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QUEEN WEST, NEAR SUBWAY. Fine brick store with double show window, and dwelling over; must be sold at once.

H. H. WILLIAMS & CO., 26 Victoria Street, Toronto.

The Toronto World

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FOR INVESTMENT. Store and seven rooms, rented at \$394; solid brick; bath and furnace; practically new; live locality on Bathurst Street, near Bloor.

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PROBS: Fair and mild.

EIGHTEEN PAGES.—SATURDAY MORNING MARCH 5 1910.—EIGHTEEN PAGES.

30TH YEAR.

HIGH COURT JUDGE ASSAILED AS SCOUNDREL

Member of B. C. Legislature Declares Leading Judge to Be a Fugitive From Justice in Yukon Courts.

VICTORIA, B.C., March 4.—(Special.)—A remarkable attack on the supreme court bench of British Columbia was made in the legislature today by A. H. B. MacGowan, member for Vancouver. In referring to a bill to amend the supreme court act of the province, MacGowan moved that a new section be added reading: "Provided, however, that no person shall be eligible for the position of judge of the said court, or sit in judgment on any case, who has been tried and convicted of crime, or who has been charged, and not absolutely exonerated, of such charge, or against whom the slightest suspicion of wrong doing remains."

MacGowan said he had never had a case before the supreme court, and he hoped to God he never would. The judiciary was bad. The judges were appointed thru political influences. The highest legal authorities in the province had characterized the supreme court bench as composed of two lunatics, one fool and one scoundrel and fugitive from justice. The three former he would leave to their deserts from the Almighty.

Of the latter, he had something to say. The perquisite of a judge was to protect those unable to protect themselves. The man of whom he spoke was better fitted for the penitentiary than to hold any position in the courts of the land. He was worse than a leech, sucking the life out of the people. There were delays, unjustices, wrongs, and otherwise, before the wheels of justice commenced to revolve. The culprit escaped, for a couple of years he rusticated, then turned up again in this province. He was promoted to the courts.

A good political tool, his promotion was rapid. He reached the supreme court bench. The methods of the Yukon had followed this man to British Columbia. Justice was being bought and sold. Here, it was only necessary to make it right with the "power that be," and justice was meted out accordingly.

In the course of the debate, Attorney-General Bower pointed out that the province had no power to deal with the constitution of the supreme court bench in British Columbia, and pressure of MacGowan's motion was withdrawn.

ELOPED OVER ICE BRIDGE

Crowds See Young Couple Pursued by Angry Father.

NIAGARA FALLS, March 4.—(Special.)—Followed by the angry father of the girl, an exciting chase of an eloping couple over the ice bridge this afternoon gave a lot of people a breathless half hour. Hurrying down the hill leading to the ice bridge, a young and fashionably dressed couple were noticed making for the icebridge. After them, in hot chase, ran an elderly man in silk hat, perspiring from his unwonted exertion. The eloping couple succeeded in holding their lead and made the toilsome journey across the ice path to the American side. There another man held up the fleeing couple until the arrival of the pursuing father.

When the crowd which had followed to see the result of the chase came up with the party, they found them smoking and conversing in congenial terms. The arrival of two men carrying cameras supplied the clue. The elopement had been staged by the New York Cinematograph Co.

PHONE SERVICE FOR FARMERS

ELECTORS OF ONTARIO: Cut out the accompanying card, sign it, place it in an envelope, and address it to your local member at the Legislature, Queen's Park, Toronto. Mr. Charters' bill is designed chiefly in the interests of the farmers, but it will help every telephone user in the province, and will assist every independent telephone company in its struggle with a monopoly. Let your member know you want him to support it.

I am one of the voters in your constituency, and I wish you to represent me in supporting the telephone bill introduced by Mr. Samuel Charters. I want fair play to the telephone users in the province, and protection for the independent rural and farmers' companies from monopoly.

(Signed) _____ Address _____

Senator Accused of Taking Bribe

SENATOR JOTHAM P. ALDS OF THE NEW YORK LEGISLATURE, who has been on trial before the senate for the past three weeks on accusations by Senator Conger of accepting \$1000 to kill legislation antagonistic to the "Bridge Trust." Conger has sworn to certain meetings and transactions with Allds, which the latter stoutly declares to be "absolutely false."

Yesterday he exhibited his bank books and business records for the past nine years, and dared his accusers to find anything to strengthen their charges. Allds admitted that he is a retained attorney for the New York Central and Lackawanna Railways.

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NO PROOFS, NO HONORS, ULTIMATUM TO PEARY

Sub-committee on U.S. Naval Affairs Won't Take Them in Confidence.

WASHINGTON, March 4.—Proofs of Commander Peary's discovery of the north pole caused a row in the sub-committee of the house committee on naval affairs today. Two members of the National Geographic Society appeared before the committee with copies of Mr. Peary's proofs, to urge the granting of a suitable reward by congress to the explorer, but the committee declined to receive them in confidence.

It was declared that unless the Peary proofs were forthcoming to the full satisfaction of the committee, every bill introduced for the purpose of rewarding the north pole discoverer will be pigeon-holed.

Prof. Gannell of the coast and geodesic survey, one of the members of the National Geographic Society, which accepted Peary's proofs, told the committee that Mr. Peary would not let the committee have the proofs for public purposes, because he wanted them used in newspaper and magazine articles.

G. P. R. THE PURCHASER OF JAMES BUILDING

Will Erect 16-Storey Structure on Site and Hotel on Government House Property.

That the C. P. R. is the purchaser of the James Building at the corner of King and Yonge was stated to The World last night by a prominent real estate broker.

Finding their present offices too small for their recent great expansion of business, they have decided to erect a 16-storey office structure on the site of the present James Building.

Another important move, which it is said the company shortly contemplates, is the erection on the present site of government house, of a mammoth, palatial hotel, which it is stated will be the finest hosiery in Canada.

TORONTO TO GET CONTROL OF STREETS

Sir James Whitney Introduces Bill to Draw Teeth of Privy Council Street Railway Decision.

Street Railway may not go on any street and lay down tracks without the authority of the Ontario Railway Board.

While the persuasions of Controller Spence and the mayor failed to move the stony-hearted private bills committee to grant permission to the city to expropriate the Toronto Street Railway, two gleams of sunshine filtered into the municipal situation when Sir James Whitney arose in his place in the legislature to introduce his amendments to the "Ontario Railway Act, 1906," and to the "Ontario Railway and Municipal Board Act."

The former bill, Sir James explained, had two main provisions to which he wished to draw the attention of the house.

The first provided that where a corporation had power to lease or agree with other persons for the construction of a line or lines of railway, it should also have the power to construct and operate these itself.

The second, he stated, grew out of the local situation. Should the privy council uphold, as seemed likely, their former decision, the result would be that the Toronto Railway Co. would have power to go on any street in the City of Toronto and put down any line or lines of those without the consent of the citizens.

Situation Intolerable. "Now that would be right," continued Sir James, "which could only be controverted by an act of the legislature. While legislatures have been very chary of interfering with rights that already exist, the present conditions would create a situation that would simply be intolerable."

"By an agreement made some 30 years ago, made without proper consideration of the situation, or rather of what the situation would be in the future, it is held that the railway would have the power to go on any street railway situation in this city which it so much they have received the authority of the railway board of this province to do."

"The municipalities are entitled to the highways for the public alone. The most casual passerby for the last ten years who has observed the street railway situation in this city must have come to the inevitable conclusion that no agreement is possible between these parties. I don't want to say where the blame lies; I don't know where the blame lies; but I rather suspect that it lies partly in both."

Powers of Board Extended. The premier's bill to amend the Railway Board Act provides that when in the opinion of the board the equipment of a railway is unreasonable, unsafe, etc., the board shall have power to determine and prescribe the equipment suitable to remedy the deficiency.

In regard to street railways, it places in the hands of the Ontario Railway Board exactly the same jurisdiction as the Dominion Railway Board has over similar street railways incorporated at Ottawa.

The bill passed its first reading without further discussion. H. G. Lackner (North Waterloo) asked the house to allow the railway committee to reopen the People's Railway Bill, introduced last week. The company wanted to build some extensions around Berlin and wanted to use hydro-electric power.

Hon. Col. Hendrie said the committee should consider the question of branch lines. Western Ontario should not be allowed to be blanketed with charters of railways that would never be built.

Blames the Dog. A. C. Pratt (St. Norfolk), in moving the second reading of his bill to amend the Ontario Game and Fisheries Act, by restricting the use of dogs in hunting deer, stated that 90 per cent of the vagrant dogs of the north country were kept for hunting. When they hunted deer for two weeks, they came back and killed the sheep.

The bill was withdrawn on the suggestion of the minister of public works. In answer to a question of Hon. A. G. MacKay, the minister of public works stated that the road from Sudbury to the Soo was commenced in 1907; in 1908, 82 miles were built and 24 graded; in 1909, 22 miles were graded and about 40 commenced; the average cost per mile had been \$956.81. In 1907 the amount expended had been \$2657.78; in 1908 it had been \$40,961.49 and in 1909 \$33,806.62. All contracts had been let by tender.

CARUSO IN DANGER

NEW YORK, March 4.—That Caruso, the world's most famous tenor, has received a "black hand" letter, threatening that he will be slain in public unless he complies with their demands, was reported today. He is being closely guarded by detectives day and night.

A RETROSPECT.

March 5, 1844.—George Brown, issued the first number of The Globe in Toronto.

The government moved from Kingston to Montreal, the government changing Alvington House, Kingston, for Monklands, Montreal.

March 5, 1891.—Dominion elections; Conservatives won.

NO HOG

THE OLD MAN: All I want's a run for my money, that's all.



THE OLD MAN: All I want's a run for my money, that's all.

75,000 MEN IN PHILA. GO ON STRIKE TO-DAY

Mechanics, Waiters, Drivers, Musicians and Artisans Quit in Sympathy With Carmen

TWO MEN WERE SHOT IN RIOTS LAST NIGHT

PHILADELPHIA, March 4.—Encouraged by messages of sympathy and offers of assistance from labor organizations in all parts of the country, the union workers of many trades ceased work at midnight and began what promises to be one of the greatest sympathetic strikes ever witnessed in the history of organized labor.

The committee of ten says at least 75,000 organized workers, as well as many unorganized sympathizers of the street car men have already ceased work.

Promptly at midnight union orchestras playing in the leading hotels and cafes picked up their instruments and started for their homes.

Union cab drivers and chauffeurs also abandoned their posts and the hotel and railroad cab and automobile service was badly crippled. The drivers of both taxicab services in the city are members of a union and refused to take out their machines after the strike had gone into effect.

The committee of ten remained in session at its headquarters all night receiving reports from the various local unions.

The various labor leaders refused to comment on the report that the police officials would prevent the demonstration planned for to-morrow afternoon in Independence Square.

Two Men Shot. Rioting, which began to-night in several sections of the city and was particularly severe in the northeastern district, is thought to be a fore-runner of more serious trouble to-morrow, when thousands of idle men will throng the streets.

Wm. Drexler, aged 42 years, was probably fatally wounded to-night by

REFORM OF THE LORDS ON AN ELECTIVE BASIS

"Times" Says Government Would Make it a Small Chamber That Would Break Deadlock.

LONDON, March 5.—The Times this morning professes to give an outline of the government's intended bill for the reform of the house of lords.

It says that if the ministers are able to secure the abolition of the lords' veto of finance and legislation they will introduce a bill to reconstitute the upper house on a democratic elective basis.

The new chamber would be a small one, having no veto power on financial bills, but when a deadlock of the two chambers arose over ordinary legislation, the two houses would sit and vote together.

Thus any government having a respectable majority in the house of commons would be in a position to carry its legislative proposals.

HUGE WAVE SWEEPS DECK ONE MAN FATALLY HURT

Several Other Steerage Passengers the Empress of Britain Have to Be Sent to Hospital.

HALIFAX, March 4.—(Special.)—The "Empress of Britain" arrived to-night with 1500 passengers, several of whom were at once despatched to St. Mary's Hospital.

They were injured during the terribly stormy weather which the big liner encountered during the trip across.

On Wednesday, a giant wave swept over the ship and hurled a number of the steerage passengers to the decks. One man, E. Sames, was fatally hurt, dying in two hours. Another had his leg broken, and half a dozen more were painfully bruised and perhaps internally injured.

NEW C. P. R. SOLICITOR.

MONTREAL, March 4.—(Special.)—E. W. Beatty has been appointed general solicitor of the C. P. R., with head office in Montreal.

Presentation to H. W. Jakeway. At the Saturday Night offices just evening a pleasant event took place, when H. W. Jakeway, who has for five years been assistant editor of that publication, was presented, on behalf of the staffs of the various Gagnier publications, with a handsome diamond and amethyst scarf pin.

The presentation was made by C. Fred Paul of The Saturday Night. Mr. Jakeway was also the recipient of a pair of chased gold cuff links, the personal gift of Mr. Gagnier. Mr. Jakeway will join the staff of The Toronto Star.

U.S. WANTS TO BUILD WAR VESSELS IN LAKES

Resolution is Passed to Ask Great Britain to Modify Treaty That Now Prohibits Construction.

OTTAWA, March 4.—(Special.)—No information has reached Ottawa, as to the resolution introduced in the house of representatives at Washington calling for a modification of the treaty with Great Britain prohibiting the construction of war vessels on the great lakes.

It is presumed that the resolution relates to the Rush-Bagot agreement which limits the number, size and armaments of vessels on the great lakes, and that the desire of the United States for a modification is due to pressure brought upon the federal authorities by the several states which are creating a naval militia.

The Canadian Government has consented to a number of training vessels passing thru the Canadian canals to ports on the great lakes, but owing to the criticisms which have been raised on the score that the United States is disregarding the terms of the Rush-Bagot agreement, the Canadian authorities are likely to raise objections to any further encroachments.

The Rush-Bagot treaty can be canceled by either on six months notice. While Canada would probably be just as well pleased to let matters stand as they are, there would be no disposition to refuse to discuss the matter.

Damages From Autoist. Plaintiffs' claims in full were given in the action of Mary Jane Hogan and her husband Alexander against Norman Bellman, restaurateur. Mrs. Hogan asked for \$200 and her husband asked for \$300. The case was tried before Judge Winchester and a jury yesterday. Mrs. Hogan was about to board a car at Yonge and Carlton-sts. on July 4 last, when she was struck by Bellman's automobile. She sustained a fractured limb and internal injuries and was laid up for eight weeks. Bellman disclaimed any negligence.

Mr. Staunton objected to the words "or otherwise" in clause 2. It would subject contracts between the Bell Telephone Co and the independent companies to the dual control of both the Ontario and Dominion Railway Boards.

Mr. Lucas: "The effect would be joint approval for Bell connections."

Mr. Daggner, who appeared for the Independent Telephone Association, read a letter he had sent to Chairman Mabee of the Dominion Railway Board, calling attention to the proposed contracts between the "Bell" and other companies prohibiting the smaller system from extending its lines or interchanging service with another company without the permission of the "Bell." If the interchange existed, it was withdrawn, or the service was weighted with discriminatory tolls. The coming of the "Bell" meant a declaration of war.

Judge Mabee replied that the board had never considered the contracts, and was not familiar with their provisions. He suggested bringing a test case.

"Mr. Daggner is trying to make out that we are bringing forgeries here," exclaimed Mr. Staunton, but Mr. Lucas thought he saw an explanation of the contradiction between Judge Mabee's letter and the contracts produced in the fact that the latter were "temporarily" approved by the board.

"These people don't want to get on."

Continued on Page 2. Men's Spring Hats.

Another big shipment of spring hats for men arrived in the city yesterday for the Dineen Company and contained many of the very latest designs by all the big makers, including those by Tress of London, England, and the princely blocks by Henry Heath of the same place. The Dineen Company's show-rooms remain open until 10 o'clock Saturday night. Get a good hat if you buy one at all. They cost no more than the one with an unknown label on the band.

BELL CONTRACTS NOT PROBED BY BOARD

Independent Phone Companies Present Case for Provincial Legislation to Curb Aggressions of the Monopoly.

Independent Telephone Companies had their innings at the special committee of the legislature, which met yesterday afternoon to consider Mr. Charters' bill for dealing with the situation created by their existence in ever-increasing numbers.

Some pretty stiff language was hurled at the Bell Telephone Co., which was represented with insinuating adroitness by G. Lynch-Staunton, K.C.

The independents, under the leadership of F. Daggner, were ready for him with correspondence with Chairman Mabee of the Dominion Railway Board, in which the latter stated that the board had never had an opportunity of investigating the contracts between the Bell and the other companies.

Divided Jurisdiction. G. Lynch-Staunton, K.C., made a clever plea on behalf of the Bell Telephone Co.

"We of the Bell," he said, "are under the jurisdiction of the Dominion Railway Board. You are placing the question of contracts between the Bell and the independent companies under the Ontario Railway Board. If the boards disagree, what is going to become of it?"

"It has been stated in the newspapers," he interjected, "that while we are required to submit these contracts to the Dominion Railway Board for ratification, we do not do so. This is an absolutely untrue. There has never been beyond the Dominion Railway Board one single complaint about these contracts, and we have at present 300 or 400 of them in force."

Speaking on the clause which provides for submission of a bylaw to the ratepayers wherever there is a contract proposed to be entered into between the Dominion Railway Board and a telephone company, Mr. Staunton drew a very spacious lesson from a concrete instance.

But Would it Involve Only 15? "Take the Town of East Toronto, now part of the City of Toronto. There is a contract there involving some 15 or 20 telephones. Under this clause there would have to be a bylaw submitted to the ratepayers of Toronto. Think of it. Over a question affecting only 15 or 20 people, we are asked to submit it to the vote of 70,000 ratepayers."

Mr. Lucas: "Assuming for the moment that your contention is just, clause 3 gives you the right to appeal to the Ontario Railway Board."

Mr. Staunton objected to the words "or otherwise" in clause 2. It would subject contracts between the Bell Telephone Co and the independent companies to the dual control of both the Ontario and Dominion Railway Boards.

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The Leaders of Light Since 1851