

The Toronto World

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A Morning Newspaper Published Every Day in the Year.
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MAIN 5308
Is The World's New Telephone Number.
TUESDAY MORNING, AUG. 30, 1910.

FIGHT IT OUT.

Mayor Geary and the city council should take the very earliest opportunity of letting the Toronto Electric Light Co., its advisers and abettors and all sundry interested in its welfare, know that there will be nothing doing in the extension of the electric light franchise to greater Toronto. The principle of the thing was fought out in the case of the street railway, and that corporation has conceded in the face of stern necessity the fact that it has no claim outside the old city boundaries.

If the Toronto Electric Light Co. wishes expert legal opinion upon its own case well and good, but it should not expect the city to join it or encourage it in any way on what the citizens and their representatives must regard as a wild goose chase.

The claim is, of course, merely a pretext for opening up the greater question of the extension of the franchise. That is another wild dream of the Electric Light Company, which the city can in no way countenance or be held responsible for. Several pointed intimations have been given to the company which should have made the city's position absolutely clear on this matter, but the corporation has no sensitiveness when a great prize is at stake, and will demand and entreat as long as there is a weak-backed alderman or anyone else in authority who offers any ground for hope. It would be cruel to encourage the company with any such delusions, and the sooner it makes up its accounts, with the hope of an extended franchise or a wider area of activity written off its inventory, the better.

If the city were a private concern, the company would take the straight answers it has already received as final, but there seems to be an impression that the city might be led into doing what no private firm would do. The city has installed a great electric light and power equipment after offering to buy out the company. The success of that plant depends on the amount of business it does. Toronto looks not only to the old city area in part, but to the new city area in its entirety for a market for the power it is bringing from Niagara. No private firm would tolerate any competition in such a case, and it is not complimentary to the acumen of the city officials to suppose they would be less vigorous in the application of business methods.

Mr. Drayton, counsel for the city, may be depended upon to give assistance in an opinion on this question as the courts, and if he advises that the city is within its rights, the company should be politely informed to that effect, and the correspondence closed.

Another point to which attention might be directed is the crafty attempt to get ahead of the city in North Toronto. If North Toronto intends to come into the city, either at this time or in the future, that municipality should understand that it has no right to fetter the city with any deals with corporations which would be hostile to the city's interests.

Mayor Geary would be well-advised to put these ideas into official form and convey them, with his compliments and any red tape that may be required, to the Electric Light Company.

TWO RAILWAY COMMISSIONS.
WASHINGTON, Aug. 24.—(Press report).—The Interstate Commerce Commission has handed down since May 1, 1910, 140 decisions in formal cases. In addition to these decisions, the commission has probably settled in the neighborhood of a thousand claims informally during the same period.

While the several commissions usually take short vacations in the summer they are constantly holding conferences during such vacations with traffic officials and others, and as a general rule at least one commissioner is always present in Washington to transact any important business that may arrive during the absence of his associates.

Where has the Canadian Railway Commission been for some weeks? Probably on holidays. But the public are waiting for a decision on:

Telephone rates.
Telegraph rates.
Express rates,
and the Canadian Pacific's overcharges, contrary to law.

Why not show diligence equal to that of the American commission?

THE EDUCATED HINDU.

When The New York Evening Post recently criticized the Hindu remark that education to the Hindu simply means getting qualified to fill a government job, and contrasted his sarcastically with the Englishman who is led to India by the sense of a lofty human mission, it missed the point. It would naturally be inferred from the tenor of ordinary United States comment that natives are kept out of the Indian civil service by hosts of Englishmen who get appointments for

the asking. This is very inaccurate. Only in the higher civil positions do English officials preponderate; the lower ranks are almost entirely filled by educated natives. The whole trouble connected with the educated native is that there are not nearly enough government jobs for him to fill, even if the 1100 English civil servants were withdrawn. The demand really is that unnecessary posts should be made to accommodate office hunters.

Entrance to the higher civil administration of British India is only obtained after a severe course of training, and success at not a pass, but a competitive examination. Many more apply than can hope to receive appointments, but those who fail do not hang round England plotting sedition and airing their grievances. They turn to other lines, where their education can be of service. But this is just what the educated Hindu too often does, and hence the gibe which formed the subject of The Post's advertisement. The problem presented by the Hindu is a difficult one and it cannot be met even if every government post in India were filled by Hindus. What the country would become in that case it is not difficult to conjecture.

A SERIOUS MATTER.

As was suspected, the brakeman on the Grand Trunk train which was wrecked near Durand, Michigan, was an inexperienced strike-breaker. It appears that he has confessed to having had no experience in railroad work when appointed, that he had undergone no examination, and that he refused to act as a conductor owing to his knowing absolutely nothing about the business.

This is a very serious matter for the Grand Trunk, but it is a much more serious matter for the public. The railway will suffer in the only place where it has any susceptibility—its cash-box. But the people have been torn with a tragedy of death and mutilation, with all the horrors of a railway catastrophe.

The public cannot be expected to trust themselves on a railroad where the officials, to gratify some personal spite, would not renege—as they had agreed to do—the men who knew their business. What does Mr. Hays say to this?

The Globe is walling about the idiots of the province. What is it doing to head off the electric ring putting all the same people of Ontario under bondage? A little more sympathy for the real people is more to the point. Some people are up against grasping corporations; idiots are not.

The Globe thinks that "the marvel" is that Mr. Joseph Downey can bring himself into daily association with hundreds of chattering idiots. "The Globe forgets that Mr. Downey has been in daily association during its sessions with the Liberal opposition in the legislature. After that why should the Globe marvel? But then it does a little chattering itself as well as the rest of us.

Lord Northcliffe, who is now in Canada, and The Montreal Star both appear to be gloating over the fact that Lord Northcliffe is down on the Intercolonial Railway. Is it because it is owned by the people? Lord Northcliffe is a newspaperman as much as The Montreal Star is a newspaper, and it is rather surprising that newspapers and newspapermen, who live by public support, are always against public-owned propositions.

The sheep and the goats will be able to divide without hesitation over the leading dramatic pieces this week.

CONSERVATORY YEAR BOOK.

In the Conservatory of Music year-book for the approaching term we have tangible evidence of what an important branch of educational activity music has become in Toronto. It is difficult to realize that all the opportunities that many go to Europe to attain are available without leaving Canada. Yet such is the case, and so far as training and instruction are concerned, pupils are able to get all that they might expect to Europe, or less expense and with more certainty of attention. There has been no lack of examples of what may be done in their training here, and who now possess reputations on the stage and the concert platform which Europe is glad to confirm.

The faculty of the conservatory numbers over a hundred members. Dr. Edward Fisher, the musical director, having the assistance of the best qualified teachers in the Dominion. Among these may be mentioned Dr. A. S. Vogt, Dr. J. Humfrey Anger, Frank L. Blachford, Dr. Edward Broome, A. T. Cringan, H. M. Fletcher, Dr. Albert Ham, J. W. F. Harrison, Dr. F. H. Kirkpatrick, Russell G. McLean, W. J. McNally, Cyril E. Rudge, John Waldron, Frank S. Weisman and H. A. Wheelton.

The buildings of the conservatory are delightfully and conveniently situated and extensive residential accommodation is available. Being affiliated with Toronto University, the degrees of bachelor and doctor of music are attainable by students. The music hall, with its fine organ, is an ideal place for the recitals which are frequently given. Every branch of vocal and instrumental music is included in the curriculum, and there are special departments of theory, orchestration, expression, languages and other technical subjects. Many scholarships are open for competition.

The fall term commences on Wednesday, and the year-book may be had on application.

The government annuities system has been in operation now for 18 months. The total of annuities sold is \$650,000. The average amount is \$250. About one-third of the purchasers are women.

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ALSO AT QUEBEC, MONTREAL, OTTAWA.

Turn Down Any Deal With Toronto Electric Co'y

The North Toronto Town Council will have before it to-night the application of the Toronto Electric Light Company for wiring and putting poles on the town streets, with the privilege, of course, of the city corporation supplying light and power to the municipality.

Fortunate indeed, it is that by the original agreement with the City and Suburban Water, Light and Power Company, the town cannot go outside the charter, which was bought from the City and Suburban Company, to revert back to that company.

By means of special legislation the town has been enabled to get light from the Interurban Light Company during the past three or four years, but it should be brought to the attention of the town council that this should be anything more than a temporary expedient.

In view of the agitation and the strength of the feeling for annexation of the town to the city, it is not to be believed that there are sufficient realizations in the council, who would try to tie North Toronto to an obligation which would be altogether at variance with the plans which are being brought to maturity by the City of Toronto.

Both light and power are badly wanted by the residents of North Toronto, but this must be obtained in the very best way and the hydro-electric power is the only satisfactory way. If the town is united with the city, this will come as a matter of course, and even if North Toronto remains a separate municipality the privilege of getting government power can be had without difficulty.

The Toronto Electric Light Company is turning back springs, just now, in all directions just outside the city boundaries in order to tie up these districts to itself, and it would be municipal policy to attempt to make an agreement with this company, when the chances for municipal light and power are so favorable.

AT OSGOOD HALL

Master's Chambers.
Before Geo. M. Lea, Registrar.
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THE RAILWAYS AND THE PUBLIC

KINGSTON, Aug. 29.—Jas. Harmer of this city, a railway engineer, invented and patented a device for conveying from the air-brake reservoirs on engines a current of cold air to the "lookout" window of the cab. By such means he has been successful in keeping the glass clear of frost and ice. He has a patent for his invention on his own engine. He went down to Montreal and saw Mr. Vaughan of the C.P.R. and offered them the use of it for their engines. This gentleman would hardly give him a hearing, and turned it over to a subordinate, who indifferently turned it down, stating the inventor pumps too much air into the engine and says there is no application could be made of extra safety. It would seem wise at least to give the device a fair test.

Our Union Station.

Editor World: On arriving at the Union Station the other day it took more than half an hour to get three small pieces of baggage into a carriage. If I had been in the most unsuitable station I have ever seen.

The sleeping cars of America are much better than those of Europe. It is remarkable that in thirty years' time there are no improvements in this branch of the service. What is the excuse for it? It is a great pity.

Do you know that since the G. T. R. was forced to lower passenger rates it has raised freight rates? It charges now 50 cents for a barrel of apples from Bowmanville to Toronto. It used to be 35 cents.

A Strong Case.
Petroleum Advertiser: When the fact is known that Ontario is the greatest producer of business for the C. P. R., directly and indirectly, the C. P. R. World makes out a very strong one and will call forth the sympathy of the people, and they should back up the effort to make the company, which is rolling in wealth, do what is fair and just to the banner province of Canada.

Knights of Columbus Special Train to Montreal, Eucharistic Congress.
A special train for the Knights of Columbus and their friends is being run to the Eucharistic Congress, Montreal, leaving Toronto 8:15 p.m. Saturday, Sept. 10, consisting of Canadian Pacific palace sleepers and new tourist sleepers, coaches, etc. Special train will leave Montreal for return midnight Sunday, Sept. 11, in order that the party may witness the grand illumination of Montreal, Sunday night. Tickets for the round trip are \$10.25, and Knights are requested to advise early number of friends accompanying them to C. J. Reid, lecturer.

MACHINES TO SELL STAMPS.
Several Automatic Venders to be Tried in Toronto.

Torontonians will have an opportunity now of buying postage stamps from an automatic vending machine containing one and two cent varieties. Two will be placed on the exhibition grounds, one in the postoffice, and three in the business districts. If they are a success, they will be gotten.

The machine looks like a great deal like the penny-in-the-slot gum and candy machines, seen on any street corner. On the top of the oak case, which is about 18 inches wide, 30 inches high, and 10 inches thick, is a plain band of iron with "Postage Stamps" moulded in large letters. Down the front are two long strips of steel set well into the case, and between them are directions for inserting the coins. At the top of each strip is a small piece of steel, and thru it a slot. Lower down, about half the length of the case, is a depression, and in it a horizontal slot, thru which the stamp appears. Still lower down is an upright slot, where the coin of wrong denomination finds its escape.

You need two cents for a two cent stamp, and the stamp appears after the second coin has been put in. A machine holds 2000 stamps on and displays a sign "empty" when the supply is exhausted.

NEW CATHOLIC PARISH.
Being Established at Welland—Father Cruise Transferred.

Announcement is made that Rev. Father T. H. Cruise of Port Colborne has been transferred to Welland, where a new parish is being established, his place at Port Colborne being taken by present of St. Michael's Cathedral, Toronto, and who has recently returned home.

The transfers go into effect next week.

INSPECTOR DEW RELATES WHAT CRIPPEN TOLD HIM

Practically Admitted Crime and Suicidal Intentions, But Said Girl Was Innocent.

LONDON, Aug. 29.—Both Hawley H. Crippen, the American doctor, and Ethel Levene, his typist, were accused of the murder of Belle Elmore, the former's wife, in the formal charge read to them in the Bow-street Police Court to-day. Miss Levene was charged also with harboring and maintaining Crippen after the crime and while knowing that he committed it.

Dew swore that when he made the arrest Crippen said:

"I am not sorry. My anxiety has been too much. He told Crippen that he must put him in handcuffs, 'as you have written that you intended jumping overboard.' To this Crippen replied: 'I will not do that. My anxiety has been too awful.'"

A card was found among Crippen's effects and on the back of it the following: "I cannot stand the horror I go thru every night as I look at you. I see nothing bright, and as my journey is coming to an end I have made up my mind to jump overboard to-night. I know I have spoiled your life, but some day you may learn to forgive me. My last words are of love."

Dew also said that he took a card on which Crippen had written: "Shall we wait until to-night, about 10 or 11? If not, what time?"

Dew concluded, repeating a conversation which he had with Crippen during the return trip to Liverpool. Crippen said: "When you took me off the ship (at Quebec) I did not see Miss Levene. I do not know how things will go. They may go all right; they may go all wrong. I may never see her again, and I want to ask you to let me see her. I won't speak to her. She has been my only comfort for the last three years." Crippen was allowed to see his companion in trouble.

Solicitor Newton stated before the court opened that Crippen told him: "I confessed nothing. I have vehemently and strenuously affirmed I know of no crime and have taken part in none. During my voyage to Canada on the Montrose I had not the slightest suspicion I was watched. The arrest came like a thunderbolt. I could not at first realize I was a prisoner."

Inspector Dew's comments on the methods of transcribing the statements are highly amusing and somewhat pungent. With feeling he declared it was quite a pleasure to meet English pressmen, as they were gentlemen.

The Canadian Associated Press has heard surprise expressed that the moment the case was opened that Crippen and Miss Levene were to be passengers on the Megantic he did not immediately protest against their being allowed to come aboard.

LAYMEN'S MISSIONS

S. S. Organizations Will Co-operate in the Work.

H. K. Caskey of the Laymen's Missionary Movement has just returned from Silver Bay, N.Y., where a conference was held by about fifty leaders of the laymen's movement, and denominated secretaries from different parts of the United States.

The machinery of the national state and county organizations of the American S. S. Union, has been placed at the service of the laymen's missionary movement, if they find it possible to use it.

There were 19,000 Sunday school conventions held in North America last year, with an attendance estimated at between three and four million. Sixteen thousand adult classes have been organized in the last three years, and it is expected that this number will be increased to 25,000 by the end of the year.

In each of these classes there is a devotional and missionary committee, and most of these committees are ready to co-operate with the laymen's missionary movement in pushing missionary work.

Provincial Sunday school conventions are to be held in Canada in October and November, and the Canadian council of the laymen's missionary movement has already asked that the missionary feature be emphasized and made as conspicuous as possible. The dates of the conventions are: Summer, Sept. 1-11, Oct. 1-11; Woodstock, N. B., Oct. 15-20; Truro, N.S., Oct. 25-27; Oshawa, Ont., Oct. 5-7; Calgary, Alta., Oct. 10-12.

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Nov. 1-4: British Columbia, last week of October; Saskatchewan, second week of November.

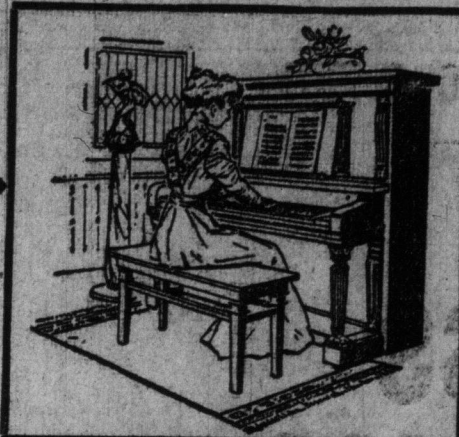
ST. MICHAEL'S NEW HEAD.
Rev. Father Powell Succeeds Father Roche Here.

Rev. Father N. Roche, president of St. Michael's College for four years, will go to Chatham, N.B., to become the head of the Basilian Order's new institution there. He is succeeded here by Rev. Father Frank Powell of London, Ont., but recently at Sandwich. He is only 31 years of age.

Rev. Father Roche was a professor at St. Michael's ten years ago, but was sent to Houston, Texas, to open a house for the Basilian fathers, remaining as president six years and then returning here. The new college will be opened about the middle of September with a full staff, prepared to give instructions, along the lines of classics, and doctrine.

Desperate Struggle For Life.
WINDSOR, Aug. 28.—With hands joined over their upturned duck skiff Fred J. Meno, U. S. inspector of steamboats at Detroit, and wife, struggled for an hour with the waves of Lake St. Clair, three miles off the shore yesterday afternoon, near Tecumseh, Ont., until rescued.

Mother and Babe Dead.
ORANGEVILLE, Aug. 28.—On Saturday Rosa Bryan, the four-months-old baby of Mr. and Mrs. William Bryan, of the Township of Amaranth, near here died, and was to have been buried yesterday afternoon. Sunday morning, Mrs. Bryan, the baby's mother, dropped dead.



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TENDERS

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Tenders will be received by the undersigned up till noon, Wednesday, September 7, 1910, for all the various trades required in the erection and completion of the Pathological Building.

Plans and specification and all other information may be obtained at the office of the architects.

DARLING & PEARSON,
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The lowest or any other tender not necessarily accepted.

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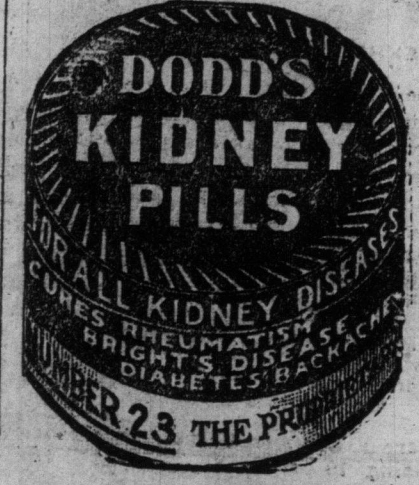
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