

The Toronto World

FOUNDED 1890.
A morning newspaper published every day in the year by The World News Company of Toronto, Limited.
J. Maclean, Managing Director.
100 WEST RICHMOND STREET.
Telephone Calls:
Main 5309—Private Exchange connecting all departments.
Branch Office—40 South Street, Hamilton.
Telephone 1946.

—\$3.00—
In advance will pay for The Daily World for one year, delivered in the City of Toronto or Hamilton, or by mail to any address in Canada, United Kingdom, Mexico and the British Possessions enumerated in Section 47 of the Postal Guide.
—\$2.00—
In advance will pay for The Sunday World for one year, by mail to any address in Canada or Great Britain, delivered in Toronto and Hamilton by all Newsdealers and Newsboys at five cents per copy.
Postage extra to all foreign countries.

UNITED STATES.
Daily World \$10.00 per month, \$3.00 per year; Sunday World 25c per month, including postage.

It will prevent delay if letters containing "subscriptions," "orders for papers," "complaints," etc., are addressed to the Circulation Department.
The World promises a before 7 a.m. delivery in any part of the city or suburbs. World subscribers are invited to advise the circulation department in case of late or irregular delivery.

THURSDAY MORNING, OCT. 23.

Hydro-Electric Radials in Toronto

It is not now expected that the plans for the organization of the city radial and other electric traction, which are being prepared by the engineers of the Hydro-Electric Commission, the Harbour Commission and the city, will be ready before December. We have already suggested that it would be wise to give the public an opportunity to advise and suggest. No harm can come from advising and suggesting. Advice and suggestion can be politely listened to and ignored, if necessary. Sometimes the public really knows what it wants and is prepared to say so if given the opportunity.

With regard to the radial entrances, which are as important, as the delegates at yesterday's meeting to consider the hydro-radial plans fully appreciated, there will be little dissent from the view that the best entrance to Toronto will be somewhere on the east and west level of Bloor street, certainly not more than half way between Bloor and St. Clair avenue. A downtown tunnel must come in due course to give rapid access to the lower districts of the city. If it opens out upon the waterfront so as to reach the Niagara boats and the ferries it will accommodate all the summer traffic. The possible acquisition of the new Guelph line by the hydro-radial system would fit well into this plan.

The presence of a Mud Wall on the Esplanade is going to spoil all the fine plans of the harbor commission, and some of the engineers should have been enough to tell the people the facts before it is too late. The original engineer of the Mud Wall project need not be considered, and it is much better to change a bad plan before it is too late than to impose a monstrosity on the city for a century to come.

The new projects for hydro power are in such an advanced stage that the city should be informed officially that electric traction for the steam railways is a practicable and early consideration. With electric power on the Esplanade the idea of building a Mud Wall looks as funny as King street with a cedar block pavement. With electric traction in New York, bridges are given a fourteen feet clearance, and that is all that is necessary on the Esplanade. Those who prefer to go under a tunnel 230 feet long, such as the Mud Wall will require at every street crossing, rather than over a bridge like that at Sunnyside, but with a much lower grade, are merely concerned with "strafing" the opponents of Mud Walls rather than considering the interests of Toronto. The best interests of the city and of the hydro-radials require the elimination of the Mud Wall.

The Hydro Situation at Kingston

Sir Adam Beck was down in Kingston the other day and a dead end was made upon him by the Kingston men who declared that he had "run them down" on the hydro-electric system; that they had been lured into the scheme and utterly dished when it came to carrying out the agreements made; and that as a result of the adoption of Sir Adam's plans they were now being compelled to pay higher prices than ever. Sir Adam naturally resented such a complexion being put upon the situation, and talked pretty freely to the citizens who saw him about the matter, all of which has been duly chronicled in the Kingston local newspapers.

Sir Adam was quite definite in his explanations. There was no hedging and no side-stepping. He had made certain agreements, undertaken to do certain things, and he had been unable to carry them out. But, he submitted, when a man makes a promise and is not permitted to carry it out, it cannot be said that he has broken his word. The trouble, so far as Kingston is concerned, is that the hydro-electric system was adopted without any hydro-electric source of power to back it up. In this fact lies the whole story.

When the present hydro system was adopted in Kingston the Ontario Hydro Commission had a supply of power in sight, and in fact all arranged for. A line was built to carry it to Kingston from the Waddington Power Co., with which company an agreement had been made, which the Ottawa government

declined to permit the importation of the power. The onus was shifted to the International Waterways Commission, but there would have been no difficulty had Ottawa been willing.

Sir Adam then fell back on his plan to utilize the Trent Valley Canal powers, and with a promise of the license of dams 4, 5, 8 and 9 it seemed that it would be possible to implement his promises to Kingston. There was no reason why the license should not have been issued. The agreement included the settlement of the claim of those holding riparian rights by the commission, or failing such a settlement, the government was to arrange one. The commission offered to buy out the claims once and again, raising their first offer, but was unable to get the riparian owners to treat.

The government at Ottawa has not done anything, and the commission is still waiting for the dams from which to supply Kingston and other towns with power. The commission spent ten or twelve thousand dollars in estimates and surveys and did all that was possible to keep faith. Sir Adam summed up the situation by saying: "It is up to you people to turn in and help us impress the Dominion Government with the fact that eastern Ontario needs and must have cheap power."

Mr. W. F. Nickle, member for Kingston, stated that he was surprised beyond measure to hear that the Dominion Government had not facilitated the transfer of the Trent dam leases. Dr. Hanna, member for South Lanark, was equally surprised, and Dr. J. W. Edwards, member for Frontenac, said that the only obstacle he could think of was a dispute between the federal and provincial governments as to the control of the Trent water powers, and that this could be settled in the courts. If the Dominion had control there was no reason why the Hydro Commission should not have the leases.

So the matter stands at present. It looks as though Sir Adam needed some of his enthusiastic friends to help him at Ottawa.

Guelph Has an Idea

Some action must be taken by the government to bring the Municipal Act up to date. Many towns in Ontario feel that they are badly handicapped by the limitations imposed upon them by the present legislation, and almost without exception the cities of the province desire something better than the present antiquated plan of government. Toronto has a grievance of her own which must get worse before it can be bettered, so that there are many who are quite satisfied that the more the grievance is aggravated by outrageous conditions in municipal affairs the nearer it will be to reform.

Guelph has apparently reached the stage where the last straw is on the camel's back. The city council has proposed a scheme to remedy the ills of the Royal City, and it is to be submitted to the ratepayers next January. If they agree to its adoption it must then be submitted to the legislature, and the government will be faced with the whole question of municipal government.

It is just possible that when Guelph introduces her bill next year she will be told that as the subject has been sprung upon the government without preliminary notice the honorable member in charge of the bill will be withdrawing his bill and leaves the matter to the consideration of the government. Guelph ought to get busy immediately to head off any side-stepping of that description, and if she consults some of the other municipalities and gets them to unite in concerted action, more will be accomplished than by waiting for the session of the legislature.

We do not think that the government will be disposed to look favorably on Aid. Carter's plan, which provides for the abolition of all the present public service commissions and the appointment of a business manager responsible to the city council, which body will remain in number as at present, but will be elected for each year for a three-year term. This arrangement is unique in its way, tho it combines several features of other city plans. The partial election is usually objected to by experienced legislators, as the old members lobby for each other and new men find it almost impossible to break into the close corporation which such a method creates.

The business manager is nothing more than an active mayor appointed by the council and responsible to the aldermen, and this feature is a good one, but in a large city one man would find the work too onerous. Hence the desirability of having three or five "managers." It does not matter what they are called, but they ought to be first-class business men and paid accordingly.

COMPANY NOT LIABLE.

The action brought by R. L. Simpson against the Toronto Railway for \$10,000, in which the alleged severe internal injuries thru being seated by a conductor while on one of the company's cars, was dismissed in the jury verdict. The company was held not to be liable.

GOES TO PENITENTIARY.

Thomas Kelly appeared in the sessions yesterday before Judge Wignall charged with having escaped from custody while being transferred to the farm at Thornhill. He was sentenced to the penitentiary for two years.

LORINDA HUGHES NON-SUITED.

Lorinda Hughes was non-suited in the jury session yesterday in her action for \$5000 against the Publishers' Association of Canada, Limited, for loss of her son.

DRUMMING THEM UP



MODIFIED FORM OF CONSCRIPTION COMING?

A. W. Smithers Says Unmarried Men May Be Forced to Fight.

MONTREAL, Oct. 27.—A modified form of conscription, to apply to unmarried men, will be introduced in Great Britain if Lord Derby's campaign for volunteers fails, claims A. W. Smithers, London, England, chairman of the board of directors of the Grand Trunk Railway, who is making his annual tour of the company's system.

Mr. Smithers remarked, in the course of an interview today, on conditions in Great Britain: "It has by no means been proved yet that voluntarism has failed. The labor leaders have rallied round Lord Derby, but he thought if the present system did not give the men wanted the union would agree to conscription of some sort."

Mr. Smithers issued a warning against conscription in England. He said that the government had been absolutely united in fighting to victory. He thought the coalition ministry would last.

WILL INVESTIGATE COMPENSATION ACT

Premier McBride of British Columbia and Committee on Tour for Information.

Sir Richard McBride's special committee appointed to look into the question of workmen's compensation, the committee of British Columbia can put a measure thru, has arrived in Toronto and will make inquiries during their stay here. The committee are: A. V. Hines, departmental solicitor of the province; general department of British Columbia; David Robertson, a manufacturer of Vancouver; and Jas. H. McVety of the Trades and Labor Council of Vancouver, representing labor interests. Investigation has already been made in the States of Washington, Oregon, California and Wisconsin. After a week's stay in Toronto, during which Ontario's piece of legislation and its working will be examined, the committee will proceed to visit the States of New York, Ohio, Massachusetts, and also Nova Scotia.

PLAINTIFF DIDN'T APPEAR.

Mr. Justice Lennox dismissed with costs the action brought by James Mitchell against the Broadway Hotel, Ltd., Alexander Davidson and Robert Day, owing to the fact that the plaintiff failed to appear. The action was for \$8000 damages and costs.

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SHELL EXPLODED NEAR KING GEORGE

Prince of Wales, President Poincare and Joffre Were With Him.

MESSAGE TO TROOPS

King Expresses Great Admiration for the Soldiers of France.

PARIS, Oct. 27.—Four shells exploded only 200 yards from King George of England and President Poincare of France during their visit to the front yesterday, according to a Temps correspondent back of the firing line.

The King and the president with the Prince of Wales and Gen. Joffre, says the despatch, had taken a point of observation when a German battery fired two heavy shells, resulting in the explosion of shells near the officers.

The party left shortly after the explosion, and the French and British rulers and the French exiles and the high officers at the front.

King's Congratulations.
The following order of the day was issued today by Gen. Joffre, the French commander: "It gives me pleasure to transmit to the army an order of the day which His Majesty the King of England has graciously addressed to you on the occasion of his visit to the French front: 'Soldiers of France: I am happy to have been able to realize a desire which I have long held, and to express my profound admiration for your heroic and your brave, and also for your tenacity of purpose and your admirable military valor, which are the worthy heritage of the army of France. I am proud to have you with me, and to have you as my comrades. May the ties which unite you be permanent, and may the two countries ever be united by intimate ties.'"

"Soldiers: Accept my most cordial and sincere congratulations. I do not doubt that you will continue this glorious struggle to a victorious conclusion. In the name of my soldiers and in the name of my country I express to you my most cordial greetings and best wishes." "The president of the republic, who accompanied the King of England on his trip, joins with him in extending his personal congratulations to those who are addressed by his majesty."

NEW CONVENIENT DAY SERVICE BETWEEN TORONTO AND OTTAWA VIA CANADIAN PACIFIC LAKE ONTARIO SHORE LINE.

The travelling public are particularly directed to the excellent new train service between Toronto and Ottawa, to be inaugurated commencing Monday, November 1.

The "Rideau" will leave Toronto 1:45 p.m. daily except Sunday, arriving Ottawa (Union Station) 10 p.m. The "York" will leave Ottawa (Union Station) 1:15 p.m., arriving Toronto 8:30 p.m.

Modern equipment will be carried, including buffet-library-observation parlor car, with better service, enabling passengers to enjoy a tastefully-cooked chop or steak for luncheon or dinner. All the latest news is carried for free use of patrons. Car is also equipped with wide observation platform.

This service saves much time for the business man, as half a day may be spent in either Ottawa or Toronto with only one night on the train and one business day's absence from home. Particulars from Canadian Pacific Ticket Agents or write M. G. Murphy, District Passenger Agent, Toronto.

BELGIAN WOMAN IS SENTENCED TO DEATH

German Court Martial at Liege Orders Another "Legal" Murder.

AMSTERDAM, Oct. 27, via London, 5:33 p.m.—Anna Benazet of Verrieres, Belgium, was sentenced to death by a German court-martial at Liege on Monday. This woman was one of nine persons convicted by the court-martial. Seven of them were Belgians and the others French. In four cases the sentence of death was passed, and the other prisoners were condemned to terms of 10 to 15 years in prison. The charges against them were of having collected information useful to the French Government, for which it was intended. The sentence of death have not yet been carried out.

THIRTY UNDER SENTENCE.

WASHINGTON, Oct. 27.—Acting upon representations of the Belgian minister to the United States, Secretary of State Lansing has instructed his good offices, if the circumstances warrant, in behalf of the 30 or more persons sentenced to death by the German court-martial at Liege, for espionage and treason.

The ambassador's instructions give him discretion in extending his influence in behalf of the condemned persons.

BURIED DOG ALIVE.

Stating that it was old and sick and that he wanted to get rid of it, John Jamieson pleaded guilty in the afternoon police court yesterday to a charge of burying a dog alive. Magistrate Kinsford remanded him till called on for sentence.

MISS PIKE GIVEN COSTS.

Mr. Justice Lennox in the assize court yesterday awarded Miss Fannie Pike the costs of her action against Louis Freeman for breach of promise in which a jury gave her \$350 as damages.

CAN CHANGE ROUTE IF THAT IS WISE

Plans of Proposed Radial Favored, But Power is Given.

TORONTO - SARNIA LINE COMPANY IS INSOLVENT

Cost Ten Million Dollars, But Commission Sees Success Ahead.

After Sir Adam Beck had laid before the delegates from the municipalities between Toronto and Guelph yesterday the plans of the proposed hydro-radial the gathering unanimously carried Controller Spence's resolution favoring the route and giving the commission power to diverge if necessary. The delegates also resolved that campaigns in the municipalities affected be commenced immediately, and that the commission furnish everybody concerned with all the data necessary for voters on the bylaws on Jan. 1 next.

The municipalities taken in by the proposed Toronto to Sarnia line are: Toronto, Port Credit, Milton, Guelph, Berlin, New Hamburg, Stratford, St. Mary's, London, Strathroy, Arkona and Sarnia. Sir Adam told the delegates that next to the proposed lake shore line to Hamilton this was the most important route under consideration.

Financial Success.
Sir Adam said that the cost of the undertaking would be about \$10,000,000, including the \$4000 per mile to be granted by the federal government. The commission, he said, was unanimous that the line would be successful financially. He said that the much discussed entrance to Toronto had been all thought out, and there would be an entrance along the waterfront, of which everybody would approve. It would not be fair yet, he said, to tell just what arrangements had been made with the harbor board.

"We must remember that this line is not for the benefit of any particular locality, and if a slight diversion of the general route would benefit the line and the province then the commission will make it," said Sir Adam. "We cannot possibly quibble with anybody or with anything that is detrimental to the ultimate success of the scheme as a whole." When asked what possibilities there were of the route being changed, Sir Adam said that a lot had happened in the Guelph papers about the hydro buying the line now building between Toronto and Guelph via Georgetown, there had been nothing whatever done in this regard.

Work for Big Men.
"We can trust that the decision to do their best," said Delegate G. B. Ryan. "We must have confidence in the big men who are prepared to put thru a thing of this kind, and we have the big man now in the person of Sir Adam Beck. That is not flattery; he has proved himself a man of great success with the hydro-electric movement."

Only the part of each municipality liable for the building of the road will be allowed to vote, and this matter is left to the jurisdiction of each municipality.

Tomorrow Sir Adam meets the delegates from Guelph and London, on Tuesday next those from London and on Wednesday those from the proposed line between Toronto and Collingwood.

JUMPED FROM HOSPITAL IN FIT OF INSANITY

Fred Fleischauer Instantly Killed When He Threw Himself From Roof of St. Michael's.

In a fit of insanity, Fred Fleischauer, 34 years of age, of 16 Rosemount street, yesterday afternoon threw himself from the roof of St. Michael's Hospital to the lane below and was instantly killed on the concrete pavement. He was exceedingly on the roof in charge of a nurse when an attendant told him his wife wanted to see the company of the nurse he made pretence to tie his shoe lace and threw himself over the rail. Fleischauer had been an inmate of the hospital for over a week, having been brought there after a previous attempt to end his life.

His body was taken to the morgue and the chief coroner was notified of the occurrence, but it is not likely that an inquest will be held.

At one time Fleischauer was a merchant tailor on Yonge street. He leaves a wife and two children.

TRANSIENT TRADER ONLY REFERRED TO

Convictions for Selling in Burlington Without License Quashed.

UNITED ENGINE AND SEPARATOR CO. OF TORONTO TO BE WOUND UP.

Co. of Toronto to Be Wound Up.

In giving judgment in the appeal of the Free Milk Corporation, Limited, Hamilton Dairy Co., Limited, J. A. Sykes and A. M. Ewing, against the convictions made by the police magistrate at Burlington, for selling bread and milk in that town without a license, Mr. Justice Lennox, at Osgoode Hall yesterday, made some interesting remarks concerning the magistrate's decision. He stated that if the magistrate had read bylaw No. 268 of the Town of Burlington he would not have made the convictions. According to the evidence the defendants were in no sense brought within the provision of the bylaw, which only deals with a "transient trader or other person occupying premises in Burlington," whereas these persons occupied no premises at all in the town.

He added that the papers returned into court did not show that the police magistrate had done all that was expected of him, and an endorsement upon the information, "after hearing of a conviction against the defendants of \$10 and \$5 costs," was not enough. His lordship also says that a little more efficiency may be demanded of the police magistrate of a town that is looked for in "an honorary justice of the peace" in some remote district. The convictions were quashed.

Mr. Justice Britton dismissed the appeal of the City of Peterborough against the award of the arbitrators in connection with the expropriation of the distributing system of the Peterborough Power and Light Co. of that city.

The City obtained a private and personal hearing, and proceeded to certain restrictions, and proceeded to the purchase of the powers contained in the act. The arbitrators awarded the power and light company nearly \$155,000, and it was from this award that the city appealed.

Foreclosure Stayed.
The case of Winberg v. Pike was adjourned until Nov. 8, the foreclosure proceedings to be stayed meantime, by Chief Justice Mulock, on a motion filed for by A. R. Hassard, counsel for Mrs. Pike. Mrs. Pike gave a third mortgage for \$1800 on property on Henry and Elizabeth streets as security for a \$1500 loan from Harry Winberg. Counsel for Mrs. Pike claims that she is entitled to a benefit under the mortgage.

On the strength of a claim for \$700, the United Engine Co. of Lansing, Mich., made application before Chief Justice Mulock to put the affairs of the United Engine and Separator Co., Limited, of Toronto, in the hands of a receiver in July. This company was organized in July with a capitalization of \$50,000, but nothing is known of the amount of capital subscribed or of the value of the assets. Counsel for the company admitted that they were insolvent and made no objection to the winding up of the concern.

Twenty dollars per week alimony was granted by the master in chambers to Mrs. James Bell, whose husband, a former member of the Toronto police force, now lives in Alberta. Mrs. Bell resides in Toronto.

Chief Justice Mulock directed D. S. McMillan of Sarnia, counsel for Father Gnam, to return \$669.99, an alleged repayment of costs, to his client within a month. If this order is not complied with McMillan's name will be struck off the rolls.

C. Alfred Payne presented a certificate of fitness and was enrolled a solicitor of the supreme court of Ontario.

The first appellate court list for today is: Torrie v. Hill; re Port Arthur (Wagon Co., Price's case; Johnston v. Filkins; re McCammon v. Westport; re Stewart and St. Mary's.

TODAY'S NON-JURY LIST.

Non-jury court list today: Stonehouse v. Walton; Hamilton v. Shaile; Linstead v. Whitechurch.

JURY ASSIZE LIST.

Jury assize list today: Berliner v. Fullerton; McTavish v. Hancock; Lambert v. Toronto; Middleton v. Toronto Railway.

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