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DEWART ARRAIGNS SUPREME RULERS

Southwest Toronto Reformers Hear Plain Speaking on Vital Matters.

O. T. A. PATRONAGE

Nickel Scandal and Wanton Expenditures Come Beneath the Lash.

Harley Dewart, K.C., M.L.A., arraigned the present Queen's Park government as supreme rulers who have not enough sense to see the great possibilities of Ontario. In an address before the Southwest Toronto Reform Association, which had just been organized at a meeting in the I. O. O. F. Hall on Bathurst street, last evening.

Mr. Dewart did not dwell on any special phase of the government's work, but mentioned among others the nickel situation, temperance, patronage and an excess supply of commissions.

J. Lindsay occupied the chair. Major Lang, M. L. A., representing Cochrane, and Major Tolmie the member from Windsor, both overseas men, spoke briefly, making reference to the fighting qualities of Mr. Dewart.

"When the Conservative party at Queen's Park," said Mr. Dewart, "was not busy with patronage during the period of the war, it was extolling its own patriotic virtues. A truce had been made two and a half years ago by the two parties, which had not been beneficial to the Liberal party, as was always the case when there was political juggling. The Liberal party has been strong in the past, not only because it was courageous, but because it stood for principle."

"We have found," said the speaker, "that the government at Queen's Park has developed principles of autocracy, not democracy."

"An attack was made upon the appointment of numerous commissions which had been created, denouncing them as little appendages."

"So blind was the Queen's Park government that tens of thousands of dollars of money was going to the United States, and England, because there were no refineries or smelters to take care of the mineral wealth of northern Ontario. We hear very little of the Port Colborne refinery because it is not an efficient plant. The United States received \$3,500,000 in taxes on nickel which rightfully belonged to Canada. It is the duty of the wealth created in Canada to supply part of the country's revenue."

Mr. Dewart then opened an attack "on the sorely mismanaged business of agriculture" by the premier. He proceeded to speak of the election of Mr. Henry, minister of agriculture, and Dr. Cody, minister of education, both elections requiring large expenditures. "One of these members of the cabinet has not opened his mouth yet and the other only to put his foot in it." At the next election Mr. Dewart prophesied that Liberalism and labor and agriculture would be lined up together.

Major Lang, representative of Cochrane, said that when the investigation of the O.T.A. was completed, would be found that Mr. Dewart's charges were justified.

Major Tolmie spoke of the greatest

of U. S. Editors

our Prairie Provinces

April 2.—J. Bruce

of publicity for the

immigration, announce

the prairie provinces

during the coming

the most influential and

of United States editors

come up from the

said that there will be

in the party, and that

the union will be repre-

THE WEATHER

Meteorological Office, Toronto, April 2.—(8 p.m.)—The weather continues mild throughout the western provinces, and is becoming milder from Ontario eastward. Minimum and maximum temperatures: Dawson, 14, 36; Prince Rupert, 28, 48; Vancouver, 40, 66; Victoria, 44, 58; Kamloops, 36, 64; Prince Albert, 24, 52; Regina, 26, 50; Moose Jaw, 22, 54; White River, 12, 40; Parry Sound, 10, 36; Sault Ste. Marie, 24, 46; Toronto, 21, 48; Kingston, 18, 40; Montreal, 12, 28; Quebec, 14, 18; St. John, 20, 34; Halifax, 22, 44.

Probabilities—
Lower Lakes and Georgian Bay—Moderate winds; fair and milder; a few showers tonight in western districts.
Upper St. Lawrence and Ottawa Valley—Moderate winds; fair and milder.
North Shore—Fresh westerly winds; fair and a little milder.
Maritime—Moderate westerly winds; mostly fair and a little milder.
Superior—Moderate winds, fair and mild.
Western provinces—Fair and mild.

THE BAROMETER.
Time. Ther. Bar. Wind.
8 a.m. 38. 29.86 11 N.W.
Noon 36 29.87 14 N.W.
2 p.m. 36 29.87 14 N.W.
4 p.m. 36 29.87 14 N.W.
8 p.m. 38 29.87 11 N.W.
Mean of day, 36; difference from average, 4 below; highest, 41; lowest, 31.

STREET CAR DELAYS

Wednesday, April 2, 1919. Broadview cars, both ways, 2 to 3 minutes at 11:30 a.m. at Queen and Parliament, by fire.

RATES FOR NOTICES

Notices of Births, Marriages and Deaths, not over 50 words, \$1.00. Additional 10 words, 25c. Legal Notices to be included in Funeral Announcements, 50c. In Memoriam Notices, 50c. Poetry and quotations up to 4 lines, additional 4 lines or fraction thereof, 25c. Cards of Thanks (Bereavements), 10c.

DEATHS.

DONOGH—On Tuesday, April 1, 1919, at 103 Clinton Street, William McKim Donogh, in his 57th year.

Funeral from above address Thursday at 2 p.m. Motors.

McLEAN—Colonel William of Port Hope, suddenly at Huntsville, Tuesday, April 1st.

Funeral at Port Hope, Thursday, April 3rd, 2 p.m.

SMITH—On April 2, 1919, at her late residence, 210 Yonge street, Blanche Mary Ireland, beloved wife of the late Ralph Smith.

Funeral Thursday, April 3, at 4 p.m., to Mount Pleasant Cemetery.

VODDEN—On Tuesday, April 1st, Mary Jane Martin, widow of the late Thomas V. Voddan, in her 72nd year.

Funeral from her son's residence (William J. Voddan), 282 Margaret street, on Thursday, April 3, at 3 p.m. Interment in St. James' Cemetery.

WRIGHT—On Wednesday, April 2, at Toronto, Samuel Wright, in his 35th year.

Funeral on Friday, at 3 p.m., from the residence of his mother, Robert R. Wright, 454 Wellesley street, Interment in Prospect Cemetery.

Established 1892.
FRED W. MATTHEWS CO.
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665 SPADINA AVE.
TELEPHONE COLLEGE 791.

No connection with any other firm using the Matthews name.

hope of humanity being the forming of a league of nations, which would stand against all aggression.

Speaking of the late Liberal chief, Major Tolmie said Sir Wilfrid was in the last election as loyal to Canada as any and firm in his convictions that Canada must be a part of the empire.

The proposed bylaws of the Southwest Reform Association of Toronto were adopted unanimously with the following officers: Honorary president, Harley Dewart, K.C.; president, J. F. Lindsay; first vice-president, Mrs. G. Ross; second vice-president, Mrs. F. Stevens; third vice-president, J. H. McConnell; fourth vice-president, J. Singer; secretary-treasurer, M. Lang.

HUNGARIAN NOBILITY ARE NOW HUNTING JOBS

Berlin, April 2.—Reports from Budapest declare that the people are feeling in increasing numbers from that city. One hundred and forty prominent political figures have been arrested, including Joseph Stjepenyi, the former minister of commerce, and Count George Karolyi, both of whom are in danger of being sentenced to life imprisonment.

Baron Hatwang, the millionaire owner of a newspaper, is now a clerk in a private business, and other members of the nobility whose property has been confiscated, are searching for work.

Bonar Law Discredits Reports Of Bolshevik Peace Proposals

London, April 2.—Alluding to the reports that Lenin's Bolshevik government had made proposals of peace through American channels, Andrew Bonar Law, the government spokesman, said the financial negotiations to day that he believed there was no shadow of foundation for such reports. Neither he nor the premier, with whom he had communicated, had heard a word about the matter.

Harper, customs broker, 39 West Wellington street, corner Bay, Adelaide 4682.

Germany Deposits in Brussels Fifty-Five Millions in Gold

Paris, April 2.—The French foreign office was advised today that \$55,000,000 in gold was deposited Tuesday by the Germans in the Belgian National Bank at Brussels. The gold is collateral for the payment of foodstuffs which the allies are permitting to enter Germany.

WHITE IN FAVOR OF BANK MERGER

(Continued From Page 1).

brooke, said that the banks were taking more money out of the people than the people could afford to pay. He did not object to big, strong banks, but there should also be small banks for the accommodation of the farmer and the small merchant. In this view of the situation, he believed that the local unit bank found everywhere in the United States would be a good thing for Canada.

Hon. Rodolphe Lemieux moved a motion for a return giving a statement of the bank mergers that had taken place since 1911. He had reference particularly to the amalgamation of the Bank of Ottawa merger, against which people had protested vehemently. In Sir Wilfrid Laurier's period of office there had been only one bank merger, but of late, Sir Thomas White seemed to have been "over-chivalrous." He said he did not intend to unduly criticize the amalgamation of the banks, but there was a fear that the banking business of Canada would get into the hands of a few institutions. Banks should be made available for the benefit of the public.

Certain Safeguards. Sir Thomas White said that parliament should take the amalgamation of banks subject to certain safeguards which had been deemed advisable in the public interest. First, it should be provided that no amalgamation should be entered into between the directors of two banks without first obtaining the consent of the minister of finance. Secondly, before an amalgamation was completed the consent of the governor-in-council must be obtained.

The duty thus devolving on the minister of finance, Sir Thomas White said, was not a pleasant one. The facts in possession of the minister if he gave his consent were not generally known to the public.

There were, said Sir Thomas, four parties interested in the amalgamation of banks. These were the depositors, the shareholders, the public and the general public. He referred to some lengths to the amalgamation of the Bank of Ottawa and the Bank of Nova Scotia. He appreciated the sentiment attached to the minister if he gave his consent were not generally known to the public.

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STRONG ARGUMENTS FOR CANALIZATION OF FRENCH RIVER

House of Commons Told Proposed Waterway Would Furnish New Grain Route.

CARVELL DEMURS

Thinks Scheme Too Expensive for Dominion to Undertake Now.

Special to The Toronto World.

Ottawa, April 2.—Mr. Harrison of Nipissing in presenting a resolution in the house of commons today calling upon the government to immediately resume work upon the canalization of the French river between Lake Nipissing and the Georgian Bay, made a powerful plea for the development of New Ontario. The subject, he said, was suffering for electric power, and 35,000 horsepower could be developed at the French river. The proposed canal would give New Ontario a lake port and greatly reduce freight rates upon imports and exports. It would also provide a new grain route from the west to Montreal.

Hon. F. B. Carvell, minister of public works, thought the scheme too expensive for the government to undertake at this time, but he had to combat strong arguments in favor of the French river waterway presented by Major H. Mowat of Parkdale; E. H. Devlin, of Wright; F. H. Keefer, of Port Arthur, and Col. James Arthur, of Parry Sound. Both Mr. Keefer and Col. Arthur demanded that the work be resumed as a national enterprise, which would stimulate production and cheapen the cost of living in New Ontario. They also pointed out that our Canadian government railway system had no port on the Georgian bay, and that it would be cheaper to build the French river canal than to extend the C.N.R. to the lake front and build up a new port.

Sir Thomas White gave notice of a motion in the house this afternoon for an Easter recess from 6 p.m. on Thursday, April 17, to 3 p.m. on Tuesday, April 22.

In reply to a question by Mr. Anderson, the Hon. Mr. Rowell said that there were now 854 totally disabled soldiers on the pension list. Of these, 33 had lost both eyes.

French River Project. Mr. Charles R. Harrison, the labor member for Nipissing, moved a resolution calling upon the government to develop for navigation and for power purposes on the French River. He said that with few improvements it would be capable of carrying large lake steamers to Lake Nipissing, thus connecting with the Great Lakes. At only three points in the river would there be heavy construction work, but over 32,000 horsepower would be produced, which would net at least \$75,000 per annum and meet the entire cost of the waterway.

On the importation of coal from the United States, Mr. Carvell said that the annual saving of \$1,200,000 per annum. The annual saving on the export of lumber, pulp and paper would be \$1,800,000 per annum. Nickel gold and silver from the mines in that country had represented an output of \$500,000.

Mr. Harrison considered that elevators should be built at the east end of Lake Nipissing to relieve the congestion of wheat. He said that 66 per cent of our grain was finding its way to the United States ports, and this was a great loss to Canada.

Mr. F. B. Carvell said that canalization of the French river would be the first link in the construction of the Georgian Bay Canal policy. The assistant deputy minister of public works, he went on, had submitted a

report showing that the scheme would yield 25,000 electrical horsepower. It was estimated that the cost of the scheme would be around \$80,000,000.

The question had been before the cabinet council, Mr. Carvell went on, but here of the heavy expenditure involved the government had not seen its way clear to provide for the scheme.

Mr. Carvell proceeded that he viewed the financial situation of Canada with a great deal of alarm. "I am not going to take the responsibility," he declared, "of rushing into an expenditure of millions of dollars without knowing where the money is coming from."

Mr. Lemieux asked Mr. Carvell if he was of the same opinion in regard to the Welland Canal.

Mr. Carvell: "I am not responsible for the initiation of the work on the Welland Canal, but if I may express a personal view I have more faith in the construction of the Welland Canal and in the St. Lawrence route than I have in the Georgian Bay Canal."

Mr. Mowat observed that local engineers had calculated the scheme would develop 26,000 electrical horsepower. He submitted resolutions favoring the scheme from 53 towns and cities in Ontario.

Mr. F. H. Keefer urged that the project was not a purely local one. Construction of the canal would bring wheat down within 231 miles of Montreal, giving the shortest haul of all. If wheat were brought into Lake Nipissing by the canal the Canadian National Railways would have the shortest haul and would have the advantage.

Mr. E. B. Devlin said the Georgian Bay canal was already built; it was only a matter of putting in a few tracks here and there, the Welland was a canal, and as to cost, he thought the Georgian Bay system would certainly not cost more, and in his opinion, would cost a good deal less than the Welland.

He mentioned the vast traffic that could be carried from the Great Lakes to the ocean. These ships would assist the Maritime Provinces and the western provinces by going back loaded with coal.

Mr. James Arthur of Parry Sound, said the plan brought forward by Mr. Harrison was not a Georgian Bay canal scheme, nor yet a power scheme; it was simply a plan to make a waterway of the French river.

The motion of Mr. Harrison was declared lost.

Hon. Rodolphe Lemieux (late in the afternoon) desired to move the adjournment of the house to discuss charges made by Brigadier-General Smart and Lt.-Col. Pratt, in regard to military contributions overseas. He was ruled out of order, but it was agreed that these matters would be discussed later.

W.C.T.U. CAMPAIGN MAKING HEADWAY

Lady Eaton Contributes \$5000 Among Many Large Sums Given.