

THE TORONTO WORLD

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GO IT ALONE.

What will the City of Toronto do with the Toronto Electric Light Company? Nothing. Leave it alone.

So far as the City of Toronto is concerned the Toronto Electric Light Company must go out of business.

In the present aspect of the electric light situation and the cheap power policy, Toronto can have nothing to do with the Toronto Electric Light Company.

If the Toronto Electric Light Company were to come to the city with a definite scheme embodying a show of an idea making for the public interest, then the city might on persuasion look at it, but if the Toronto Electric Light Company has a scheme which provides for the City of Toronto becoming a partner with the electric light business, then the City of Toronto must flee as the righteous man fleeth from temptation.

If, by some means the Toronto Electric Light Company were prepared to sell its plant to the city on the basis of a reasonable valuation, then Toronto might be prepared to take the business off the hands of the Toronto Electric Light Company, and go into another civic enterprise sure of the fact that lower rates and perfect measure would be given to the citizens.

But, on any other condition, the City of Toronto must shun the Toronto Electric Light Company, which in the past has shown itself incapable of playing fair and upon which the suspicion of watering the current has fallen, as the users of electricity in the City of Toronto are only too willing to testify, while they converse one with another.

The Toronto Electric Light Company is the Russian in business in Toronto. It walks like a man, but it is a bear, and Toronto cannot afford to make peace with a bear that walks like a man. It is up to this city to play a lone hand on the electric lighting business; to make no overtures to the Toronto Electric Light Company and to accept no proffers from the same company unless they fit in perfectly with Toronto's idea of a square deal.

LORD CROMER IN EGYPT.

Seldom has one of the great pro-consuls of the United Kingdom demitted office amid so universal a chorus of approbation and eulogium. Nor have these been confined to writers and speakers of his own country, they have been echoed and reiterated by observers of many nationalities and by none more heartily than those who have had personal acquaintance with the regeneration of Egypt. Never in all its ages long history have the fellahs enjoyed the blessings of law, administered fairly and equitably, and of absolute security for their persons and property. When Lord Cromer, on the first day of the year 1884, began his Egyptian career the country "was virtually bankrupt, its administration almost hopelessly corrupt, and its very existence threatened by the forces of fanaticism." With his advent a process of change soon made itself evident. Fettered as he was by political conditions, by the incessant and active jealousy with which the British occupation was regarded, and by the equally insistent, often open hostility of the official class, who early recognized that their opportunity of fattening on the helpless peasantry was passing, Lord Cromer, without hurry or fluster, gathered

up into his own strong hands the many threads of administration. A wise policy left him an ample measure of freedom, helped possibly by his intuition that unless he had the power as well as the responsibility, he would relinquish the task entrusted to him. His work during his twenty-three years of virtual dictatorship will ever remain an imperishable monument of duty well done and of trust faithfully fulfilled.

Lord Cromer's success in uplifting Egypt, in the words of Mr. Moberly Bell, manager of The London Times, was largely due to "his absolute singleness of purpose and his utter forgetfulness of self. He trained up lots of young men, and invariably gave each of them some opportunity to distinguish himself. In his valuable reports from Egypt, he generally cited some young man as having procured him the whole of the information on the subject treated in the report. On some occasions he would make a report in the name of one of his young men." Mr. Bell once asked him whether a public official then going on to govern a dependency of the empire was likely to make a success, and was answered, "Yes, if he will do as I have done." Questioned as to his meaning, Lord Cromer said, "When I came to Egypt I made up my mind that the work was big enough for the life of one man, and that I would devote my life and not ask or take promotion until I had made it a complete success. Now 'X' can do quite as well as I did, only, possibly in five years he will be thinking of coming home to get some other appointment." Lord Cromer kept his contract with himself to the letter, refusing several offers of appointment of far greater outward appearance—among them a seat in the British cabinet. To-day he is reaping a full recompense of reward in honor and reputation, and in the admiration of his fellow-countrymen.

The lesson of his fullhearted devotion to his immediate duty is needed in these days, and nowhere more than in Canada, where regard for promotion and a political civil service play sad havoc with public administration and even with the judiciary.

Just before Lord Cromer's resignation his reports on the finances, administration and condition of Egypt and the Sudan, during 1906, were issued and, apart altogether from the change in the British Agent-General, have attracted unusual attention on account of the growth and activity of Egyptian nationalism. This he regards as a "plant of exotic rather than indigenous growth." It has been evoked, he says, by contact with Europe, and "by the benefits which, with a rapidly probably unparalleled in history, have been conferred on the country by the introduction of western civilization at the hands of an alien race, and," he adds, "it is surely the irony of political destiny that that race, or the instruments through whom it has principally acted, should be represented as the principal obstacles to the realization of schemes, the conception of which is mainly due to their own action." In Lord Cromer's opinion, tho, it would be altogether incorrect, to say that the Egyptian national movement is wholly Pan-Islamic, it is certain that it is deeply tinged with Pan-Islamism. The movement itself he holds to be highly retrograde and deserving of but scant sympathy. The creation of an Egyptian parliament with complete control over the finances of the country would, he holds, result in chaos, and intrigue of all sorts; a fresh impulse would be given to bribery and corruption, and it would inevitably lead to national bankruptcy. As an alternative he approves the establishment of a new local legislative council, mainly elective, and suggests certain judicial reforms and the curtailment of the existing consular jurisdiction. The scheme has evoked opposition, but as Lord Cromer epigrammatically comments, only in this "Land of Paradox" could the bestowal on a whole community of the right to manage its own affairs be regarded as the destruction of a privilege.

LITERARY IMPORTS.

Perhaps a certain incidental advantage attends negotiating with a British government of known hostility to preferential trading within the empire. Conscious that this is the province of scepticism regarding their attitude towards closer imperial union, they are naturally desirous to disprove the aspersion in ways that do not contra-

dict their own policy. A recent example is the case of the Toronto Electric Light Company. The company has been asked to sell its plant to the city on the basis of a reasonable valuation, then Toronto might be prepared to take the business off the hands of the Toronto Electric Light Company, and go into another civic enterprise sure of the fact that lower rates and perfect measure would be given to the citizens.

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STANDARD OF THE WORLD



The devising of Systems to handle accounting in Financial Business requires expert knowledge evolved from actual experience. The Copeland-Chatterson Systems are used by many of the largest financial houses in the British Empire.

AT OSGOOD HALL

ANNOUNCEMENTS FOR WEDNESDAY.

Chambers. Cartwright, master, at 11 a.m. Single Court.

Cases set down for hearing before Mr. Justice Anglin at 11 a.m.: Re Peterson Estate. Re Fumant Estate. Re Denison Estate. Re Heffernan and Asphodel. Pease v. Doty.

Divisional Court. The Hon. Chief Justice Falconbridge, Britton, J. Riddell, J. Peremptory list for 11 a.m.: 1. Re Y. Chisholm. 2. Attwood v. Patti Pett v. Attwood. 3. Vincent v. Sun Life. 4. Bell v. Goodwin.

Toronto North-York Sittings. The Hon. Chief Justice Muloch at 10:30 a.m.: 1. Spearing v. Haney (to be concluded). 2. Collingwood v. Collingwood. 3. Pearen v. Heyden. 4. Simmons v. Union Trust. 5. Boyd v. Marchmont.

To Set Aside Deed. E. C. Kingswell has begun an action against Alexander McKnight and Margaret McKnight or Mrs. Alexander McKnight of Haliburton to have a certain deed set aside as fraudulent and void.

Wants His Share. James W. Curry, has issued a writ against A. F. MacLaren of Toronto and M. R. Clarkson of Hamilton and James Curry of Toronto to have it declared that plaintiff was and is entitled to receive free from the defendants a certain sum of money, twenty-fifths of 600,000 shares of the Peterson Lake Mining Co. stock received by defendants on the sale of the Peterson Lake Mining property.

Hit in the Face. Robert Simpson, a professor of dancing, Toronto, was on Sept. 4, 1905, returning from College to his home on the Toronto and York Radial cars when he met with an accident. He was smoking on the rear platform and in leaning over a low wire gate struck a trolley pole, with the result that his face was very badly injured. He sued the company and obtained a verdict for \$500 damages. The company are now appealing to the divisional court to have the judgment set aside.

Hounds Ran Cattle. Enville Jodouin of the Township of Papineau had cattle feeding in his pastures near the town of St. John's, P.Q., when two deer hounds owned by Dr. Haentschel of Mattawa, Jodouin, unable to drive the dogs off, shot them. The dogs were killed and the doctor for the loss of a calf and damages to his cattle. Haentschel counterclaimed for the loss of his dogs. The district judge gave judgment for Haentschel with costs and also allowed him \$50 on the counterclaim for the loss of the dogs. Application was made to Justice Anglin in chambers for an order for prohibition from issuing execution. The motion was dismissed with costs.

KILLED IN COMMITTEE. Senators Thought Canal Company Was After Power Privileges.

OTTAWA, April 16.—The senate railway committee this morning killed a bill to incorporate the International Canal and Power Co. The company proposed to construct a canal from Lake Superior to Edmonton by making use of Rainy Lake, Lake of the Woods, Red River, Winnipeg River, Lake Winnipeg, Cross Lake, Grand Rapids, Cedar Lake and Saskatchewan River. The members of the committee thought the intention of the promoters was to get power rights.

The senate passed the Erie-Ontario Power Development Co. Bill to-day. It makes an amendment in the original charter empowering the company to commence its power canal eight miles east of the mouth of the Grand River, instead of as in the original charter at or near the Grand River.

Mr. German (Lib., Welland) caused a mild sensation in the private bills committee of the commons by the assertion that the Erie and Ontario Co. promoters had been assisted in a secret way by a minister of the crown, and that the secretary of state had given the company more privileges than the statute allowed. An amendment was inserted on Mr. German's suggestion to the effect that the powers of amalgamation granted to the Erie and O. Co. should not in any way interfere with the rights of the Erie and Ontario Power Co.

Mr. Marter's Condition. G. F. Marter was reported resting easier at a late hour last night. He passed a bad night, but towards morning his condition improved and during the day he had a refreshing sleep.

Dr. W. Boudry of Chicago, a son-in-law of Mr. Marter, arrived yesterday and has taken charge of the case. Dr. A. McPhedran is also acting in consultation.

To Tax Commercial Fishermen. DETROIT, April 16.—Senator Bing has introduced in the state legislature a bill to exact a tax of \$200 on every non-resident fishing tug with a steam lift and \$100 for non-resident tugs without a lift. Resident tugs with a steam lift are to pay \$25, and \$10 if they have no lift.

The bill, if passed, will hit Harb. A. Booth & Co. of the fish trust on the Great Lakes, both in Michigan and Canada.

Every grocer keeps WINDSOR SALT. No other is so pure, so delicate. Best for the table.

TRAFFIC CONGESTION CONFINED TO YONGE ST.

So Chicago Expert Reports—Recommends Extensions Which Company Has Already Asked.

The report of Bion Arnold, the Chicago expert in street railway matters, who was engaged by the city to look into the local problem and suggest a remedy for the congestion, has been received by the mayor and will be laid before the board of control in a day or two.

Arnold, who credits himself with having made "exclusive" observations of traffic conditions, with particular attention to the headway of cars and the congestion of cars upon the streets, states that he has not been able to find "objectionable congestion" save in Yonge-street. He approves a line up Bay and Teraulay-streets to College-street, and then thru Queen's Park to Avenue-road.

This is so much in line with what the street railway has been asking that the recommendation might have been framed by Manager Fleming himself.

But that is not all. The Chicago expert would authorize the construction of the extensions for which the company has been asking on Richmond-street, Victoria-street, Shuter-street and Mr. Osgood Hall.

Mr. Osgood Hall, who while congestion was confined to Yonge-street, from Front-street and Queen-street, a measure affected the cars on Front, King and Queen-streets, in the vicinity of Yonge-street, but outside of this Yonge-street congestion objectionable congestion is not apparent. He continues:

Relief of Yonge Street. "In my judgment, immediate relief should be furnished to Yonge-street by the construction of additional tracks upon some north and south street adjacent to Yonge-street. From the fact that the present north and south center-line of population is west of Yonge-street, and from the fact that the future growth of the city seems to favor a western movement of this center line, the relief of Yonge-street should be by a street west of Yonge-street, and this without further argument, suggests Bay-street as being the logical street upon which to build additional tracks, and this construction is recommended. This new track should extend north of Queen-street and should reach as far north as Bloor-street in order to distribute cars to the west upon the east and west lines."

Speaking of a line north from College-street, he says: "It would seem that this line would best serve the people if it ran thru or along the east side of Queen's Park and with the line on Avenue-road. If this is too objectionable to be permitted, it seems necessary to continue the Teraulay-street line north-westerly, forming a line north, from College-street, St. Vincent and Chapel streets, which would be a tortuous difficult one."

To Queen's Park. Should St. Vincent-street route be decided on, the line north from Queen-street would naturally follow Teraulay-street, if the Queen's Park route were determined, it would be immaterial whether the line went up Teraulay-street or University-avenue, except that with the latter route the Bay-street cars would run upon the Queen-street tracks between Bay-street and University-avenue, thereby reducing to that extent the capacity of the Queen-street cars. If Teraulay-street were used Queen-street could be crossed without heading in on to the Queen-street tracks by continuing the Teraulay-street tracks at this intersection over the corner of the city hall ground, thus giving this route a slightly greater capacity than the University-avenue line would have, and at the same time avoiding interference with the operation of cars on Queen-street.

The second principal factor referred to involved the reservation of Queen-street for these cross-town cars. Should the Queen-street route be chosen, the capacity in territory served by the Queen-street cars would be such as to require a service taking the entire capacity of the Queen-street cars, then Teraulay-street to College-street would be the proper route and thence along College-street to Queen's Park.

New Tracks. "In my judgment," he continues, "in order to develop the entire system such a manner as to at all times have the greatest capacity, I recommend that tracks be now constructed as follows: Bay-street from Front to Queen-street. On Teraulay-street, from Queen-street to College-street and then thru Queen's Park from College to Bloor-street.

It would seem to me after a study of population by wards, and an examination of the existing lines, that Ward Five may require in the immediate future an additional north and south line, possibly in the vicinity of Claremont, Clinton and Christie-streets.

I understand that the Toronto Railway Co. is requesting the right to construct connecting tracks at several points in the downtown districts. The principal rights asked are as follows: To extend the Richmond-street track from Victoria-street to Church-street. To extend the Victoria-street track to Shuter-street and to connect this Victoria-street track with a track upon Shuter-street from Yonge-street to Church-street.

To build a double track on Wellington-street from York-street to Front-street, connecting with York-street and Church-street.

These tracks are asked for by the company to facilitate handling of cars during rush hours and to make their system more flexible.

Favors Reasonable Concession. I do not see any serious objection to the granting of these requests. In my judgment the people should be willing to grant any reasonable concession to the company, the acquisition of which will tend to facilitate the handling of their cars in a manner to benefit the public.

The necessity for and the objections against these last named extensions should be apparent to those in daily contact with the mutual conditions upon the ground, but were the decision left to me, I would authorize their construction.

Will Oppose Invasion. The city will persist in its opposition to the application of the C. P. R. for permission to lay a line of tracks along Front-street from Beach-street to Jarvis-street. A communication from the railway's solicitor re-

Need An Umbrella?



CLEARING HIGH-CLASS ONES THURSDAY.

Changeable April weather makes this good news.

For most of them the MAKER would hesitate to take this low price.

Frames that would stand a gale, covered with silk mixture for best of wear; and there's good choice in handles—metals, horns, pearl and woods—stylish handles—perfect.

Umbrellas for men and women, and price gains too good to miss. The clearance prices, each 1.10

—MAIN FLOOR—YONGE STREET—

THE T. EATON CO. LIMITED

PUBLIC OWNERSHIP LEAGUE.

A public meeting for the organization of a branch of the Public Ownership League for West Toronto will be held in

BROADWAY HALL, SPADINA AVENUE,

FRIDAY, APRIL 19th, AT 8 O'CLOCK P. M.

Controller Ward and others will speak.

ceived by the board of control yesterday, stated that the tracks were desired merely to serve factories in the vicinity, but the board wasn't convinced.

Instructions were given the city solicitor to proceed against the street railway to collect \$200,000, mostly for repairs to pavements, made necessary thru the laying by the company of underground conduits. The account was submitted to the city in February last, and was acknowledged on March 5, but as yet no settlement has been made.

As the board had doubts whether the closing of Abell-street would be in the public interest and whether the city had the right to close the thoroughfare, the application of the American Abell Co. was refused.

Complaints having been received from residents of Yorkville-avenue that John Townsend was continuing to use a blacksmith's forge in defiance of the city prohibition, the city solicitor will report on the city's right to prosecute.

Peter Arnott was given the contract to install seats in St. Lawrence market arena, the tender being \$2500.

Beware Measles. As the assessment commissioner has been able to come to terms with Elias Rogers, the owner of property adjacent to the site of the Lansdowne-avenue subway, the required for the work, the city solicitor will report on expropriation.

Dr. Sheard is afraid of an epidemic of measles. In a letter to the board of control he asked that the new general hospital be required to provide for measles patients, as the city hospitals now refuse to accept such cases and they cannot be accommodated in the isolation hospital.

A "bump the bumps," "shoot the chutes" and "razzle dazzle" are attractions Exhibition Manager Orr hopes to have on the grounds for the next exhibition