water heating; brick stable; lot 100 ft. frontage; some fine shade trees. This is an estate matter and must be sold at once. Price \$35,000. H. H. Williams & Co., 26 Victoria St., Toronto.

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30TH YEAR

### Senate Reading Room TORONTO'S PRESSING PROBLEM

What is the matter with upper Yonge-street, the east end, and the Don Valley? The further west you go from the Don, following the north boundary of the city you are crowded north as you go. The city's north limit is a mile and a quarter from Queen-street at the east end and over three miles north at the west end. Why?

The City of Toronto as the capital of what is now the great province the capital of the start between the province of the capital of the start between the province.

of Ontario was located at the start, between the present St. Lawrence market and the Don, much nearer the Don. At that original start the market and the Don, much hearer the Don. At that original start the parliament buildings were at the foot of Parliament-street, near the present gas works, the city hall at the present St. Lawrence market. Since then things have moved westward until the city hall is now at the head of Bay-street, and two-thirds of the population is probably west of Yonge-street. The Parliament Buildings are now up in the

The city has not only moved west but it has moved northwest in a surprising way. True, of late years there has been a great improvement on the east of Yonge-street and especially No. 1 ward over the Don has grown in a most surprising way. Church-street is looking up; East Queen-street is a main business thorofare.

But still the great problem is why have things gone west so rapidly and why have they gone northwest so rapidly and why has it been comparatively still east of Yonge-street. The World all along has had one explanation and that was that the people of Toronto failed to realize that improvement to the east would only come with high level bridges over the Don and over the Don ravines, wherever they happen to be. The proof of this is that the Queen-street bridge, the Gerrard-street bridge have been followed by settlement to the east in a most rapid way; and were a high level viaduct made as a continuation of Bloor-street across the Don Valley to Danforth-avenue another marvelous development to the east would take place. What made the west end was the Dundas-street bridges, the Queen and King-street subways, and the other subways and improvements that allowed of continuous traffic on the thorofares to the west and northwest. The Sherbourne-

street viaduct made Rosedale possible.

But something else also has happened. Parkdale, which originally had a village organization and all the other suburbs that were to the west and northwest, one after the other, including the most important of all, West Toronto, came into the city and shared in the benefits of city government. There was no increase to the east until last year, when what is called the Midway and East Toronto came in and the benefit in this direction can already be felt.

Up to the north, and now we are coming to one of the most important points of this discussion, old Yorkville as soon as it came in started to grow, and that portion of Yonge-street which is north of Bloor and which includes Rosedale and over to the present Avenueroad, have become enormously progressive-ever since they came under the city's influence." But after you leave the city limits at the C. P. R. crossing or near there, while there is progression and while upper Yonge-street is working into a great thorofare, there is still an influence that almost paralyzes progress: namely, that the municipality of North Toronto is not able to handle the metropolitan problems that present themselves, and there is the curse of a double fare on Yongestreet, beginning at the C. P. R. crossing two miles north of Queenand Yonge-streets; while Queen-street, the great east and west thorofare, is almost 10 miles long with a single fare street car service. There is also a single fare street car service from the Woodbine almost to Lambton by the Dundas-road and similar lines of single-fare street car service east and west and northwest. Even Avenue-road to the north has a single fare to St. Clair-avenue.

What therefore must be apparent to everyone is this: namely, that the Town of North Toronto and those who are interested in Yongestreet north must see that in order to fully participate in the wonder-ful growth of Toronto, North Toronto Town must become a portion of the city and rely on the City of Toronto to try and settle the Metro-politan Railway's franchise on that street and make it a portion of politan Railway's franchise on that street and make it a portion of the city's service and thus give the public a single street car fare on Yonge-street for at least seven or eight miles to the north. North Toronto as now organized can never do this. North Toronto as now organized is not even equal to the problem of a decent roadway north of the tracks. The worst roadway probably in America to-day is Yonge-street north of the C. P. R. tracks and we say this after a most careful consideration. Nor has Yonge-street had a decent roadway for years. Nor is North Toronto as a town able to grasp with the sewage problem or the problem of parallel streets or the problem of water supply. They are simply floundering, altho Yonge-street to-day has in it the makings of the greatest metropolitan thorofare in Canada, and we have no doubt it will be; but the initiative must be taken, the dead hand must be removed and the jurisdiction of Toronto must be extended say to where the Don River crosses Yonge-street at York

Equally important is the construction of the Bloor-street viaduct. Everybody now sees that it is essential to the development of the city to the east and the maintenance of some kind of balance on either side of Yonge-street. The most surprising thing on the east side of Yongestreet is the purchase of the two big blocks between Yonge and Church north of Carlton for some immense business. We have an idea what that business is to be and it may be the beginning of an enormous new movement to the north and east; but certainly an essential part of it will be a single fare and the city jurisdiction up Yonge-street to York Mills and the construction of the Bloor-street viaduct at the earliest possible moment. When this is done there will be a development up Yonge-street and east of Yonge-street and over the Don right to East Toronto (town that was) that will be surprising; and, what we believe is most satisfactory of all, without any interference with the remarkable growth of the city to the west and northwest that has now taken place and which we are quite confident will continue to

Yonge-street is to be the great centre of Toronto and always will Yonge-street must be unified, improved and supported to the east by a high-level thorofare crossing the Don at Bloor-street. This thorofare when completed will some day, and perhaps at a very early day, be next to Queen-street, the third street in Toronto; for our size-up is Yonge-street first, Queen-street next and Bloor-street from Scarboro to the Humber as the third great thorofare.

But the people of North Toronto Town must help themselves by declaring for annexation, and all the people east of Yonge (let alone all the rest of the city) must vote for a Bloor-street viaduct.

But there is more than one radial franchise now within the city that has to be dealt with. There are six, and when we deal with them we ought to deal with them all, including the Metropolitan on Yongestreet, both within the city and in North Toronto. 1. The Lake Shore on the Lake Shore-road from the Humber to the

west end of King and Queen-streets. 2. The Toronto and Lambton on Dundas-street, west of Keele shed

to the west city limits.

The Weston line on Keele-street. The Davenport line, from the C. P. R. tracks on Bathurst-street and Davenport-road to the west city limits.

5. The Metropolitan from the C. P. R. tracks on Yonge-street to the

north limits (Belt Line Bridge). 6. The Scarboro line on the Kingston-road from Queen-street to the

All these are in the city and all carry single fares of their own independent of city street car fares. Using them you pay two fares to get in or out of town.

Their franchises are of different lengths of time to run. All of these franchises must be closed when they expire or commuted for a

consideration under expropriation powers. Who is finding all this out and working out a policy in connection

with them, either as a part of the tubes or as a part of the city's surface lines? No one that we know of. The mayor has gone on a jour-Hadn't Ald. McCarthy better move to have the new city solicitor and the city engineer catalog these radial franchises (now within the city) to begin with?

If we expropriate them, then we must make provision for the portions outside of the present city getting an entrance to the centre of the city over the new tube lines.

The whole is a big question for some one to find the solution.

Here's another one: The York Township Council is constantly passing new surveys of streets that do not line: streets that jog like they do on either side of Yonge-street. St. Clair-avenue will be another horrible example. If the whole township is to come into the city, as t must soon these days, shouldn't there be one metropolitan municipal commission for the government of it all? The problem of the one must be the problems of the other: yet we have two bodies dealing with them and that works confusion.

And finally, there is the problem of the tubes, which we cannot uch to-day. We hope the experts are at work. touch to-day. Some one ought to be busy on Greater Toronto and its problems and

Lawyer Alleges Bullets Came From Opposite Direction--Experts Will Visit Scene

of Tragedy-Exhumation of Bodies Refused.

BRYSON, Que., May 31.—(Special.)—
The sensation promised by the defence in Annie Murphy's case commenced today, when R. de Salaberry, the Bryson lawyer, presented two petitions to the Court of King's Bench, presided over by Judge Weir, one asking that the bodies of Harry Howe and William Dale be exhumed and an autopsy made, and the second that he and the experts in the case be authorized to visit the scene of the tragedy. ized to visit the scene of the tragedy

when necessary.

The court house was crowded with jurymen awaiting empannelment, and with villagers, mostly men, who had heard that the petition would be read. Without preliminaries Mr. de Salaberry presented the extraordinary petition. It laid stress on the fact that no shots It laid stress on the fact that no shots were produced in evidence in the late trial, and that only the testimony of physicians, who had made an external examination of the bodies, was produced. Having made this plain, the startling statement was made that in the line of fire described by the crown no trees had received marks from shot, but that in an opposite line there was plenty of marks of small shot. The petition asked that an autopsy be made to compare the shots in the body with the marks on the walls.

New Line of Fire.

New Line of Fire,

Several affidavits were then read, including that of Athole B. Reader, the New York expert, who alleges he made the startling discovery of a new line of fire, and of five suspicious-looking revolver shot marks in the milking revolver shot marks in the milk

The sworn statement of Michael

Another affidavit was that of Em-manuel Godin, one of the jurymen, to the effect that the verdict of "not guilty" was the result solely and alone of their visit to the scene of the trag-

Addressing the court, Mr. de Salaberry said: "I fear we are confronted with the most terrible state of affairs ever seen in the legal history of the Dominion. The case is so strong I am Widow of Murdered Man really afraid of it.

really afraid of it."

Would Charge Perjury.

"I want you to have information laid against Michael Murphy for perjury in this affidavit," declared the crown prosecutor. Then, after he had washed his hands of the affair, the judge expressed his willingness to allow the matter to go before a jury. "However," said the judge, "I am astounded at the audacity of Murphy in making such an affidavit. The motion is rejected." The second motion was granted by the judge, asking that the attorney and experts be allowed to attorney and experts be allowed to visit the scene.

An affidavit of Bailiff Robertson, attached to the petition, said: "While experts were at work, Harold Armstrong, one of the actors in the tragedy, ordered them off, saying. You are trying to make things out that never happened, when the experts had not spoken of their business there."

Mr. de Salaberry told The World representative he was not discouraged at the judge's action. He had evidence more startling than exhumation could give, he declared.

### MR, CLINCH'S RETIREMENT

Will Not Sever Connection With Molsons Bank for Awhile.

A bank official said last night that the retirement of W. C. Clinch, manager of the Molson's Bank, would not occur for some months, and hence that reports of his leaving were somewhat premature, remarking that it was not unusual when a manager reached an age which made him eligible for a retiring allowance, to have such reports gain currency. He has, however, been granted leave of absence. Mr. Clinch is one of the oldest bank managers in Toronto in point of length

of service. He was previously in the service of the bank at Hamilton.

### LATHERS STRIKE TO-DAY And So Will Builders' Laborers-Want More Pay.

So will about 125 lathers, who want their present rate of \$3.10 a day in-creased to \$3.50, what it was 2 years This was decided last night at the

mass meeting of the two unions, who will meet again this morning. Cabled Premier Botha.

Acting Mayor Ward yesterday cabled Hon. Louis Botha, premier of South Africa, at Pretoria, "Toronto congratulates South African Dominion and wishes her godspeed.'



ON TORONTO BAY.

A LITTLE FLY FISHING.

# Murphy caused a sensation in court. "I solemnly swear," ran his affidavit, "that I did not kill Harry Howe and William Dale, and that I did not fire the shot that killed them." MACEDONIAN WITNESSES BUT HE STICKS TO IT

and Three Others Swear That Events Alleged Never Took Place.

### CAREER OF THE ACCUSED ATTACKED BY THE CROWN

After a woman and three men from far-away Macedonia had sworn to certain facts relating to the charges on which he was yesterday placed on trial, Rev. Geo. M. Atlas went into the witness box in the sessions court veserday, and, sticking to his original story, contradicted the crown's wit-

The court was crowded all day, a number of clergymen and women, be lievers in Atlas, being present. Judge Winchester, who presided, rebuked Atlas once when, referring to Mace-donia, he said: "In that country they would kill Christ and sell God for a

"State the facts, never mind your opinion," said the judge.

Atlas is accused on three charges:
Of stealing \$405 from Velika Simoff, the widow; of forging a false receipt for the same and of uttering the allegfor the same and of uttering the alleged forged document when called upon by the courts to account for the nonpayment of the money to the widow. Mr. Robinette moved to have the case taken from the jury on ground that no forgery had been shown, but Judge Winchester declined nesses in rebuttal of Atlas' story to-

### day. A verdict should be reached to-The Crown's Case,

County Crown Attorney Baird outlined the case for the prosecution. Atfrom bosses increasing wages to 28 cents an hour, will go on strike this morning.

Simoff's widow in Macedonia had complained to the British Consul that she had received nothing. that the money had been paid the widow.

"The crown," said Mr. Baird, "will now show that that money was not paid, that that receipt was not signed by the widow, and that Atlas acted upon the receipt as genuine well knowing it ot be the forgery of his own hand."

Not only would the man who was with Atlas on the one day they spent in the village where the widow lived

Continued on Page 7, Col. 1.

be busy right away. We've got to round off the city by taking in North Toronto; commuting all the radial franchises within the city so as to get single fares and double tracks; getting the Bloor-stree viaduct and a continuous street from the Humber to Scarboro along Bloor-street and Danforth-avenue with a single-fare street car service;

and we must build the tubes. Again we say who is on the job? Do you think anyone but a high-class commission, highly paid, is competent to deal with these big problems—a commission that is not only high-class, but has some continuity in its existence? A city council that lives for a year, is no sooner fairly on the job than it's getting ready to get off the job, cannot handle them.



Terms of the Banking Act Do Not Insist That Institutions Shut Up on King's Birthday.

OTTAWA. May 31 .- (Special.)-The observance of the King's birthday as a bank holiday is prescribed in the Bank Act. It is possible for the government, by proclomation, to dispense with the observance of it, and this was done during the reign of King Edward: In the case of King George's birthday no proclamation has been issued, and it accordingly becomes au-

# Additional Orders for \$2,000,000 Worth Placed Yesterday.

While the crown's case was closed yesterday afternoon, there will be wit-Blood Stains on His

Clothing MIDLAND, May 31.-(Special.)-

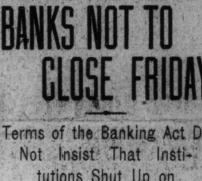
the money, some four hundred be y of a man who goes locally by name dollars. Simoff's widow in Mace- of "Scotty" was picked up heside the track, near Victoria Harbor, by the train from Midland. The base of the skull had been smashed in, apparently by some heavy instrument, as there was no evidence to show that the man had been run over by a train. From the amount of blood, it is thought he had lain there for from three to four hours. A strong smell of whiskey was observable on the body.

The C. P. R. is erecting a big new steel and concrete elevator across from Victoria Harbor, on Maple Island, and it is believed that "Scotty," with a companion, who was a fellow worker on the elevator, came from the camp on the island together and that his companion left him at the track, returning to camp.

The injured man was placed on a train and taken to the hospital at Midland, where at last accounts he was still alive, tho very low. Scotty's companion was later ar-rested and lodged in jail at this place. Blood-spots were found on his clothing.

Township Will Take Stock.

NEW HAMBURG, May 31.—The ratepayers in the Township of Wilmot to-day carried a bylaw to take \$30.000 preferred stock in the projected People's Electric Railway.



tomatically a holiday.

The Bank Act, however, does not prescribe any penalty if a bank chooses to remain open on the day. The situation is that if notes, bills,

etc., mature on that day they cannot be protested.

In view of King George's expressed wish that his birthday be not kept as a holiday, the Dominion Bankers' Association has decided to keep open on the terms above stated. This applies to the whole Dominion, the branches of the various banks having been notified to this effect.

## G.T.R. ROLLING STOCK

MONTREAL, May 31.—(Special.)—
The Grand Trunk management placed orders to-day for nearly \$2,000,000 worth of rolling stock, in addition to the ten passenger engines of the Pacitively engagement of the passenger engines of the Pacitively edgys will be spent on the government steamer Earl Grey, on the

lined the case for the prosecution. Atlas had been appointed to administer
the estate of the man Simoff, who was
murdered here, and had drawn
the money, some four hundred
dollars. Simoff's widow in Maceof "Scotty" was picked up beside the

The orders for the cars have been placed with the Canada Car Co., the Sillker Car of Hallfax and the company's own car shops at Point St.

## LAWSUITS THREATENED

Masonic Expose Stirs Up Litigation in Quebec Province. MONTREAL. May 31 .- (Special.)-The brochure issued the other day exposing the Emancipation Masonic Lodge, is creating a greal deal of interest from the number of lawsui's which are sure to be entered.

Present Conditions Are a Disgrace - Remedy Lies in Appointment of Proper Commission to Carry Out a Progressive Policy.

A steam barge drawing 13 feet of water, loaded with 1800 tons of Nerwegian pig-iron, consigned to a Toronto manufacturer, unable to reach a dock on account of inadequate wharfage facilities, and compelled to anchor half a mile out in the bay and discharge her cargo by means of lighters. This is not a picture of Toronto's water front ten or twenty years ago. It is one phase of the harbor problem

It is one phase of the harbor problem which the city is up against to-day, and which calls for immediate solution if Toronto is to become the great fresh water port which nature intended it should be.

On Sunday last the barge Keystorm, out from Middleboro, England, with a cargo of pig-iron, made the harbor and steamed slowly toward one of the numerous docks. The vessel was drawing 13 feet of water, and, owing to the fact that Toronto's wholly inadequate wharfage facilities make no provision for anything calling for more than 12 feet, it soon became apparent to the captain that the only way to deliver his consignment in Ontario's metropolis was by anchoring and lightering the cargo on shore.

cargo on shore.

Toronto's water front is a crying shame to the capital of Ontario, and one that will do more to hold back the city from a commercial standpoint than anything which has engaged the attention of the city fathers for ten

The Cause of It.
Now that the Welland Canal will be deepened to 23 feet by the Dominion Government, there is a greater call than ever for an aggressive and up-to-date remodeling of the harbor, front of the city. The old wooden wharves and antiquated spiles are so far behind the times that Toronto is fast acquirthe times that Toronto is fast acquiring the stigma of possessing one of the worst harbors on the great lakes.

As the captain of the Keystorm put it,

Continued on Page 2, Column 2.

## EARL GREY OUT TO KILL THE FROZEN NORTH IDEA

Details Announced of His Winnipegto-Halifax-by-Water Trip-Only 20 Days Gone.

OTTAWA, May 31.-(Special.)-Earl Grey is determined to destroy the "frozen north" idea regarding Canada which seems to prevail so largely in Great Britain. More than any other man he will accomplish this by his spectacular trip thru the wild north-land, arrangements for which will be completed in about a week. The party

completed in about a week. The party will be a little larger than was anticipated, probably about 12 in all.

To show the feasibility of the Hudson Bay route the trip will be accomplished in 20 days, provided no very severe weather is encountered. The only part of the arrangements which remains to be decided upon is the overland route to Hudson Bay, but it is very probable that the first intention of following the to Hudson Bay, but it is very probable that the first intention of following the surveyed route of the proposed Hudson Bay Railway will be abandoned and that the governor-general will travel by canoe down the Hayes River from Norway House, at the head of Lake Winnipeg. The Hayes River is preferable to the Nelson River, in that there are fewer portages and naviga-

the ten passenger engines of the Pacific type and 1000 steel under frame box cars, and 500 automobile cars ordered about ten days ago.

The new orders consist of half a dozen first-class coaches, 20 baggage cars, one motor car, three dining cars, three cafe parlor cars, three buffet one of the finest natural harbors in the narior cars afficent Richmond consoliworld. It is almost completely land-locked and is capable of accommodat-

locked and is capable of accommodating the entire British fleet.

Big Island, on the northern shore of Hudson Strait, will next be visited. There are valuable mica mines there. At the eastern end of Hudson Strait a stop will be made at Fort Burwell. Then the Moravian missions and Dr. Grenfell's missions will be visited, and a straight course set for St. John's, Nfid., or Halifax.

MUNICIPAL OWNERSHIP CARRIES

BOWMANVILLE, May 31 .- The bylaw for municipal ownership of the Bowmanville Electric Light Company was carried here to-day by a majority of one hundred.

### WEDDING BELLS.

which are sure to be entered.

Omer Chaput, editor of La Tribune of Sherbrooke, who had to retire on account of the famous pamphlet, has already sued La Croix and Mr. Lemieux, the author of the brochure, for \$10,000, while a good deal of interest is also felt in St. Hyacinthe, where one Mr. Damase Bouchard, city clerk, also named in the book, has entered an action against a Mr. Cartier, who stated that Bouchard said he was a Mason. It is said that all the members of the Emancipation will be subpoened in Dineen Company remain open until 10 Emancipation will be subpoenzed in Dineen Company remain open until 10 o'clock every evening.