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The Toronto World

TEN PAGES—MONDAY MORNING MAY 4 1908—TEN PAGES

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28TH YEAR

GRAND TRUNK PACIFIC TOO FAR NORTH? CABINET MINISTERS IN CONFERENCE WITH HAYS GOVERNMENT URGED TO CHANGE ROUTE

Railwayman is Quoted as Declaring That Present Plans Are a Stupendous Blunder, and That Premier Should Admit It.

SIFTON'S PLANS LAID FOR HUDSON BAY RAILWAY

MONTREAL, May 3.—(Special.)—Will the government come down to parliament and admit that a mistake has been made in the location of the Grand Trunk Pacific railway hundreds of miles north of the big cities, instead of starting from North Bay or thereabouts, thus easily tapping Montreal and Toronto?

This is a question a good many wise men are asking here to-day. One thing is certain, there is a big "something" in the wind.

The Grand Trunk noon train to-day brought down Sir Wilfrid Laurier, Hon. Sydney Fisher and Hon. Rodolphe Lemieux, and it was soon evident that the mission was an important one.

Of course the matter of an interview with Premier Gouin was readily admitted, and as a matter of fact this interview took place, but the meeting between Mr. Hays and the prime minister was of another kind.

Those who are familiar with the government and the Grand Trunk Pacific officials declare that a grievous blunder has been committed, and that the government is settling down upon both for some reason or other and the statement is made that the trouble is all over what is said to have been the awful blunder made in the location of the transcontinental away from the freight and passenger producing centres of the country.

It has now become painfully evident to the ministers and company alike—so the story goes—that Fitzpatrick and Parent must have, intentionally or no, pulled the wool over their colleagues' eyes, and to-day the latter are committed to what one man styled "the most stupendous blunder ever perpetrated in this or any other country."

A prominent railway man said to-day that he had never yet understood why Toronto and Montreal looked on with so much apathy and indifference while the matter was before parliament.

"But," he said, (and his name if divulged would carry tremendous weight, both in parliament and the country), "even at this late hour Sir Wilfrid should face the situation, admit the error and put the government and the Grand Trunk Pacific right before the country and posterity."

It is a well-known fact here that all concerned are greatly worried, and it is only recently to be seen if the proper parties will have the courage to grapple with the question of the modification of the route, so that it should be grappled with.

SIFTON HAS SUPPORT OF THE GOVERNMENT IN NEW PROJECT

Man From the West Will Make It a Strong Card for the Elections.

OTTAWA, May 2.—(Special.)—The announcement that the government program will include the building of the Hudson Bay Railway on the plan outlined by Hon. Clifford Sifton in the house some weeks ago does not surprise the western men in parliament, or anyone else who has been observing the growing influence of the Brandon member. Mr. Sifton was in town to-day, but declined to be interviewed, pleading a press of business, but the World is able to say that when he announced in the house a new policy of development he was speaking with the authority of the prime minister. With the Hudson Bay Railway practically assured, politicians are discussing some of the other big projects which are now under consideration by the government, and which are likely to be included in the platform of the Liberal party when next it goes to the country. The Hudson Bay Railway will appeal to the western provinces. The All-red proposal, also a Sifton pet scheme, catches the fancy of the whole country and civil service reform, which Mr. Sifton declared to be one of the greatest needs of Canada, will be welcomed.

The other proposal of the western man was the reorganization of the trade and commerce department, and everybody believes that this will be coincident with Mr. Sifton's return to the cabinet, as head of the new department which will be extended to include ocean navigation. To-day's announcement of the adoption of the Hudson Bay Railway scheme again projects Mr. Sifton to the front.

Toronto Wants a Suburban Railway Service.

The people of Toronto, and those who live in the villages and towns in the neighborhood of Toronto, may get some idea of how the Grand Trunk and the Canadian Pacific provide for suburban traffic out of the City of Montreal, by a look at the time-table of both of these railways. For instance, if you turn up the Grand Trunk time-table you will see that there is a special suburban service between Montreal and St. John's, 27 miles away, which has eight trains daily, and between Montreal and St. Lambert, which is little more than six miles, on the same division, there are a good deal over 20 trains a day each way. From St. Lambert there is a train service to St. Rosalie, which is another extension of this service to 28 miles from Montreal, with eight trains a day, all devoted to suburban service. The trains above given are for one way only. All of them are duplicated by return trains.

Then, taking the other direction of the Grand Trunk from Montreal to Vaudreuil (24 miles west of Montreal), there are 11 trains a day going westward, and the same number returning eastward. These trains run every day in the week, including Sunday, and they are special suburban trains for the accommodation of the people who live in the towns and villages adjacent to Montreal, and all of them have special commuters' tickets at very low rates for those who are regular travelers, and who are in Montreal every day, or frequently thru the week.

The Canadian Pacific also runs a suburban service to Vaudreuil (24 miles this side of Montreal), with ten trains a day each way. Also a suburban service to St. Jerome, 14 miles from Montreal, of five trains each way a day; and to Joliette Junction, 49 miles from Montreal, of seven trains a day each way. They also run a suburban train from Montreal to St. Etustache, and between Montreal and St. Lin, and on all these commuters' tickets and second-class tickets are issued to the public at very low rates.

But in Toronto neither of these big railways caters in any way to suburban service. The commuters' tickets are sold on a few of the regular trains to a few places, of which Oakville is one, and Port Credit another, and Weston a third, but no attempt has ever been made in Toronto by either of these roads to build up a special suburban service. It is true that some years ago the Grand Trunk started a belt-line service which fell down because it didn't go where people wanted to go; but they have never yet tried an experiment of running, say, a suburban service from Oakville to Whitby, and, say, from Brampton to Markham.

The Canadian Pacific also made a poor attempt on two occasions to run a suburban service from West Toronto to Leaside, but there was no road at Leaside leading any place, and no certainty of trains, and no Sunday service in connection with it. It also fell down. The Canadian Pacific could establish a first-class service, say, between Streetsville or Milton to the west, running to Myrtle on the east, and running thru, as The World thinks, North Toronto rather than coming to the Union Station; but that is a matter for time to decide.

The World believes that Toronto's suburban service, as far as the Canadian Pacific is concerned, should come to Toronto thru North Toronto Station, rather than along the city front, and that all milk and produce that would take to this suburban service ought to be delivered on the north side of the city, where it would be much nearer the consuming centres.

But the essential condition of any suburban railway service in connection with the villages and towns lying outside of Toronto is an early and late train; a 9 o'clock train, a midday train, an evening train and a late train out and in; and in connection with these there must be some kind of reasonable Sunday service.

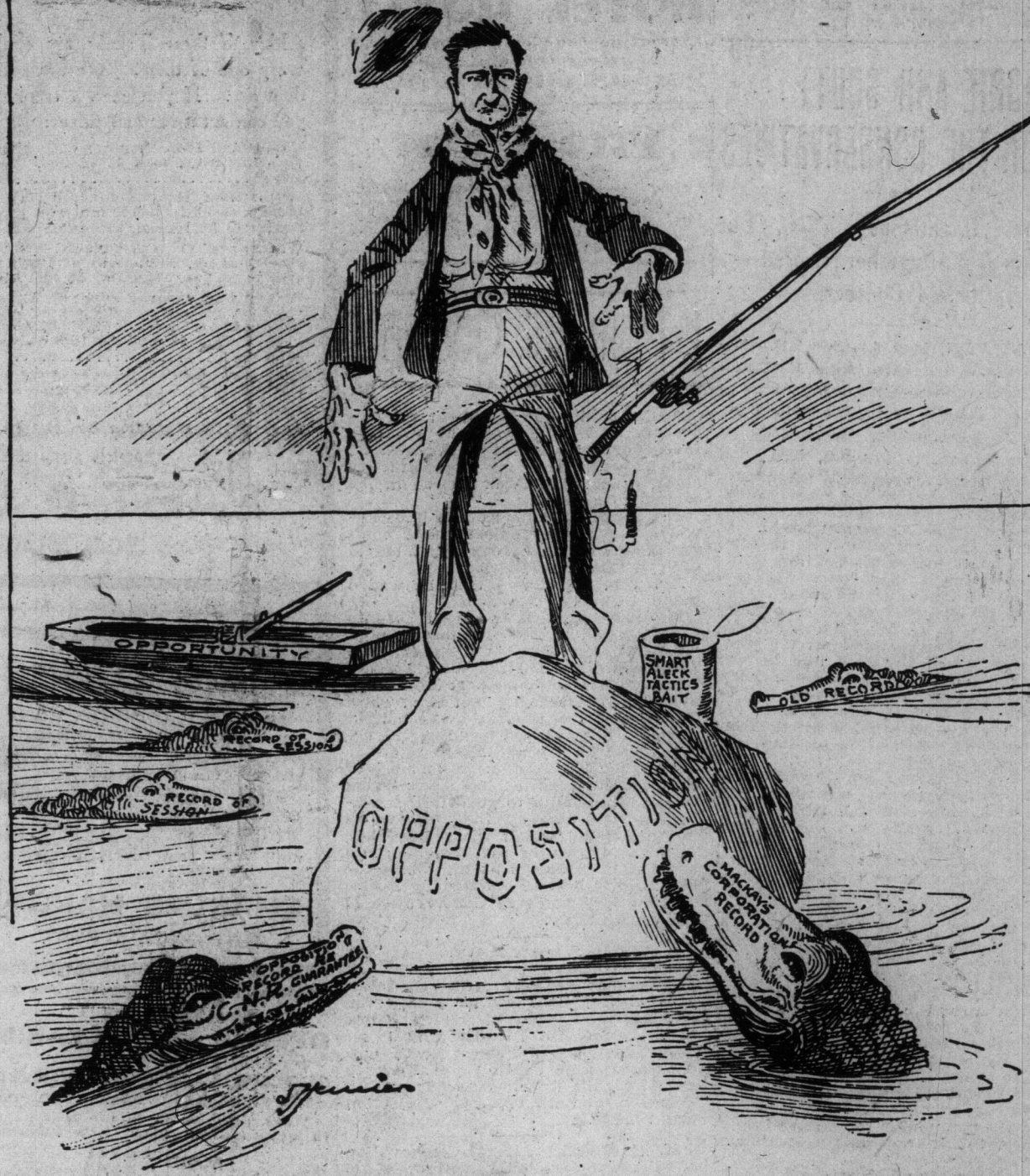
All the great cities on the American continent that amount to anything and that exceed 200,000 population, have this kind of suburban service. Buffalo has all kinds of suburban service on the steam railways. So have Cleveland and Detroit, not to mention the trolley services that these cities have as well. Boston is the city it is because of the enormous suburban service that the steam railways give there. The people did not make the railway service, but the railways there were enterprising enough to give the service, and the people went to reside along the lines. The towns were built up, local business was developed; factories located in these towns near the big centre; and in every way business was encouraged; and especially did the big city's trade with these centres grow in consequence of this policy. The protest is made that if a suburban service was given in this city, Toronto would be the loser, that people would go out of Toronto to escape city taxation.

That is not true, and is not the way the thing works. The real fact is this: that the city itself must grow by reason of the towns and villages adjacent to it. In other words, the city is helped by the adjacent towns, and the adjacent towns are helped by the city; the benefit is mutual. And this also is to be noted, and it is the most significant thing of all, namely—that the value of property in villages and towns adjacent to a large city, where there is a good steam railway suburban service given, doubles almost immediately, and again doubles in the course of another ten years, and sometimes in less than five years. In other words, The World says that the value of property in Whitby and Markham, Oakville and Weston, in every town that is brought within reach of a suburban service, would double in value in a few months if a good suburban service existed; and not at all at the expense of the city in any way. Nobody can give an instance where a city has been injured by a suburban train service, and yet there are people in Toronto, and even railway officials, that say they do not see how a suburban service will benefit the city.

More than all this, there should be a suburban service of ten trains each way between Toronto and Hamilton, with commuter tickets. It would be a good thing both for Hamilton and Toronto. In fact, there would, with the right kind of train service, be a solid settlement from Toronto to the Falls. But if you were to suggest such a thing to the Grand Trunk or Canadian Pacific, the general management in Montreal would have a fit.

The World intends to keep up the agitation until this suburban service is accomplished. Turn in and help. Write to us about your town or village, and the miserable service you get. And yet both the Grand Trunk and Canadian Pacific get more money out of their lines 50 miles in and out of Toronto than they do on any other 100 miles of their systems. But the business has been all forced upon the ostrich-headed management in Montreal; they have never catered to Toronto in any way.

A HOPELESS SITUATION



MR. MACKAY: Oh, why did I let that boat get away!

AFGHANS WAR WITH BRITISH Attack by Force of Many Thousands Repulsed—Bomb Plot Discovered.

LONDON, May 3.—India is a source of considerable uneasiness to the British government at the present moment. The difficulty with the Mohmands seemed on the eve of settlement when on Saturday, according to reports received here, a new danger threatened in an attempt by an Afghan force, numbering from 15,000 to 20,000, which crossed the border divided into two bodies, to seize the blockhouses on Rhyber Pass, near Lumbi Kohal.

The attacks were repulsed with trifling casualties on the part of the British, but the Afghans remained in front of Lumbi Kohal and another body is reported moving into Bazar valley by way of Lisote pass.

Gen. Willcocks, who is in command of the British forces recently despatched to quell the trouble, has gone to Jamrud, a fort ten miles west of Peshawar, at the entrance of Rhyber Pass, and is hastening forward his troops to meet the new development.

All frontier telegrams are severely censored at Simla.

From Calcutta comes the news of the discovery of a plot to murder Europeans by means of bombs. The conspiracy appears to be of an extensive character and many arrests have been made. The responsibility for the plot is placed on the natives, a number of incriminating documents having been seized together with a supply of bombs and other explosives.

The discovery of the plot was made thru the arrest and confession of the author of a bomb outrage at Mozufferpur, the capital of the province of the same name, in Bengal, in which two Europeans were killed.

Should Prepare for the Worst. LONDON, May 3.—The morning newspapers referring editorially to the serious Indian news generally agree that as yet there is no cause for alarm or grave anxiety, if, as is hoped, the Ameer is not directly responsible for the attitude of the Afghan border tribes; but they point out that until the Ameer's attitude is definitely known, it behooves the government to be alert and prepared for eventualities.

White Star Line for Canada.

LONDON, May 3.—The White Star Steamship Co. has made an announcement of its intention of starting a Canadian service in the spring of 1909 with the new steamers Alberta and Albany named Laurentic and Megantic, and the Dominion liners Canada and Dominion.

Approaching Public Ownership

As far as can be gathered from the despatches from Ottawa the government has decided to recognize the principle of public ownership of the Hudson Bay Railway, and will put thru a scheme this session for the construction of the road.

The idea is for the government to build the road, own the terminals and the docks on Hudson Bay, and to give running rights over the railway to the Canadian Pacific, the Grand Trunk Pacific, and the Canadian Northern.

Whatever the critics may say, this would appear to be a very large concession to the principle of public ownership.

MONTREAL A GREAT PORT

Finest in America is Major Stephens' Verdict After Seeing a Number.

MONTREAL, May 3.—(Special.)—Major G. W. Stephens, chairman of the Montreal Harbor Board, returned here to-day, after a four months' visit to the seaports of Great Britain and the continent, and he also brings with him the report prepared by the British engineer, Dawson, who was asked last year to prepare a plan for the complete development of Montreal as a great national ocean port.

It is understood that the scheme is a very formidable one and calls for a 40-foot channel from Montreal to the sea, the whole to be built in sections and extended over a number of years. The chairman came up from Quebec on the Virginian, 12,000 tons, drawing 25 feet, at full speed, in nine hours, and he declared that there will be no trouble in the world for the Empress to come up the river should the C. P. R. see fit to make the trial.

While absent he visited 153 shipping and engineering firms in Britain and on the continent, and comes back to Montreal convinced that it will become the greatest seaport on the North American continent. Major Stephens will leave for Ottawa to-morrow to present the reports to the minister. He had over 700 printed in English and French.

INCREASE OF \$4,000,000. ST. JOHN, N.B., May 3.—(Special.)—An increase of \$4,000,000 in winter port traffic over last year is announced.

HIS HOLINESS SENDS PRAISE

By Decree, Joins in Quebec Celebration—Lauds British Rule.

QUEBEC, May 3.—(Special.)—The coming Quebec tercentenary got a big boost to-day in the shape of a papal decree, which was read in the Roman Catholic Churches, highly eulogistic of both Samuel De Champlain and Mr. De Laval.

The Pope's encyclical is addressed to Archbishop Beign and the other archbishops and bishops of the Canadian church. After commenting upon the wisdom and propriety of celebrating at proper epochs the immortal demonstrations, Nor it is astonishing, he could not permit his voice to be absent for the general chorus of joy in connection with the coming fetes.

After paying a tribute to the fidelity of the bishops and Canadian Catholics generally, the decree says that the church in Canada enjoys a greater liberty than perhaps anywhere else, and for this he pays a tribute to the just influence of British rule.

Samuel De Champlain, says the Pope, appears upon the earliest scenes in the history of Canada. French by birth, remarkable for both genius and courage, but much more for Christian wisdom, His Holiness eulogizes both Champlain and the early Jesuit and other French missionaries in Canada, as well as Mr. De Laval, enjoys the duty of thankfulness to God for the prosperity which He has showered upon Canada, and invokes an abundance of celestial gifts for assuring the usefulness to the country of the coming fetes.

GREAT SPEAKERS.

NEW YORK, May 3.—(Special.)—Speakers at the Canadian Club annual banquet at the Astor House on May 14 will include Takakura, the Japanese Ambassador; Hon. James Bryce, Hon. Mr. Lemieux, Hon. Charles Marcell, M. P., R. L. Borden, M. P., Hugh Guthrie, M. P., G. T. Blackstock, K. C., Justice Langley of Nova Scotia, and Judge Alton B. Parker. The banquet will begin at 6.30. Over 500 attended last year.

HOTEL GUESTS PERISH IN FLAMES

Some Leap From Windows to Death in Street—Horror at Fort Wayne, Indiana.

LIFE NETS SAVE MANY IN BROOKLYN

DEATH IN THE FLAMES. AT FORT WAYNE, IND.—At least 12 dead in hotel fire AT CHICAGO—13 dead in a fire the result of naphtha explosion. AT NEW YORK—6 dead in tenement house fire.

FORT WAYNE, Ind., May 3.—At least 12 persons lost their lives in a fire which destroyed the new Aveline Hotel early to-day. The entire interior of the building is a smouldering heap of ruins, and how many dead are concealed by the debris can only be conjectured.

Fire Chief Anckenbruck places his estimate of the dead yet in the ruins as high as 20.

The new Aveline Hotel was a six-story building of brick. The hotel and its furnishings were valued at \$80,000. The contents of other occupants of the hotel block were valued at about \$35,000.

The hotel register was consumed by the fire and there is no accurate means of determining who is missing. The known dead are: R. S. Johnson, Chicago; M. Hirsch, New York; H. H. Miller, Sheboygan, Wis.; J. E. Ellis, Chicago; J. W. Pletcher, Fort Wayne; J. W. Devine, Philadelphia, aged three unidentified men. The known missing are: Max Wasson, a wrestler, Fort Wayne; Frank Baxter, Auburn, Ind.; companion of Frank Baxter, Auburn, Ind.; E. B. Aiky of Washington, Ind.; Charles Benjamin, Detroit; Mrs. Sarah Hathaway, Mishawaka, Ind., an unknown woman, companion of Mrs. Hathaway. The complete destruction of the interior of the hotel, makes the work of

OVERDOSE OF CHLORINE KILLS YOUNG BARRISTER

W. B. Bentley Was Suffering From Nervous Troubles—Expected Small Fortune This Week.

To quiet his overworked nerves, William B. Bentley, 32 Carlton-street, barrister and mining broker, thru ignorance, took two ounces of chlorine at 5 o'clock yesterday and died within a few minutes. The ordinary dose is 15 to 20 grains, while Mr. Bentley took about 1000 grains.

He had been an acute sufferer from nervous trouble for some years and since his return to Toronto a year ago has been a constant patient of Dr. E. H. Adams. He had been told he might not live long, and during the past two weeks had become very fretful. Quirking of the doctor frequently if he would ever get well.

A young man, of 33 years and tolerably well-to-do, with no relatives near him, his friends have been taking him around quite a bit of late to cheer him up. On Saturday two friends went with him to the theatre, but when they returned to his room he made for a narcotic, taking a considerable dose in spite of their protestations.

A Mr. Wood, who rooms in the same house, which, by the way, he had asked one of the resident doctors the night before if chlorine was good for the nerves. He was expecting word from England to-day regarding a Lake of the Woods mining deal which he was putting thru and which would net him between \$800 and \$900. Apparently seemed to bother him more than anything else.

As soon as he returned to his room he got these papers and an insurance policy out and examined them. Then he said he was going to bed, telling Mr. Wood to be sure and not let him sleep in the morning, as he wanted to attend to the mining business early. Wood protested against his taking chlorine, but to no avail. Bentley saying he could take ten times as much as any one else. Mr. Wood hurried to the telephone and asked the druggist if two ounces was an overdose, and was told to get a doctor at once. Dr. Adams was summoned, but Bentley was dead before he arrived.

Some years ago Mr. Bentley was connected with J. H. Moss in legal practice. He was called to the bar at 21 years of age, after finishing a course in Osgoode Hall. He was a graduate of Albert College, Belleville. About eight years ago he went to Denver, Col., where it is said he made and lost a fortune in the mines. At one time he lived on Jarvis-street with a sister and his mother, who moved to the States, where the mother afterwards died and the daughter married. An autopsy will be performed at Humphrey's undertaking parlors this morning, and Coroner Singer will open an inquest in the afternoon.

ON COMPANY LIMITED Saturday, May 2.

the Beds

in the Furniture Department will have to supply it price? scrolls, extended foot end, 6 feet wide. Regular \$12.50. Monday \$9.50. Elaborate scroll pattern throughout, continuous post, extended foot end, heavy brass trimmed, white or green finish, size 4 feet 6 inches. Regular \$12.75. Monday \$9.50. Small design, but with richly decorated very massive and imposing 4 feet 6 inches wide. \$15. Monday \$11.00. All-felt Mattresses, well in fancy blue art tick filled entirely with pure, some white cotton felt, all sizes. Regular \$8.00. Monday \$5.50. Woven Wire Springs, thoroughly seasoned hardwood frames, close woven triple wire mesh, reinforced with bands and cords, copper supports, all standard sizes. Regular \$3.50. Monday \$2.25.

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