

## THE TORONTO WORLD

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**AT OSGOODE HALL** 

ANNOUNCEMENTS.

## APRIL 13 1914

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will pay for The Sunday World for one out of an schemes for new transit year, by mail to any address in Can-ada er Great Britain. Delivered in Toronto or for sale by all newsdealers and newsboys at five cents per copy. Postage extra to United States and

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MONDAY MORNING, APRIL 13

PUBLIC LIBRARY EXPANSION. Whatever may be said of other

is no doubt whatever of the advancing sit facilities: that the rapid tran- alike profess to find material aiding success and prosperity of the public sit lines should be laid so as to follow their respective points 2 view in the library. The main reference library as closely as possible the direction of proposed treaty between the United and its thirteen branches constitute one of the most vital and active of the city's functions, and the recent report shows 130,000 volumes on the shelves

of the circulating libraries and 80,000 volumes in the reference library. In 1902 there were 41,400 volumes in the circulating and 30,600 in the reference department. The retiring chairman, Mr. Thomas W. Self, who has served with credit and ability, bears witness to the phenomenal growth during the past year in all departments, including the opening of the Dovercourt branch

and preparations for others. He relates the facts in connection with the attempt, a secret attempt as the notes, to change the membership of the public library boards, and the result of the vigorous campaign against the bill providing for the removal of the control of the libraries from the people to that of the educational authorities. The section awaits

where there is a continual growth in the number of journeys per head of A morning newspaper published every day in the year by The World Newspaper Company of Toronto. Limited; H. J. Maclean. Managing degree.

Suggestion

2. That in planning city transit facilities a wide outlook is all important; any schemes carried out on narnecting all departments. Branch Office-15 Main Street East. Hamilton.

from every point of view. 3. It is essential that every city should have a permanent authority directing the initiation and carrying out of all schemes for new transit

ing districts over a wide area are sirable that all the means of passenger of a \$12,000,000 indebtedness run up transportation-both surface and by the administration of which he was

rapid transit-should be centralized a leading feature was announced. The under one management. If the man- most extravagant millinery Toronto agement is not that of the city itself wears is the controller and his disthen it should be subject to control ciples of false economy. They could and regulation by a permanent author-000,000 bill.

ity appointed by the city. 4. That in planning underground lines for rapid transit, the aim should be to supplement the surface tran- dent Wilson's Panama Canal toll policy

the flow of the greatest volumes of States and Colombia. Its professed traffic; and the surface lines should object is to redress the wrong done be adapted so as to act as feeders to Colombia in 1903, when President the rapid transit lines at all convenient Roosevelt promptly recognized the

5. That on account of the large Colombia from employing force to quell initial cost the construction of underthe deal with the new republe, by ground rapid transit lines cannot be justified unless there is a very large volume of traffic to be dealt with; that speaking generally underground sub-ways for tram cars are an unjustifiable expense, owing to the comparatively the deal with the new republe, by which, in his own words, he "took the canal zone and let congress debate the question afterwards." His critics were not slow in affirming that the United States administration of the day was expense, owing to the comparatively small number of passengers it is pos-sible to pass thru them by single or double deck cars. Underground lines, is the deck cars. Underground lines, if they are to be placed on a paying basis, must be worked by high-speed

themselves to be an exceedingly valuable means of surface transit— especially under conditions such as exist in London and Paris: but the nor in council before it can become operative. But Mr. Self thinks "some action will have to be taken to remove the bill from its present dangerous state of suspended animation." From the report of Chief Librarian From the report of Chief Librarian

From the report of Chief Librarian the future, either in supplanting or Government. It further appears, from the future, either in supplanting or Government, it further appears, from had since coming to Guelph has run-Locke, it is evident that more space supplementing the existing tramway facilities, calls for a careful analysis in 1909 the United States Government in Socretary Bryan's announcement, that is contends that all the trouble he has had since coming to Guelph has run-d his reputation as a fire chief and he has been forced to seek other means of livelihood. It is understood he has been forced to seek other means of livelihood. It is understood he has been forced to prosecute



Special to The Toronto World. GUELPH, April 11.-Fire Chief Leslie G. Finch for several years head of the local fire department, has tendered his resignation to Ald. Barlow, Judges' Chambers. Before Latchford, J. Re Swastika Mining Co.—E. W. Wright, for F. P. Weaver Coal Co., petitioner, moved for winding-up order. McPherson (W. D. McPherson & Co.) for the company. Order made. Trusts and Guarantee Company appointed in-terim liquidator. Reference to master in ordinary. chairman of the fire and light committee of the city council. The resignation is the culmination of the troublous times of the past two years initial cost the construction of under-ground rapid transit lines cannot be which in his own words, he "took the his reasons forway from it. He states

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wherever the truth rests the transaction came to Guelph he has not had a fair left Colombia with a real grievance, and chance, and it has been impossible to basis, must be worked by high-speed trains operated at a very close head-way. This demands a great density of traffic.

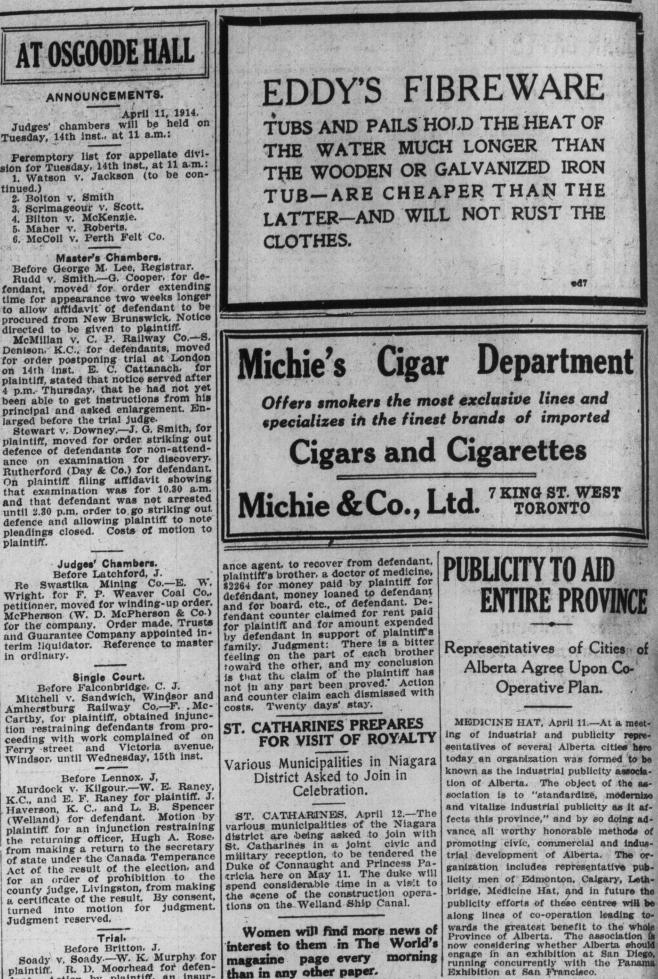
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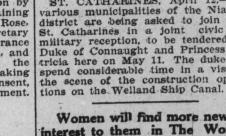
Single Court. Before Falconbridge, C. J. Mitchell v. Sandwich, Windsor and Amherstburg Rallway Co.—F. . Mc-Carthy, for plaintiff, obtained injunc-tion restraining defendants from pro-ceeding with work complained of on Ferry street and Victoria avenue, Windsor, until Wednesday, 15th inst. Before Lennox, J, Murdock v. Kilgour.—W. E. Raney, K.C., and E. F. Raney for plaintiff. J. Haverson, K. C., and L. B. Spencer (Welland) for defendant. Motion by plaintiff for an injunction restraining the returning officer. Hugh A. Bose the returning officer, Hugh A. Rose, from making a return to the secretary of state under the Canada Temperance

Act of the result of the election, and for an order of prohibition to the county judge, Livingston, from making a certificate of the result, By consent, turned into motion for judgment. Judgment reserved

Before Britton, J. Soady v. Soady.-W. K. Murphy for plaintiff. R. D. Moorhead for defen-

Trial.

plaintiff, an insur-



of business efficiency," he declares, "are being transgressed every day in our inability to handle the books in an economical and expeditious manner." Also at Church street and Adedaide it is said that the purchase of books must be curtailed for want of room in which to house them. If it were not for the fact that new books first to Church street, it 80 stated, the circulation would than at any of the be lower larger branches. The books shelved in this now neglected branch would be

tetter employed in other more easily IRREGULAR BELT LINE SERVICE. accessible branches. Mr. Locke there-It was in December, 1912, that we fore insists on the necessity for accommodation for the administration departments, and of having a central circulating library. The limit of extension has been attained without the supply of these needs.

As the object of the library is not merely to acquire and house books, but to get them read, the methods adopted by Mr. Locke to this end are of high interest. Book bulletins are regularly issued, listing the additions of the month, and special attention is called to such volumes as bear on current topics of interest. Seventeen volumes are mentioned in the March bulletin out of the 300 odd volumes on the new list. A few of them are: "The Reign of Sir Edward Carson," "The Government's Record," "The Governance of England," "Fire Protection in Buildings," "Nature and First Principles of Taxation" The ever-increasing circulation of books is sufficient testi mony to the wisdom with which they are chosen.

CITY TRANSPORTATION.

In a recent issue of The Municipa. Journal of London, England, a summary appears of a volume issued during the last week of March by the tramways (street railway) department of the City of Manchester. The book is the result of an investigation made by Mr. J. M. McElroy, general manager of the Manchester city railways, assisted by Mr. Mattinson, permanent way engineer, on the instructions of the committee in charge of the undertaking, and deals with the matter of street congestion within the centre of the city. The enquiry originally made by a sub-committee was later extended to other cities in to the United Kingdom and abroad, and in accordance with their instructions Mr. McElrog and his colleague visited New York, Philadelphia, Boston, Chicago, Pittsburg, Newark, Montreal, Toronto, Paris, Berlin, Vienna, Hamburg, London and Glasgow. Part 1 of the book records the general observations of the reporters on the passenger transportation problem in large cities and the information obtained in the cities visited. Some of the more important lessons drawn from the wide investigation are

thus stated: 1. That in all cities and towns there

ages from the local point of view. clause in a treaty then pending with In applying the lessons of the in-Coolmbia, and it is now assumed that vestigation to the local situation in Manchester Mr. McElroy has no doubt this consent remains good for the latest that the time is fast drawing near arrangement. If the United States in when the city will have to be provided 1909 deemed it necessary to obtain with rapid transit facilities. But he Britain's assent to the exemption of Colombian Government ships from tolls, again emphasizes that the rapid it certainly appears to have then conthat it can be "dovetailed" into the ceded in effect that exemptions must in all circumstances be subject to the street railway system and the two approval of the British Government. worked as a combined system. Hence This seems to be a strong argument in the necessity of the scheme being prefavor of President Wilson's stand. pared by the city itself.

## WOMAN'S CENTURY.

In the most recent issue of The last called attention to the irregular Woman's Century there is evidence of nature of the Belt Line service going a more united and sympathetic effort south on Sherbourne street about than has yet been apparent in the movement in Canada. The woman's seven in the evening. The company seven in the evening. The company fact that the periodical has been adopted as the official organ of the National Council of Women of "Can-

complaints were either denied or ex- ada lends it an added weight of influence and importance, and the re-organization of the suffrigre movement plained away. We have as many complaints registered as ever, and there is another sign of vitality among supappears to be no change in the condi- porters of the cause. Reports of the work of the Housewives' League is tions. Why should five cars go south still another indication of the influence in regular order at Sherbourne and exerted by women in the social economy. Special articles on "The Shop-ing Spirit," by Miss Edna Dingwall, and "The Humane Society," by Mrs. Grasett are included in the contents. Queen streets before one comes north. as happened one evening last week, and as constantly happens? It is a regular thing to have such a hiatus at this point sometime between 6.30

Guelph \$1.95 Return via Canadian Pacific Railway. In connection with the Guelph Horse

Show the Canadian Pacific Railway will issue return tickets, good leaving Toronto afternoon trains April 13, and

all trains April 14 and 15. Tickets valid returning up till and including April 16. Full information from C. P. R. agents, city ticket office, southeast

corner King and Yonge streets.

and 7.30. All the cars would appear to have "run in" at a certain stage, but this explanation is repudiated by the company. Passengers who meet with this gap in the service two or three times a week would like to know if it could not be regulated for a cer-

tain hour, or avoided altogether.

EXTRAVAGANT MILLINERY. Controller Church, not admiring extravagant millinery, is the subject of an evening paper cartoon on the evening of the day that the investigation

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