same as the Laurier bill of 1908, it seems to be the general opinion that, in view of certain concessions to be granted to Manitoba, Ontario will get Port Nelson and Manitoba will secure Port Churchill. There is no reason to believe that the question has not been settled to the satisfaction of both Manitoba and Ontario. The bill will be found to contain no substantial sacrifice of territory by either province. The school question will be left to the government of Manitoba. The general opinion is that the question will not be disposed of this session. Next Monday the resolution will be proposed by Premier Borden.

The Boundaries.

The boundaries as described by the 1908 resolutions are as follows: The northern boundary to be the sixtieth parallel of latitude; the western boundary to be the present eastern boundary of the Province of Saskatchewan to the said sixtieth parallel; the eastern boundary as far north as the northeast corner of the province, thence on a straight line to the most eastern point of Island Lake, and thence on a straight line to the point of Island Lake, and thence on a straight line to the point where the 99th meridian of west longitude intersects the shore line of Hudson Bay about 33 miles southeast of Port Nelson.

Dunlap Hats.

To-day the Dineen Company are putting on sale the spring blocks in men's hats by Henry Dunlap of New York. Dunlap is said to be an exclusive maker of men's hats, and Dineen is a Canadian agent. The Dunlap comes in several blocks in Elk, Derby or Alpine designs. Stiff felt derby or soft felt hats \$5, silk hats \$10. One price the world over.

A RIP VAN WINKLE FATE



What Will Happen to Toronto if He Allows the Little Fellows to Dope Him?

STATEMENT OF PROVINCIAL ASSETS AND LIABILITIES SHOWS SURPLUS AMOUNTING TO MORE THAN \$2,000,000

Public Accounts Presented to Legislature Yesterday Show an Apparent Deficit of \$249,100, But Books Were Kept Open for Payments and Closed for Receipts, Which Accounts for the Difference.

Public accounts for the year ending Oct. 31, 1911, were presented to the legislature last yesterday afternoon by the Hon. W. J. Hanna, provincial secretary. They show that the total revenue for the fiscal year amounted to \$9,370,833.90, and the total expenditure, \$9,619,934.03. This leaves an apparent deficit of \$249,100.13. The difference, according to the Hon. A. J. Matheson, provincial treasurer, is caused by the fact that the hydro-electric did not pay interest on \$4,000,000 invested, which would amount to \$173,000, and the T. & N. O. is credited in the statement with earnings of \$815,000, while the actual receipts were \$893,000, a difference here of \$78,000.

Another fact which accounts for considerable was that books were kept open for payments out to Nov. 18, but the receipts were cut off on Nov. 1. In the first week after the receipts were cut off enough money came in to pay all the difference. This amount will be credited this year.

The revenue was \$2,400,000 larger than was estimated at the beginning of the year, which was \$8,218,000. The increase in the receipts is accounted for by larger succession dues and taxes, which include the five per cent. tax on bar receipts.

The statements of assets and debts shows a surplus of \$2,000,000. The total assets of the province are \$28,938,069.30, while the total liabilities are \$27,155,222.88.

This year the hydro-electric will be paying interest, and probably pay its sinking fund. Already a cheque for \$42,000 has been received from the hydro, for the past three months. It is shown in the accounts that the cash in hand is reduced from \$3,032,000 to \$1,503,000. This is due to the expenditures on the new government house, parliament buildings, provincial prison, provincial museum, Osgoode Hall, reformatory for females, good roads, normal schools, Ontario Veterinary College and other institutions.

The cost of the new provincial prison will be paid for this year by the sale of the present Central Prison site. The tabulated accounts of receipts show that the balance on hand at the beginning of the last fiscal year was \$3,032,000. The amount at current account, exclusive of the special deposit, was \$145,588. From the Dominion Government, by way of subsidy on population, \$100,000 was received.

MORE PROTECTION FOR WORKMEN PROVIDED BY PREMIER WHITNEY

Bills Introduced By Sir James Give Railway Board Power to Regulate Hours of All Street Railway Employees Regardless of Any Agreements, and Stipulate That Miners Shall Work Only Eight Hours Under Ground.

Sir James Whitney introduced two bills in the legislature yesterday which will be of great benefit to street railway employees and miners. One bill will amend the Ontario Railway and Municipal Board Act, and will cover the grievances of motormen and conductors on street cars who, in order to put in a ten-hour day, have been compelled to string out their working time over a period of fifteen or sixteen hours. Sir James' amendment gives the railway board the authority to regulate the working hours regardless of any agreement at present existing between a municipality and a street railway company. All employees are considered in the amendment. When the bill is being discussed penalties will be inserted for contravention of the act on the part of any directors, superintendent, manager or officers of the company. Another bill will amend the Mines Act by stipulating that no miner shall be employed underground in any mine for more than eight hours in any 24 hours, including the time in descending into and ascending from the mine. For every contravention of this act a penalty of \$50 is imposed. E. E. Fraser, Welland, introduced a bill to provide that elevator operators shall have proper qualifications, and shall be compelled to produce certificates of efficiency.

FAST OCEAN LINERS FOR CANADA GOVERNMENT TO GIVE SUBSIDY

OTTAWA, Feb. 19.—(Special).—The establishment of a fast line of transatlantic steamers is the object of negotiations now in progress between the Canadian Government and several strong transportation companies in England and Canada. The representative of the English capitalists interested in the scheme have been in Ottawa during the past few days, conferring with the government. It is understood that all the large Canadian transportation interests, the Canadian Pacific Railway, the Grand Trunk Pacific, the C. N. R. and the Allans are interested. The scheme when it is completed, will mean that the Atlantic journey between Halifax and England will be reduced to four and a half days, and six ships will be in operation. The government will assist the company by means of an annual subsidy. Ready for War. One of the striking features about the new steamers will be their adaptability to be converted into ships of war at short notice, and it is understood that the capital behind the scheme is in the neighborhood of \$20,000,000. Sir Thomas Shaughnessy was in Ottawa to-day in connection with the scheme on behalf of the C. P. R. The Canadian railways are particularly interested in the scheme because it is hoped that much of the ocean carrying trade will be diverted to Canadian trade routes, principally of the western states.

NEWSPAPER MAN DROPS DEAD.

BOSTON, Feb. 19.—(Can. Press).—James L. Rand, New England correspondent of the Associated Press, dropped dead at his home in Wollaston to-night. Mr. Rand attended to his work to-day, apparently in his usual health. Soon after reaching home to-night he was seized with an acute pain around his heart, and in a few moments he was dead. He was 45 years of age.

King's Physician Coming.

NEW YORK, Feb. 19.—Sir Bertrand Dawson of London, physician to King George, will sail for America within a fortnight to spend several months in surgical studies on this side.

YONGE STREET STORE FOR RENT \$100 per month; corner store, 17 x 20, south of Carlton, excellent show window, also good basement; possession can be had from March first. H. H. WILLIAMS & CO., 28 King Street East.

MIDDLE OF N.T.R. IS APPALLING SAYS WHITE

Built the Chimney Before the House, and West Must Wait Long for Relief—Interest on Huge Indebtedness Obstacle to Freight Rate Cuts.

OTTAWA, Feb. 19.—(Special).—It doesn't pay to monkey with a buzz-saw. This is what opposition orators found this evening when they stirred up Hon. W. T. White by their renewed flight in committee of the whole, against Hon. Frank Cochrane's bill to reduce the number of the National Transcontinental Railway commissioners.

"We have fallen heirs to this (damnable heriditas)" said the finance minister. "We'll finish it, and finish it well. You've got the wrong end of the line constructed first. It is like a man beginning to build a house by building the chimney."

He held the late government largely responsible for the grain congestion. It mattered not how many lines they had from Winnipeg to Port Arthur, so long as there was only one line east from Port Arthur. The N. T. R. was a year late in getting to Lake Superior and three years late in getting to Cochrane. What freight rate reduction would be possible, he asked, when the company had to earn \$20,000 a day before they could pay the \$6,000,000 a year interest on the \$238,000,000 of the contemplated road work cost? The country was shocked by the appalling figures that had been disclosed. The opposition arguments were mainly along the line that the road was a necessity, and a splendidly built road, therefore it didn't matter what it cost. The bill was reported at 12:45 a.m. Kite's Naive Defense. Geo. W. Kite (Richmond, N.S.) defended the commissioners and the policy of the late government in regard to the railway. True, it had cost more than the original estimate, but so had all great public works. Between Mr. Fielding's original estimate for the N. T. R., which Mr. Kite stated was \$51,000,000, and the figures given the other day by Hon. Frank Cochrane, was only \$30,000,000. The minister of railways had stated that two-thirds of the road had already been completed, and the third remaining was to cost \$1,000,000 more in proportion than the two-thirds already built. Cochrane's Correction. Hon. Frank Cochrane: "Rights for terminals and right of way were not included in the two-thirds." Mr. Kite insisted that rights for terminals were included. Hon. Frank Cochrane: "You can't prove that." Mr. Kite claimed that the late government had done well in securing a second transcontinental railway for Canada, at an expenditure of \$60,000,000, in comparison with the \$240,000,000 which the C.P.R. had cost the country.

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CHEER UP!



John: That awful cold spell makes me think it was a judgment on us, and I'd go to say that THE PEOPLE mean THE FELLOWS WHO PAY THE TAXES! Jay: But your blunder, John, is so to be compared to my political mistakes. It grieves me now when I think of what I did for the minister, for Sir Willard, for Sir George and for Aleck McKay! The Globe is loath to let me be too John. John: I'm off for Florida by the next train. If Hiram Abiff saw me now I'd faint.

MCPSON'S... Stinging Reading... For the man, too... Water Coats... Suit Question... Hats for 1912... Old Chairs... ment Items