

## THE TORONTO WORLD

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## DO IT TO-DAY.

If Toronto is to live up to its possibilities as the metropolis of the province of Ontario, a great across-the-city street, running east and west, must be established. So far, the best available proposition is the building of a viaduct over the Rosedale ravine and extending Bloor-street east to Danforth-avenue.

The board of control on the first Monday in April passed a resolution that a conference on the Bloor-street viaduct should be held by the controllers and representatives of York Township, and that a report should be submitted to the city council. Nothing has been done up to date in this matter. The reason given for delay is that some persons think it is wise to wait until the legislature meets again.

The World believes, however, that this conference should be held, all the facts marshaled on each side, and some proposal embodied in a report presented to the city council at once. The motto of progress is: "Do something to-day. Don't wait until to-morrow."

## RAIL BREAKAGES.

One of the arguments offered in defence of great industrial combines is that unification reduces the cost of production, thus permitting of better quality and cheaper prices. It appears plausible enough, and no doubt would be true were the management honestly to consider the interests of the general public. But actual results in the case of such vast concerns as the steel trust and the Standard Oil Company show once control of the market is obtained the making of huge profits becomes the main consideration. Qualities are not improved, nor do prices diminish—indeed, the reverse is more common.

Attention has been called of late to the remarkable number of rail breakages on the United States line. It is beyond doubt that to the presence of defects of this nature are due many of the accidents that have been almost continuously reported, and the question of responsibility for them is being vigorously argued. On the one hand, "rail-makers" claim that the numerous "breakages" are due to the increased fire stresses under modern heavy engines and cars, while on the other hand the railroads claim that these are caused by inferior quality, attributable to present-day processes. The Railroad Gazette, in an editorial in its current issue, discusses old and new methods of rail-making, and offers some interesting comparisons between them. It quotes a letter received from the general manager of a western road, advising statistics which go far to show that the sixty-pound rail rolled 1881 to 1887 must be of better quality than the eighty-pound rail rolled 1888 to 1906. As the chemical composition of the eighty-pound rails of recent rolling is on the whole better than the older and lighter rail, the conclusion follows that the difference in quality is attributable to differences in the mechanical and heat treatment during manufacture.

The Gazette refers to the old John Brown rails imported from England between 1880 and 1870. "These rails," it observes, "low in carbon and all other hardening constituents have given from thirty to thirty-five years' service before wearing out, not breaking. They were made by hammering the ingot into a bicon and rolling and re-rolling at

low temperature with frequent re-heating." Under the present methods, the ingot at white heat is bloomed by a few heavy passes and immediately run into the rail mill where it is finished. "Such methods," says The Gazette, "will produce 1800 tons a day, but at the expense of violating most of the fundamental principles of the steel-makers' art."

If the safety of the traveling public is to be the paramount consideration, and if we are really sacrificing quality to quantity, a time must come for the establishment of governmental, or some other efficient, supervision of a process of manufacture so intimately connected with proper transit conditions. In this regard it is of interest to notice that the London & Northwestern Railway of England, which carries 54,000,000 tons of freight and 34,000,000 passengers per annum, possesses what is acknowledged to be the best permanent way in the world. It consists of what are known as bulkhead section rails, each sixty feet long and weighing ninety-five pounds to the yard. Rail breakages are not a live question in the United Kingdom, because human life is held in sufficient reverence to require from railroad companies fulfillment of their primary duty.

## EVERY MAN HIS OWN DOCTOR.

Alphonse Daudet, in one of his stories has a character, a very old man, who is famous because he happens to be the oldest member of the French Academy. He is deluged with letters asking him to his habits, his diet, his hours of sleep and the like. Hundreds of people imagine that if they live as he lived they would attain his longevity. At first the letters annoy the old gentleman, but in the end they furnish him with inexhaustible amusement. To every correspondent he gives a different reply. In one letter he describes himself as a lifelong vegetarian; in another he professes to have eaten, for years, nothing but meat; to a third correspondent he gravely declares that for fifty years he has lived on a diet of raw carrots and milk.

We find all around us this desire to win the doubtful prize of old age by playing a system. Some are struck by the fact that four-legged animals appear to enjoy good health. They resolve to imitate them.

"Look," cries one, "how big and strong is the horse; yet he never eats meat."

"But the lion is more active and strong," says another, "and he lives upon meat."

Another seeker after longevity would imitate the Indians, whose conditions of living must have been quite unsanitary, since our ancestors found only a mere handful of savages in Canada and the United States. Others cite to us the old pioneers, without telling us precisely how to imitate them.

Some people believe that to live long you must eat rye, oat or graham bread, anything but white. Others say it is not what you eat, but how you eat it. They cite Mr. Gladstone as counting the number of crumbs he gave every mouthful of food before he swallowed it.

But now comes Dr. Wiley, the chief of pure food experts of the United States, who declares it to be a disgrace for anyone to die except from old age, and he recommends us to bolt our food. "All flesh-eating animals do so," he says. Other eminent authorities say that the whitest of wheat bread is the best, and that the wars of the world have been largely the struggle of the nations to secure wheat growing lands.

In the matter of eating, drinking, sleeping, bathing and exercise we find no end of schools and prescriptions. But it is safe to say that what the great mass of intelligent people in any country do is about the best. It represents the common sense of a nation.

There remain two factors: (1) Some persons have certain idiosyncrasies. They cannot touch certain food; they need more or less sleep; more or less exercise than others; they differ in some way from their fellows. These persons, must act accordingly.

(2) Certain persons, certain families, have a tendency to live longer than others. That is their good fortune. Life insurance companies set great store by this matter of family record.

If anything is wrong with you, nature will signal by inflicting pain. Your stomach knows what is good for you. It is the best counsellor. Meanwhile a cheerful disposition will predigest more food than all the medical preparations that can ever be invented.

## THE FRENCH STRIKE.

France is suffering from complete paralysis of her mercantile marine, due to a general strike on the part of the officers, seamen, engineers and firemen. Their quarrel, however, is not with the ship-owners, but with the government, and the strikers are actively co-operating with the police in protecting property and machinery and maintaining order. The situation is thus peculiar, and probably unprecedented, but at the same time the wholesale suspension of ocean and coastal navigation has already caused enormous losses, both directly and indirectly.

The trouble arose over the pension fund established in connection with the Inscription Maritime, or French naval reserve, of which every French sea-

farer is a compulsory member. There are 114,000 men thus available for emergency duty in the navy of the republic who are entitled on attaining the age of 50 to an annual payment from the mariners' pensioners' fund, maintained by the government grants, and by small yearly contributions from the reservists themselves. Owing to the action of previous French governments, the fund has been depleted to so great an extent that sufficient pensions cannot be paid, and the object of the strike is to secure their increase.

The government have practically admitted the reasonableness of the demand by offering two compromise schemes, the more generous of which would raise the pension to \$120 a year. Both have been refused by the strikers, but in the circumstances the government seem disposed to adopt a compromise reading. Now, however, that the charges have in some instances been almost proven, we feel we would not be doing the work attached to the mission of a Catholic newspaper were we to refrain from adding our voice to that of all right-thinking people throughout the country, who, in the face of the dangers that threaten, call a gathering of the forces to insist on a halt to things as they are.

## CLEAN POLITICS AND POLITICIANS.

Catholic Register: The daily press of the country has for some time been busy ventilating conditions of things political, and the details given the public have for the most part made nauseous reading. Now, however, that the charges have in some instances been almost proven, we feel we would not be doing the work attached to the mission of a Catholic newspaper were we to refrain from adding our voice to that of all right-thinking people throughout the country, who, in the face of the dangers that threaten, call a gathering of the forces to insist on a halt to things as they are.

## OBITUARY.

**James Pratt.**  
In the death of James Pratt, Port Union has lost one of its oldest citizens. Mr. Pratt had been residing in Port Union for upwards of 30 years. Born in Australia, Aberdeenshire, Scotland, 70 years ago, he came to Canada when 35 years old and after a few years settled in Port Union as stationery engineer, a position which he held until his death. All his children were present at the end. George Pratt, C.P.R. shop foreman in Port Union, arrived three hours before his death.

**Charles Goodway.**  
Charles Goodway, one of the workers of the United Brethren, a religious organization, died at the Western Hospital Tuesday of valvular disease of the heart. He leaves a widow and a large family of children. The Sons of England, of which Mr. Goodway was a member, will attend the funeral at his late residence, 104 Dundas-street.

## BOY DROWNS IN POND.

Playing With Sister, Missed Footing and Lost Life.

**PORT HOPE, June 5.**—(Special.)—Herbert H. Taylor, the two-year-old son of "Hirst Taylor, proprietor of the Hope Woolen Mills at Garden Hill, 10 miles north of here, was drowned this afternoon in the stream near the mills. The little fellow was playing around the bank with his sister, when he missed his footing and fell into the pond. The body was promptly recovered, but all efforts to resuscitate it were without avail.

This is the first drowning accident at Garden Hill since it was settled about eighty years ago.

## CALL TO REV. J. J. ROSS.

Will Be Asked to Accept Pastorate of Dovercourt Road Baptist Church.

Dovercourt-road Baptist Church has extended a unanimous call to Rev. J. J. Ross, pastor of Albert-street Baptist Church of London, Ont. It is thought likely Mr. Ross will accept. Dovercourt-road Baptist Church has been vacant since May 1. The former pastor was Rev. Jesse Gibson, who resigned on account of ill health.

## BOY KILLED BY LIGHTNING.

**KINGSTON, June 5.**—During to-day's storm a lad named Heaney, the 15-year-old son of John Heaney, Cusheendall, was struck by lightning and instantly killed.

The unfortunate boy was working outside the farm-house when the bolt struck him.

To Join the Benedicts.  
Some of the bachelor friends of Horace T. Hunter, business manager of the McLean Publishing Company, gave him a farewell dinner at McConkey's last night. He will be married to-night to Miss Christine Fleming of Markham.

## Engineers Get More.

**ST. THOMAS, June 5.**—The engineers on the Canadian division of the Michigan Central have been granted an increase of pay.

**Chicago Cattle Markets.**  
CHICAGO, June 5.—Cattle—Receipts 22,000; light cattle strong to 10c higher; others steady; common to prime steers, \$4.50 to \$6.00; cows, \$3.25 to \$5.00; calves, \$3 to \$7; stockers and feeders, \$3 to \$5.15. Hogs—Receipts 27,000; mostly good to prime heavy, \$5.20 to \$6.25; medium to good heavy, \$5.15 to \$6.20; butchers, \$4.75 to \$5.25; light mixed, \$4.25 to \$5.25; packing, \$4.50 to \$5.25; pigs, \$4.50 to \$5.25; selected, \$5.25 to \$6.25; bulk of sales, \$4.25 to \$5.25. Sheep—Receipts 22,000; strong; sheep, \$5.50 to \$6.50; yearlings, \$7 to \$7.50; lambs, \$6.50 to \$7.50.

## Demand the Brand



**MAVRO-A correct collar for every dress and any formal occasion. In four heights, 13, 14, 15, 16 inches at back.**  
**K&R BRAND COLLARS**  
Castle Brand collars are made of Irish Linen, the one fabric fit for gentlemen's collar. Sewn to assure longest wear.  
**QUARTER SIZES**  
Top edge, buttoned to fit and satisfy—30c each, 5 for \$1.50. Also made in Silk Brand—5 for \$2.50—4c Va Va.  
Makers Berlin

## CITY CUTS ESTIMATES OF EDUCATION BOARD

Harbord Street Collegiate Will Not Be Enlarged—Saving About \$90,000.

The board of control succeeded yesterday afternoon in trimming down the estimates of the board of education to the extent of about \$90,000, the chief saving being the elimination of \$50,000, desired for the enlargement of Harbord Collegiate.

The deputation of school trustees, headed by Chairman Kent, seemed fairly well satisfied with the treatment received, and no very vigorous objection was taken to the cutting out or reducing of particular amounts.

The only public school that failed to obtain the desired grant for enlargement was Queen Alexandra. The request was for \$25,000 for an additional six rooms, and the amount was halved, the controllers opining that there was no present need for the added accommodation, thus saving of \$12,500.

The purchase of two new school sites, for which \$25,000 had been provided, was also reduced to \$12,500, a balance of \$12,500 was reported.

For several reasons, the board balked at the proposed outlay for adding \$12,500 to Harbord Collegiate, making other alterations in the building, and improving the new playground. The fact that the government had announced the building of a high school at the corner of Spadina-avenue and Bloor-street carried weight, as did the fact that the government had announced the building of a high school at the corner of Spadina-avenue and Bloor-street.

The request that \$20,000 be expended on the site for Riverside high school, for permanent fillings, and fencing, was also reduced to \$10,000, to stand, as was the \$5000 requirement for the appropriation for enlarging the school.

The school board, on proceeding to the board of control, had been advised by the board of control that the government would have the militia turn out and would furnish the hands.

The proposed outlay of \$100 for the extermination of island mosquitoes was approved.

The board will inspect the city's parks before making the grant of \$15,625 desired by the parks commissioner for improvements.

## NOT LIABLE.

The street railway in filing their reply to the city's claim for \$10,000 damages for injuries to the water pipes through electrolysis, claim that they are not liable as the present street railway system was sanctioned by the city, and they themselves have taken all necessary measures to protect the pipes.

The following tenders for asphalt pavements were accepted: Palmerston, Barton to Polls, \$2900; Godson; Esther, Queen to St. Patrick, \$6000; Barber; Barton, Bathurst to Albion, \$1142; Godson; Louisa, Teravay to Elizabeth, \$1948; C. & P.; Macdonell, Queen to north and south, \$1142; Godson; Elizabeth to Chestnut, \$855, engineer.

## WHERE IS YOUNG FRIDGE?

**T. Southworth, director of colonization, is anxious to learn the whereabouts of a young boy named Fridge, who came from England and went to New Toronto about Feb. 28 last.**

**SWEET CAPORAL**  
CIGARETTES  
STANDARD OF THE WORLD

## AT OSGOOD HALL.

ANNOUNCEMENTS FOR TO-DAY.

Chambers.  
Cartwright, master, at 11 a.m.  
Single Court.  
The Hon. Chief Justice Falconbridge, at 10 a.m.:  
1.—Re Newbigging estate.  
2.—McIntyre v. Newton.  
3.—Stacey v. Miller.  
4.—Re Solicitors.  
5.—Re Miller and Wright.  
6.—Re Stroud and Wright.  
7.—National Life v. Trustees & Guaranties Co.  
8.—Donnell v. Altman.  
9.—Long v. Byrnes.  
10.—Gormley v. Brophy.  
Toronto Non-Jury Sittings.  
The Hon. Mr. Justice MacMahon, at 10:30 a.m.:  
1.—Garside v. Webb (continued).  
2.—Davies v. Weldon.  
3.—O'Meara v. Perry.  
4.—Outerbridge v. Oliphant.  
Divisional Court.  
Peremptory list for 11 a.m.:  
1.—Kennedy v. Richmond.  
2.—Moore v. Toronto.  
3.—Archibald v. Copeland.  
4.—Chy-Blaik & Co. v. McLean.  
5.—McPherson v. Grant.  
6.—Hastings v. Pousette.  
Court of Appeal.

The court of appeal has concluded its present sittings.  
Claim for Damages.  
Robert E. Knowles of Galt has begun an action against the Grand Trunk Railway Company, claiming unstated damages for personal injuries.

Widow Loses Appeal.  
Edward Maycock, an engine-driver, employed by the Wabash Railway, was killed at Port Robinson in April, 1906, through a collision with a train of the G.T.R. Company. At the trial of the action brought by the widow against the company for damages, the action was dismissed. Upon appeal to the divisional court, Judge Maycock, the appeal has been dismissed with costs.

Owen Sound or Gore Bay.  
Edward Brigham has an action pending against McAllister Bros. of Cobourg Island Township, merchants, to recover from them a sum of money alleged to be due to one Henry W. Detweiler for services rendered to McAllister Bros. The place of trial was fixed for Owen Sound. On an application to Master-in-Chambers Cartwright, to change place of trial to Gore Bay, the motion was refused. An appeal was taken to Chief Justice Falconbridge, who dismissed the appeal with costs to the plaintiff in any event.

Returned the Settle.  
Julius F. House, a Toronto manufacturer, brought an action in the county court of the County of York against George M. Brown, a Cobourg blacksmith, claiming \$145, the price of a House Cold Tire Setter. Brown brought a motion to set aside the judgment, claiming that he was not an agent of the plaintiff, and accepted the settler when delivered. Afterwards he returned it, claiming that it was not what he ordered. Judge Morson gave judgment in favor of House for the full claim against Brown, with costs to the plaintiff, and reserved judgment.

Promissory Note Overdue.  
E. R. C. Clarkson has issued a writ against Billings Jr. of Toronto, claiming to recover \$367.77 due on a certain promissory note made by H. F. Nelsbitt and endorsed by Billings.

Evelina Cowie has an action pending against her husband, John Cowie, for alimony. She obtained an order on May 28 for the payment of \$50 interim disbursements to enable her to go to trial at Whitby on May 28. She did not appear at trial and the case was adjourned until June 24. Master-in-Chambers Cartwright has refused an application for further disbursements or interim alimony.

Assessment Allowed.  
The action brought by the Ottawa Electric Railway Company against the Corporation of the City of Ottawa and G. W. Seguin, the collector of taxes for the City of Ottawa, for an injunction to restrain the said George W. Seguin, as such collector, from proceeding to collect from the defendants certain taxes claimed to be based upon an illegal assessment of certain property owned by the company, and for a declaration declaring such assessment to be illegal, and for the recovery back of the sum of \$5000 paid to the corporation of the City of Ottawa as taxes upon the property in question, was, in March, 1906, dismissed by Justice Teetzel with costs. The plaintiffs appealing to the court of appeal, which has now given judgment allowing the assessment as to the City of Ottawa, and proceeding to be entered for plaintiffs in respect of it with costs in the court of appeal and below, except any amount by reason of other assessments if there be any.

Breach of Promise Troubles.  
Lizzie Polls, in October last, obtained a verdict against George H. Wilson for damages for breach of promise of marriage. The case was appealed to the divisional court and dismissed. While the suit was pending Wilson proposed to Anne Catherine Wilson, Jan. 23, they were married. On their wedding day a marriage settlement was entered into, and a farm of fifty acres and \$1000 was settled upon his wife. A writ of execution was placed in the sheriff's hands on Feb. 6, and Miss Polls was ordered to set aside the marriage settlement as being fraudulent against her. Mr. Justice Macabee has given judgment dismissing the action with costs.

Court of Appeal Judgments.  
The court of appeal has delivered judgment in the following cases:  
In Carman v. Wrightman, an action from Cornwall over the payment of \$7000 and interest on a certain mortgage the appeal from the judgment of Justice MacMahon has been dismissed with costs.

Wilson v. Lockhart, and ten other cases, judgments allowed, except as to Sydney Pearson. Judgment to be entered for the plaintiff in all cases except Sydney Pearson's case, with costs. Meredith, dissenting. Appeal in S. Pearson's case dismissed with costs.

Embrew v. McCurdy—Order to go for enforcement of receiver pending appeal with liberty to defendant to propose himself, he giving security. Costs of appeal to defendants in any event of appeal from the receiver.

The appeal in Bohan against Galbraith is dismissed with costs.

The court dismisses with costs the appeal in the action of Embury against Fick.

In the appeal in the action of "Chalk" against W. J. A. dissenting. Judgment to \$755, and with this reduction dismisses the appeal with costs. Mr. Justice Meredith dissents.

Annulled Receiver.  
The Metallic Roofing Company, who were plaintiffs in the action brought against one James and Local Union, No. 30, Amalgamated Sheet Metal Workers, to recover \$7500 damages in respect of an alleged conspiracy moved before Chief Justice Falconbridge in chambers for the appointment of an interim receiver.

## THE T. EATON CO. LIMITED

EARLY CLOSING: On each Saturday of June, July and August this store will close at 1 p.m. Other days at 5 p.m.

11.00 to 13.50 Suits for 7.68.

Medium and dark all-wool tweeds and neat fancy westereds; sizes 36 to 44.

8.50 and 10.00 Raincoats for 5.95

Dark Oxford gray and fawn cravenettes, imported; sizes 34 to 44.

3.00 and 3.50 Trousers for 1.95

Westereds, neat dark stripes; sizes 30 to 40.

50c and 59c Shirts for 33c

Negligee style, cuffs attached, neat blue or black and white stripes and figures.

Undershirts or Drawers 37c each

Regularly 50c to 75c; summer merino and natural wool, natural or blue shade.

47c to 59c Work Shirts 33c

Striped drill, Oxford and black sateen; sizes 14 to 17.

1.50 and 2.00 Hats for 69c

Fur felt, all shapes, new styles. Odds.

1.25 Straw Boaters 59c

The popular style; latest; canton and rustic braids; black silk bands.

MAIN FLOOR—QUEEN STREET

—to create an appetite  
—to assist digestion  
—to bring sound sleep  
—to build up health  
—to drink the finest of beers

Money cannot buy better Coffee than Michie's finest blend Java and Mocha, 45c lb.

TO DISMISS CONTRACTOR FOR NEGLIGENCE OF DUTIES

Commissioner Harris Won't Stand For Delay, and Summary Action is Taken.

A vigorous policy of dealing with contractors on city work has been adopted by Property Commissioner Harris, who yesterday obtained the consent of the civic property committee to the dismissal of Asa Matthews, contractor for the installation of new gutter on the northern portion of St. Lawrence market.

Mr. Harris reported that Mr. Matthews had failed to carry out the painting of the gutters within the time prescribed, and asked that the clause in the agreement stipulating that the city might nullify the contract be followed out. This the committee agreed to do.

The amount of the contract is \$212, of which \$169.60 has been paid by the city.

The offer of the Toronto Ferry Co. to pay \$500 for a lease for the season of a portion of the city dock at the foot of Yonge-street, in connection with the company's freight service, was accepted.

Widow Gets Settlement.  
OTTAWA, June 5.—(Special.)—The case of Villeneuve v. the C.P.R. has been settled out of court, the company having paid the widow of J. Villeneuve of Hintonburg, killed in the Pine Hill wreck on the C.P.R., \$2380 in settlement of the claim.

Especially night coughs. Nature needs a little help to quiet the irritation, control the inflammation, check the progress of the disease. Our advice is—give the children Ayer's Cherry Pectoral. Ask your doctor if this is his advice also. He knows best. Do as he says. We have no secrets! We publish the formulae of our preparations.

Coughs of Children