

The Toronto World

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MUNICIPAL STREET RAILWAYS.
At the annual conference of the British Municipal Tramways Association, the president, Mr. J. Allworth, stated that its membership included over 120 chairmen and vice chairmen of committees representing practically all the local authorities, operating their own street railways with about 100 general managers and chief officials. Local authorities in Britain have invested in these undertakings roundly \$200,000,000. They operate 2500 miles of track, possess 8000 cars, employ 40,000 men and serve a population of 17 3/4 millions. Their joint revenue last year amounted to \$4,375,000, they carried 1886 million passengers, and the cars ran in all 135,000,000 miles. These figures sufficiently show the success that has attended the public ownership of street railways in Great Britain.

When the manager of a municipal system of street railways speaks about the object of his undertaking he does not, as a rule, speak of the amount of profits which he has been able to screw out of the citizens for the benefit of shareholders. His talk to his brother members is quite otherwise. In Mr. Allworth's words, "the common object which all those controlling tramway undertakings have in view is to provide safe, cheap, comfortable and expeditious means of transit by which the worker is enabled to live in more healthy and pleasant surroundings, away from the busy centres of industry, and the business and professional classes to move about freely in pursuit of their respective callings and to provide the public generally with traveling facilities to enable them to fulfil the most comfortable conditions of modern life." How different are the considerations that actuate the responsible manager of a public undertaking from those presented to the servant of a private corporation!

Outlining later a sound policy for municipal street railways he remarked that if modern improvements in the means of transit are to be utilized to the greatest advantage it follows that the undertakings must be maintained and controlled in an absolutely efficient and up to date manner. "It is essential," he said, "that the public should be given the best possible service and carried at the lowest fares justified by the returns, but not lower than will permit of the undertaking being conducted on sound commercial principles. And referring to the occasional instances of loss in the working of some particular municipal system and the use made of them by the opponents of public ownership and operation, he remarked: "But how little is said or written about the companies who have never given and probably never will give any return on their shareholders' capital notwithstanding that, unlike municipal undertakings, they are not compelled to provide large annual sums for interest and sinking fund purposes." Yet with this latter handicap the municipal undertakings of Britain show a large equivalent return on capital, a higher net revenue and a lower average fare per passenger. These are important enough, but they are less important than the fact that public undertakings have only one thing to consider—the public interest.

TROUBLE IN THE NEAR EAST.
Coming immediately after the recent "pacific assurances" given by Prince Von Buelow regarding Germany's foreign policy, the sudden resurrection of the new eastern difficulty will again tax the resources of European statesmanship. In one way it is remarkable that the disturbance should be directly associated with the aged emperor of Austria-Hungary, to whose interest it is undoubtedly to abstain from anticipating trouble for his dual realm. But as it is improbable that a step involving possibly momentous consequences would be taken without the knowledge and at least tacit approval of the predominant partner in the triple alliance, the announcement that Austria-Hungary proposes to absorb Bosnia and Herzegovina, which have been since 1878 occupied and administered by the dual monarchy, may well cause a flutter in the European chancelleries, involving as it does a reconsideration of the treaty of Berlin.

It is not unnatural that Bulgaria should seek to escape from the nonjugal bond that connects the state with Turkey. By the treaty of Berlin entered into 30 years ago Bulgaria was constituted an autonomous and tributary principality under the suzerainty of the Porte and in 1885 it was extended by the inclusion of Eastern Rumania, the amount of tribute and the share of the Turkish debt to be assumed by Bulgaria being left to the decision of the European powers. The arrangement made by the treaty of Berlin was avowedly a compromise and left the Balkan provinces in a state of unrest, which has always held within it a menace to peace. Had it

stood alone the action of Bulgaria in declaring complete independence would scarcely have set Europe by the ears. But taken in conjunction with the move attributed to Austria-Hungary and occurring at this time it assumes a significance it did not otherwise possess.

According to the Paris correspondent of The London Times the new development had been sanctioned by Russia, Germany and Italy and it is suggested that the latter has been drawn into the net by the promise of either a part of the Albanian coast, or a free hand in Tripoli or perhaps both. And the diplomatic point of the affair is the rehabilitation of the triple alliance, weakened as it was by the reservation on the part of Italy of a free hand in certain contingencies, and the virtual inclusion in it of Russia so far as the status of the Balkan provinces is concerned. This, if it be so, leaves Britain and France isolated so far as the near east is concerned, and threatens to affect the friendly understanding upon which Russia and Britain have been acting and also the marked tendency shown by Italy to resume her former cordial relations with the two western nations.

"The situation is graver than it would be had less distrust and suspicion existed between Britain and Germany. Strenuous efforts have been made to bring about a better understanding, and there was reason to believe that these were destined to bear fruit. This in turn has led to more persistent endeavors to create and intensify the apprehension that Germany meditates a sudden attack on the British North Sea fleet in the hope of reducing the present disparity in naval force and challenging England's supremacy at sea and for the purpose of anticipating the similar attack which, it is represented, an unnamed "responsible" officer of the British admiralty had intimated it was the intention of England to deliver on the German navy. Those who are engaged in the dissemination of these alarmist propaganda, are doing great disservice to the cause of peace. Even if the British admiralty does not increase the already authorized additions to the fleet it will be some years before Germany could materially change her position of naval inferiority, and an unprovoked attack coming as a bolt from the blue would virtually read her out of the category of civilized nations."

CANADIAN RAILROAD ACCIDENTS.
During the last five years no less than 2125 persons were killed and 10,855 injured thru accidents occurring on Canadian railroads. This is a frightful record, all the more so because it is contended with good reason that the great majority of these catastrophes were due to preventable causes. Although railroads in Canada are mostly single-track, and on that account more liable to accident, yet it is charged that, with a total mileage of 27,000, they are practically devoid of modern safety devices. But single-track systems above all others ought to be equipped with the best automatic protective mechanism that can be procured.

Canadian railroad officials are understood to have had the matter of railway accidents under deliberate consideration since the wreck at French River on May 29, for the purpose of devising means for their elimination. Whether their deliberations will result in any really effective voluntary action on the part of the railroad companies remains to be seen. But whether or not a serious effort is made to lessen the risk of railroad accident, there ought to be statutory requirements for the officials to live up to, and public enquiries into the causes of all accidents involving loss of life or injury. An interlocking system of signals would have prevented the recent tragedy at Mimico; and Canadian railroads should certainly be required to install it at all points on their main lines, if not through all their areas.

DESERTS THE LIBERALS.

Mayor Morash of Lunenburg Was Once M.L.A., Too.

HALIFAX, N.S., Oct. 5.—(Special.)—Mayor Morash of Lunenburg, ex-Liberal M.L.A., well known in that province, at a public meeting in that town to-night, formally joined the Conservative party. He stated that he could no longer remain a member of the party that had disgraced the name of Liberalism. He preferred to call them Laurierites rather than Liberals.

BACK FROM THE ISLAND.

As the odd 50 carriages, carrying a burden of living freight, numbering approximately 200 souls, headed up the hill to the Hospital for Sick Children yesterday, a man, in answer to a question by a passing stranger, said: "They are the children who, but a few weeks ago, were carried to the island on what we term the Paradise Limited; a boat conveying them to the island each season for recreation, healthful association and hope."

The stranger gazed again, and, as a World reporter found him, he was writing a cheque to augment the hope of, and trust in, humanity's "humanity to man" for another season of outdoor life to the "kids."

Storm in Bermuda.

HAVANA, Oct. 5.—Baracoa, on the northeast coast, suffered severely on Saturday and Sunday from a heavy storm. The custom house, which was in the course of construction, and many other buildings were destroyed.

HAMILTON, Bermuda, Oct. 5.—Heavy rains fell thruout Sunday and about midnight a whirlwind of considerable force struck Somerset Island, tearing up large trees and unroofing and otherwise damaging many buildings. No lives were lost.

IN THE LAW COURTS

TO-DAY'S LISTS.

Divisional Court.
Fraser v. Pere Marquette.
Jasper v. Romney.
Naffel v. Proctor.
McVittie v. Brown.
Whitely v. McPherson.
Mercer v. C.P.R.
Laramie v. Gar Art Metal Co.
Lucas v. McFee.
Court of Appeal.
Hamilton v. Hamilton C. & P. Co. (continued).
Pegall v. Durham.
Rex v. Thomas Reed and Rex v. Ethel Irving.
Rex v. Legross.
Fairbanks v. London Machine and Tool Co.
Provisional List Appeals.
University of Toronto v. Conservatory of Music.
C. P. R. v. Brown and City of Toronto.

Judgments.
Justice Clute dismissed the application of P. Godden, hardware merchant, 154 East King-street, to restrain the City of Toronto from letting the St. Lawrence market out to horse sheds, auto exhibits, etc. The judge finds that the city has been at considerable expense in fitting up the property as a market site and has full discriminating powers. The grant allowing use of the site for a market was not of the nature to prevent its being applied to other than market purposes, and so long as the farmers are not denied adequate accommodation there was no cause for objection.

Chancellor Boyd has awarded P. J. Bajer, H. J. Crawford and T. B. Gregory, oil men, in two countries, an order rescinding the agreement entered into between them and E. R. Clarkson of Hamilton for the sale of the plant of the Campbell Manufacturing Company of Hamilton at \$25,000. Clarkson is directed to refund \$5000 that was paid on the contract. Chief Justice Falconbridge has given judgment against the executors of the late John Hetherington in favor of Mrs. Margaret Pead of Shelburne, directing the reforming of a mortgage on lands in Mulmur Township. On condition that David Jamieson and A. S. Hunter give a bond for \$7000 the Wilberforce Lumber Company obtained an order giving them possession of the timber limits and saw mills from which they were debarred pending the outcome of a suit brought against them by Thomas Beck.

Justice Anglin has dissolved the injunction obtained by the Mutual Steamship Co. against the Atikokan Mining Co. **Sues for \$5000.**
On account of injuries sustained in being thrown from his bicycle thru his hind wheel being caught in a rut next to the street car tracks on Yonge-st., near Buchanan, A. L. H. Robertson, chief accountant for the Imperial Loan and Savings Co., is suing the city for \$5000 damages. The city contended that the fault lies with the Toronto Railway Co., and they are added as a third party to the suit.

OCEAN WAVES NOW USED TO GENERATE ELECTRICITY

Remarkable Invention in Motors Which Will Generate 500 Horse Power.

"Generating electricity by the waves of the ocean" is a statement that few people would care to believe off-hand, in spite of all the mechanical contrivances that have come into existence during the past 25 years. Nevertheless just such a device has been invented, and is actually on exhibition, in model form, in Toronto at the present time. This remarkable machine, which is known as a wave motor, is the invention of George M. Wilson, a Californian engineer, and has been patented by the Marine Power and Electric Company of Los Angeles, Cal. In two countries, viz., Germany, France, Belgium, England, Australia, New Zealand, Canada, Japan, Cape of Good Hope, Venezuela, Argentina, and Brazil. The company claim that the invention will revolutionize the price of electrical power, which apart from the novelty of the apparatus itself is its chief claim for public interest. "By means of this device we can put electricity on the market at a cent per kilowatt and pay bigger dividends than are now paid anywhere, with the prevailing prices. We can produce electricity known method." Engineers from several countries who have examined the apparatus claim that it bids fair to be successful. In the construction of the device, the large waves are discarded entirely, the pontoon principle substituted and the whole is floated like a cork in the water. Instead of a huge boat floating on the surface at anchor, to be tossed about with every motion of the waves, the float will be just like a whaleback, meeting the waves in the same way, by submergence and by offering a minimum of resistance above the surface. The whole is built on a sort of flat boat or base, 110 feet by 90 feet. Two pontoons run the length of this, their decks 20 feet wide by 55 feet deep. By filling these pontoons with water the whole is submerged to the proper depth. Four anchors will hold it. The pontoons parallel each other thirty feet apart. Between them is swung a large flat boat or barge, 75 feet long by 25 feet wide and 8 ft. in depth. Chains attached to the base and six pilars connected with as many crossheads keep it in place, at the same time allowing it perfect freedom with the waves. Besides getting the full force of the swell ordinarily the pontoons are slanted in such a way as to even increase the wave pressure. The power will then be communicated direct to eighteen submerged hydraulic pumps. These, in turn, three immense receivers, from which it will connect with a dynamo and generate the electricity, which will be transmitted by submarine cables to its destination. The device is constructed with pointed bows like those of a boat which will point seaward in the space between the pontoons at the bows will be six feet, and between the main bodies thirty feet. The effect is to enhance the

EATON'S DAILY STORE NEWS

To-Day (TUESDAY)
at 8 o'clock, 125 fine
Winter Overcoats
will start a quick rush-out.

The materials are black meltons, black beaver cloths, and fancy Oxford chevies with colored shadow stripe. Striped glassade sleeve lining and Verona twilled Italian body lining. The coats cut 46 and 48 inches long, Chesterfield style, with deep back vent and long large lapels, sizes 35 to 44.

That short description should convince any man that there's big money to be saved on every garment. And the fact that there are just 125 should induce early buying. Price, each 8.49

Another Saving
Specially for
TO-DAY

300 Heavy Elastic Ribbed Under Garments, soft and warm, natural color. Men's sizes, 34 to 42. Price—shirt or drawers—to-day, each . . . 50
MAIN FLOOR—QUEEN ST.

A Good Fall Boot—Men—Wet Proof

There's nothing better for Fall wear than the "viscolized" sole, which renders the leather wet proof, and it's rare indeed you're offered genuine "viscolized" soled boots at \$8.50. We bought them at a saving price and marked them extra low. They're finest box calf uppers, stylish and perfect fitting; heavy Goodyear welted soles. All sizes. Pair . . . 3.50
SECOND FLOOR—QUEEN STREET

Men's Gloves

Heavy tan cape; a sturdy glove with outside seams, gusset fingers, one large metal or horn clasp at wrist, spear-pointed backs and Bolton thumb. For walking or driving.

Per Pair \$1.00
MAIN FLOOR—YONGE STREET.

O'KEEFE'S PILSENER LAGER

The Liquid Food
There is plenty of good, wholesome nourishment in O'KEEFE'S "PILSENER" LAGER. Malt is rich in food properties—like wheat. Hops are an excellent tonic. When you drink O'KEEFE'S "PILSENER", you not only enjoy a delicious lager, but also food in its most easily digested form.

Order from Your Dealer.

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swell and give greater force. The lowest capacity of any plant to be manufactured is 500 horse-power, but the perfect capacity that could be obtained is unlimited as additional pontoons can be substituted at either or both sides of the original two, and extra barges lifted between them. A 500 horse-power plant can be run by two men, who will make their home right on board. The model, which is a perfect representation of the real device, is on exhibition at Room 222, Confederation Life Building, just at present, and in a few days will be exhibited in the window of the R. S. Williams Co., 143 Yonge-street.

Mr. Borden's meeting on Saturday has been changed from Halleybury to Cobalt.

Teamsters' & Workingmen's Jackets

We're splendidly ready to clothe men whose work keeps them out doors all winter, in garments that will stand coldest weather tests and heaviest wear; prepared to do it at very low prices.

We've pictured one garment, but there's a large selection—including duck, corduroy, leather, etc. —to meet the wants of each person.

The One Illustrated is of thick, brown duck; body lined with heavy sheepskin; sleeves with Kersey cloth. Notice the loose strip of sheepskin at one side of coat, running right down from collar: this is the "wind break"; laps over the chest—is overlapped by opposite side of coat-front, which, in turn, is overlapped by left side of coat front—a grand protection, indeed, in bleak, wintry winds. Front fastens with strong snap fasteners, stoutly riveted. Collar is of wombat fur, and extra high (7 inches). Pockets bound. Here's a coat that's worth your while coming in specially to examine. In sizes 36 to 46. Price . . . 6.50

For \$4.67: Brown Duck Jacket, lined with duck; body lined with heavy sheepskin wool; 6-inch corduroy collar; knitted wool cuff in sleeves.

For \$5.38: Heavy Brown Duck Jacket; sheepskin lining; sheepskin storm collar, with throat tab; double-breasted, with buttons; knitted wool cuff in sleeve.

For \$5.98: Dark Drab Corduroy Jacket; sheepskin wool lining; 6-inch corduroy storm collar; knitted cuff in sleeve.

For \$7.00: Black Leather Jacket; English corduroy lining; single-breasted; dome fasteners; two pockets; can be worn either side out.

An Exceptionally Desirable Fur-lined Coat for Men

—Extra light in weight—
—The best of materials—
—Unbeatable tailorwork.

A GARMENT THAT LOOKS LIKE EVERY CENT OF THE MONEY YOU PAY FOR IT. Examine the shell: black beaver cloth of very close pile, and bright rich finish; extra light in weight, yet of wondrous WEARING quality. It gives a "first impression" that the coat is no ordinary garment.

The Fur Lining is NO. 1 SPRING MUSKRAT—SELECTED skins, chosen for their thickness and length of fur, evenness of "stripe," and full size. This lining has passed more than one examination by experts, so that no flaws can creep into it.

The Collar is of other—the nicest skins of a season's traps—the fur, thick, springy and shiny. Cut notch style, allowing the lapels to fold flat across the chest. Heavy canvas (every inch of it stitched and restitched to the beaver cloth back) holds the collar stiff when raised.

WE BELIEVE THIS IS A COAT THAT WILL SATISFY ANY MAN. It looks like it; it is made that way. Strong heavy canvas runs down the front to keep it shapely; and also around the pockets. The silk barrel "buttons" are double stayed and firm. Note the broad shoulder effect and the looseness and fullness of skirt and body.

COME IN AND SEE THE GARMENT. IT'S HERE TO EXAMINE. THERE NEVER WAS BIGGER MONEY'S WORTH; NEVER MORE APPEALING VALUE. **Price \$80.00**

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WRECKING SCOW UPSETS TWO MEN ARE DROWNED

Capt. Hunter of Sarnia Meets His Doom in Lake Superior in Early Morning Hours.

SAULT STE. MARIE, Ont., Oct. 5.—(Special.)—Two men, Capt. John Hunter of Sarnia and Fred Shields of Duluth, lost their lives near Whitefish at 2 o'clock this morning by the overturning of a scow of the Reid Wrecking Co. Capt. Reid had been engaged for some time endeavoring to save the machinery of the steamer Monarch, which went to pieces near Isle Royal a year ago. The machinery had been raised and

the outfit was proceeding down the lake from Michipicoten. The scow which overturned was in tow of the schooner Kilderhouse, and the tug Salvoir, in close proximity in case of emergency. When 14 miles from Whitefish the scow turned turtle and went down without warning. It was loaded with derricks and other machinery. "The crew of the Salvoir immediately went to the spot and saw the scow, bottom upwards, but the crew of two men, and the machinery had disappeared."

The men were never seen again and the bodies are not yet recovered. The remainder of the outfit proceeded to the Soo this morning and tied up at the New Ontario dock. Capt. Reid was most affected by the loss of the men, stating that he would rather have lost the entire outfit than that the men should be lost.

Hon. Mr. Aylesworth will address the following meetings: Brampton, Oct. 6; Picton, afternoon, Oct. 10, and Richmond Hill, Oct. 12.