

The Toronto World

A Morning Newspaper Published Every Day in the Year.
MAIN OFFICE, 83 YONGE STREET, TORONTO.

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A WISE POLICY.

Brantford is well advised in taking steps to free itself from the private electric power interests with which it has hitherto been connected. This is the proper course to follow now that the opportunity has been afforded to obtain Niagara white coal from a public source controlled by a board whose only object is to serve the interests of consumers. This is the great advantage secured to the municipalities by the Whitney-Beech power policy, and it will become clearer and better appreciated as the scheme develops and is brought into operation. This too is the element that makes the Hydro-Electric Commission so distasteful to the private companies whose policy it is to secure a practical monopoly and thus enable prices to be fixed not on the actual cost of service, but for the purpose of displacing steam.

Canadian municipalities that are concerned in this movement and are present or prospective fields for the operation of a privately controlled supply are passing thru a similar experience to that many British cities underwent when their franchise agreements expired. Companies that had refused all concessions and refused proper treatment in the day of their power were profuse with seductive offers when it came to a question of renewals. But once bitten twice shy is a good proverb when the relations between municipalities and public service corporations fall to be reconsidered. Control by any agreement, however stringent, has been proven impossible and those communities that trust to a contract, however carefully prepared, are relying on a broken reed. Loyalty to the public power policy of the provincial government is the duty of the municipalities in the Niagara district that desire to secure the present and future benefit to follow from cheap electric power controlled by a public board.

NEW THOROPHORES TO THE EAST.

The completion of the asphalt pavement on Duke and Duchess-streets, from Jarvis to Parliament-street, gives two first-class roads for relieving the traffic on King and Queen East. Hundreds and hundreds of vehicles now go over these streets daily. With slight jogs at Jarvis-street both turn into Adelaide-street, thus providing a great midday thoroughfare between King and Queen-streets from Parliament to Bathurst-street, all in good condition (with one small section excepted) and without street cars.

Duke and Duchess-streets are bound to soon increase in value as factory and business sites.

U. S. RAILROADS AND INCREASED RATES.

Some of the principal railroad interests of the United States have been working strongly for an increase in freight rates on the ground that present returns are insufficient and will not permit of their obtaining the additional funds necessary to resume the purchase of material and equipment, and to improve their facilities. It was with apparent seriousness argued that if the railroads were only placed in a position to spend more money the trade depression would vanish, the unemployed would be re-employed and prosperity would again smile upon the country. It was certainly a curious view that expected to stimulate trade and industry by increasing transportation charges and it did not commend itself to all the railroad officials that recently met to discuss the proposition. Strong differences of opinion were at once developed, and the movers for the increased freight rates were plainly told that in some important districts the shippers would not stand for it. Nothing was therefore done and further consideration was delayed until October.

Possibly there was political maneuvering behind the movement or connected with it, and with the earlier and absolute refusal of the railroad controllers to consider the question of a reduction in rates, the result of the presidential election may largely hinge on the continuance of the existing trade depression and spirit of discontent. It may create, but the railroad magnates will do themselves no good by again subjecting their administration to public criticism. During the period of prosperity instead of making provision for coming lean years they utilized the high returns for the carrying thru of stock manipulations of all kinds not at all designed to benefit the public. And not a little adverse comment has been created in British and foreign markets over the adjustment of dividends for speculative purposes, irrespective of their propriety.

The campaign carried on by President Roosevelt in the cause of just and fair management and of due consideration for all the interests involved, both private and public, has had a valuable educative effect throughout the United States. Some of the state developments of it may have been rash and impetuous, but it is clear that a much more watchful regard will be paid in future to the inside working of the

transportation services of the country. The disclosures of wrong-doing have been so numerous and serious that the more prudent upholders of private operation have been compelled to recognize the necessity of regulation and supervision, and to aid in its efficient character. It is not at all probable that control by any public body will ultimately prove entirely satisfactory, and it is really an intermediate stage to straight public ownership and operation, the only method which by eliminating the disturbing element of private interest, secures the maximum of efficiency, reasonable rates, freedom from discrimination, absolute equality of treatment and protection from improper financing.

KEEP THE DOOR OPEN.

To increase the fees charged by the University of Toronto would not be a judicious step on the part of the board of governors and certainly will not meet with general approval. Indeed, it is totally against the whole course and spirit of the modern view of education. Besides the democratic maxim of equality of opportunity is to prevail and be given proper effect, the cost of higher education should be reduced rather than raised. The theory that allows all who can pay large fees to obtain a university training and limits that always desirable qualification to only those less blessed with worldly goods who display unusual brilliancy, is not sound. Examinations for scholarships are all very well and are necessary, but at the best they are no infallible index of mental power and are no test of that original or creative ability which more than any other quality else a university should make its chief object to foster and stimulate.

Universities in a democratic country ought to measure up to the highest level of excellence and be as accessible to the poorest as the richest. Nor need there be any fear that a policy of this kind will lead to the presence in any considerable number of students whose time would be better occupied in ordinary trade and business avocations. A young man ambitious enough to seek a university degree and willing to undergo the struggles and trials that have to be faced when dependent on his own exertions for the means of living and the wherewithal to carry him thru college ought not to have his burden made heavier. He should rather be encouraged and assisted to retain his independence by maintaining fees on the lowest possible basis. If the proposal said to be favored by the board of governors has been prompted by the large increase in the number of students it cannot be justified on any ground. Ontario cannot afford to make a university education more difficult of attainment by the sons and daughters of the common people.

FRONT SEATS NOT FORBIDDEN.

But Passengers Shouldn't Talk to the Motorman.

OTTAWA, July 23.—(Special.)—The railway commission does not propose to give a ruling regarding the right of street railways to allow passengers to sit on the front seats of open trolley cars, a question which has been agitated since the accident on the Ottawa and Britannia street car line, which resulted in the injury of a score of people.

Instead of making a ruling the commission has addressed a letter to the street railway companies suggesting that motormen be forbidden to talk to passengers.

Since the accident women and children have not been allowed to ride on the front seats of open cars in Ottawa.

LABOR CONDITIONS.

Fewer Troubles in June—400 Industrial Accidents.

OTTAWA, July 23.—(Special.)—According to statistics gathered by the labor department there was distinct improvement in industrial conditions in Canada during the month of June. Of trade disputes there were 13, as compared with 16 in May, and 40 in June, 1907. Thirty firms and 598 employees were involved and loss of working days was 2,527 compared with 130, 155 in May, 1907.

Industrial accidents occurred to 400 people in Canada, during June. Of this number 137 ended fatally. Agriculture and railway service head the list with 28 fatalities each.

HOMESTEAD ENTRIES.

United States Lead in Taking Up Western Lands.

OTTAWA, July 23.—Figures issued by the interior department show that for five months ending June 30, 1908, homestead entries were taken out in Western Canada, being an increase of 922 over the same period in 1907. Americans came first with 738 entries, Englishmen were second with 394, and Americans from Ontario came third with 333.

The subscriptions to date are as follows: Previously acknowledged \$36,713.95; Christie, Brown & Co., Ltd., 250.00; Pilkington Bros., Ltd., 100.00; Canadian Northern Railway Co. employees 10.25.

Total \$37,074.20.

When a Man's Married.

There was a certain coolness in the very air of a certain Yonge-street ice cream parlor on an August day last year when Sidney Jones and his prospective bride decided to be tied up for the rest of their natural. That is nothing compared to the coolness existing between the pair at the present time.

It wasn't long before Sidney got six months in prison for non-support. He got out last March and now his better half says he has been abusing her so she swore out a warrant for his arrest yesterday morning.

POLITICAL INTELLIGENCE

The people of Canada are into a political campaign and The World proposes to give them full information of its important features. This column will be devoted from now on to political intelligence of a reliable and, as The World believes, of a trustworthy character. We want to be able to tell you everything in politics, and will be guided in this column by that idea.

Thursday was the last day for filing protests against the return of the successful candidates in the provincial elections, which were held on June 8. Only one petition was filed, that of R. L. Joynt against G. Howard Ferguson in Grenville, but as both are Conservatives, the old political parties are taking only a slight interest in the affair. Mr. Joynt was the Conservative member for Grenville up to 1905, but he lost the nomination in that year to Mr. Ferguson, and has been nursing a grievance ever since. He claims the first 1905 convention was packed against him in his absence, and to make sure that everything was right a second convention was held, when Mr. Ferguson was again the choice. He was elected. In the recent election with Mr. Ferguson as an opponent, Mr. Joynt came out 23 votes. The good, Mr. Joynt was ill most of the time the campaign was on, and he claims, the result would have been different. This estimate is a record for unpopularity in Ontario. Since confederation the protests after each election have numbered from 3 to 57. The record in different years is as follows: 1871, 13; 1873, 3; 1875, 30; 1877, 7; 1880, 8; 1884, 26; 1885, 6; 1886, 3; 1888, 3; 1891, 22; 1892, 6; 1895, 7; 1896, 21; 1899, 57; 1900, 6; 1903, 50; 1905, 8.

Up till a few days ago it was expected that the Conservatives would protest the election of D. C. Joynt in North Middlesex, and T. R. Mayberry in South Oxford, and the Liberals would go after North Norfolk and Kingston, but the defeated candidates were not particularly anxious and there was a saw-off.

Somebody has been doing some figuring with the result that it has been ascertained that the railway subsidies voted during the dying hours of parliament—amounting to 4750 miles of railway, with a pledge of the country's credit up to \$3,500,000—can be used as arguments in the coming election in 38 constituencies, without counting many urban municipalities. The list is by provinces as follows:

Nova Scotia 10
New Brunswick 8
Prince Edward Island 0
Quebec 22
Ontario 22
Manitoba 1
Saskatchewan 8
Alberta 5
British Columbia 5

Total 88
This leads The World to the mouthpiece of R. L. Richardson, former Liberal M.P., to remark that while Mr. Borden protested he should have gone further. "The country would have justified the exercise of obstructive tactics until parliament expired by the large increase in the number of students it cannot be justified on any ground. Ontario cannot afford to make a university education more difficult of attainment by the sons and daughters of the common people."

The Kingston Whig (Lib.) would like to see Sir Wilfrid Laurier contest a seat in Toronto. "Would he win?" it asks, and it proceeds to answer the question without a moment's hesitation. "There's no doubt of it. The people like a picturesque figure in a campaign, and the premier is without a peer in his personal magnetism. Some people thought it silly of Mr. Borden to contest St. James' division of Montreal against Mr. Gouin, the premier of Quebec, and he succeeded, and simply because the electors saw in him a personality above the common, a man marvelous in speech and eloquent in expression. Toronto has never been really shaken up by a candidate of the Laurier type and the premier's entrance into a city which is regarded as hopelessly Tory would be a motion without a parallel. If the premier decides to contest one of the Toronto seats which is doubtful he will be elected."

James Connors, M.P., who is in the city, gives it out that the federal elections will not be held till next June, when the farmers will have had this year's crop. But Mr. Connors seems to be alone in the opinion that the elections will be delayed beyond the coming autumn. There are numerous indications of an early appeal: the large subsidy votes to the railways, generous appropriations for public buildings, dredging wharves and breakwaters, the promise to build the Hudson Bay Railway either as a government enterprise or substantial assistance to a railway company. Moreover,

The test was made under the direct supervision of Superintendent Milne.

Need Civic Assistance.

Inquiry at the city relief office yesterday elicited the information that the sum of \$27,730 paid out to needy people last month in contrast to \$138 for June last year. According to the relief officer most of these are laborers and mechanics out of work. They are large families as a rule and something must be done.

They are anxious to work, but simply can't get it.

A Grist Mill Burns.

VANESSA, July 23.—Fire consumed the gristing and shingle mill of William Roberts & Son, together with contents. Loss about \$1500; no insurance.

Wants \$10,000 for Broken Leg.

As the result of a free fight which took place in Oakville when the soldiers were leaving, Allen Kemp of that town is suing Harry Giddings, jun., for \$10,000 damages for alleged assault and trespass to the person. He claims his leg was broken in the fight.

It will coax you away to a vacation, the view of sportsmen's life in New Ontario, as depicted in this week's Sunday World.

The Torrington Choir Picnic.

The members of Dr. Torrington's Choir will hold a picnic at High Park on Saturday afternoon. The committee are making extensive preparations and a large attendance of the members and their friends is expected.

THE SUNDAY WORLD is delivered to any address in the city or suburbs for 5 cents per copy.

To ensure regular delivery, order at once. TELEPHONE MAIN 252

EFFECTS OF PREFERENCE ON COLONIAL TRADE

While British Trade Has Increased 38 Per Cent, Foreign Trade Has Advanced 187 p.c.

(Canadian Associated Press Cable.) LONDON, July 23.—A tariff reform commission memorandum points out that while trade with the colonies has increased a preference has increased in 20 years by 38 per cent, the foreign trade with those colonies has increased 187 per cent.

The British trade per head of the colonial population has actually declined, while foreign trade has increased more than 9 per cent, per head. The memorandum indicates the value of preferences, which it is possible that the colonies could easily enlarge.

COMMISSION ON MEAT SUPPLY

Britain to Make an Official Enquiry Into the Matter.

(Canadian Associated Press Cable.) LONDON, July 23.—A departmental commission will be appointed shortly on the subject of the British meat supply.

The Daily Standard suggests as a solution of the Canadian cattle embargo question that the Canadian government should breed steers for export here, under supervision, or utilize Newfoundland, Prince Edward Island, or Cape Breton as breeding grounds, strictly protected against all possibility of disease.

The president of the National Federation of Meat Traders declared that the board of agriculture was the only government department which did not feel the force of the opinion.

On the question of Canadian cattle embargo the federation passed a resolution urging the removal on Premier Asquith.

INVESTIGATE SOCIAL EVIL

Chicago Clergyman Suggests Appointment of Committee.

CHICAGO, July 23.—The Rev. Morton Culver Hartwell of South Park Avenue Methodist Episcopal Church, who has been strongly in the public eye lately as a crusader, has a novel idea for curbing the social evil in Chicago. He proposes an organization of a committee of 100 prominent men of the city, to be selected from the various walks of life, to study the evil scientifically and make recommendations to the city for legislative action.

Believing conditions in the city are worse now than they were before Mr. Hartwell desires the investigation to be made from every aspect—physiological, economic, social, and legislative. He wants physicians, lawyers, editors, ministers, business men, settlement workers, and college professors to coordinate their efforts as members of the committee.

DEATHS IN THE CITY.

Deaths reported at the city hall were: Donald McKeown, 2 months, ischaemic rectal abscess.

Francis Amidon, 73, senility.

Jane Bromberg, 66, pneumonia.

James B. Bisset, 67, senility.

Infant Bourier, still born.

Francesco Pascolino, 4 months, hepatitis.

Edith Guthrie, 22, tabes mesenterica.

Frank Simpson, 19, purulent peritonitis.

Margaret Storey, 47, carcinoma of breast.

Infant Shepley, still born.

James Rose, 3 months, gastro enteritis.

Rose Butt, 14 months, cholera infantum.

Albert Barrett, 6 months, dysentery.

The Beautiful Temagami Lakes, with their 1400 islands, should be seen by all lovers of nature, as they cannot be described. Leaving Toronto on Cobalt Special of the Grand Trunk every night at 9 o'clock, you reach Temagami for early breakfast. Splendid hotel accommodation, and grand fishing. Round trip rate from Toronto to Temagami only \$12.05, good to stop off at all resorts. Full information at city office, or nearest corner King and Yonge-streets.

An English Coup.

LONDON, July 23.—The Daily Express this morning publishes a curious story to the effect that six Englishmen led by James Ashmead Bartlet, representing a British syndicate, have penetrated Morocco and obtained from Sultan Hafid, the usurping sultan, the promise of valuable mining, railroad and trading concessions in return for assistance in establishing Hafid on the Moroccan throne.

Captured in Winnipeg.

PORT HURON, Mich., July 23.—Fred Parker, the Grand Trunk switchman who assaulted Miss Elizabeth Tilger at her home on White-street last April and who escaped from the officers by running thru the St. Clair tunnel to Sarnia, has been captured at Winnipeg. Sheriff Davidson has gone to Winnipeg for the prisoner.

THE T. EATON CO LIMITED

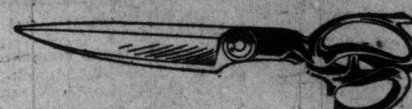
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The Store Closes at 1 p.m. on Saturday

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We sell Tailors' Shears and Trimmers at prices that should bring us all the business, in that line, available.

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12 inch	\$4.50	(straight) 10 inch. 90c	
13 "	\$5.75 & \$7.50	" 12 "	\$1.40
14 1/2 "	\$9.75	(bent) 10 inch.	\$1.10
15 "	\$10.50	" 12 "	\$1.40
16 1/2 "	\$12.50		

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CRAWLED HALF A MILE.

Survivor's Plucky Deed to Give Alarm of Drowning.

Bryce Black, who with Oswald Newbury and Harold Dawley, was drowned in the Montreal River last Sunday morning, was buried in Mount Pleasant Cemetery yesterday.

His brother, William Black, who had been assisting in the two days' search for the body, and brought it home, in telling of the fatality, said that Will Cameron, who escaped drowning, crawled on his hands and knees for half a mile to a camp they had passed previously, and gave the alarm.

All that night parties were searching the shores by torch light and the next day boats and canoes patrolled the river.

BIDS FOR STRUCTURAL STEEL.

PITTSBURG, Pa., July 23.—Announcement was made here to-day that bids had been asked on ten thousand tons of structural steel for the Ontario Government Power Commission.

The steel is to be used for towers which will support the cables used in transporting the current.

QUBEC, July 23.—The troops from Toronto, apart from the composite regiment, are scheduled to leave Quebec on Saturday as follows:

10th Royal Grenadiers by Grand Trunk at 2 p.m.

48th Highlanders by Grand Trunk at 4 p.m.

2nd G.O.R. by C.P.R. at 8 and 9 p.m.

Field Ambulance Corps by C.P.R. at 4 p.m.

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THINKING OF HOME.

Toronto Troops Will Leave Quebec on Saturday.

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