

THE TORONTO WORLD

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ST. JOHN, N.B.—McDonald & Doherty.

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All Railway news stands and trains.

Does The Morning World reach your home before 8:30?

If it does not, send in a complaint to the circulation department. The World is anxious to make its carrier service as nearly perfect as possible.

THE BEST IS NONE TOO GOOD FOR TORONTO.

The railway companies, when they come to deal with Toronto, are always on the cheap. Possibly the city itself is inclined to take to-mouth expedients and bargain counter prices. Instead of demanding the best and getting it, we are continually standing around making a poor mouth about our poverty.

Just now a delegation returns from Boston. They tell us that we cannot expect to have a terminal station. Our new much-vaunted union depot must be a shed, open at both ends, thru which trains will run in both directions. The shed may be roofed to keep out the snow and rain, but otherwise it is to be the slip-shod country town depot, not tolerated in any other city in the world.

And why? The returning delegation tell us that the big Boston station is a terminal station and that it takes up more ground than we can afford in Toronto. The delegation might have enquired further and they would have learned that even this station, with thirty-six tracks, is not considered sufficiently up-to-date for Boston and that the railways are about to build a new union station on Postoffice-square at a cost of twenty-five million dollars.

Boston is not twice the size of Toronto and yet we are expected to take handings in our delight at getting a million dollar station. We are content to let the railways block our way-front and to climb over their tracks by means of bridges. In Boston the railways will tunnel under the heart of the city.

Is it no time for Toronto to get into long pants? Let us quit saying: "Oh, yes, that is fine, but we can't afford it."

Let us rather take as our motto: "The best is none too good for Toronto."

PUBLIC SERVICES.

One of the common arguments against public ownership and operation of monopolies is that it destroys initiative and delays the acceptance of new inventions and discoveries. If the precise opposite were alleged, it would be more easily sustained. If there is anything truer than another it is that the private holders of exclusive utility and service franchises are the most unwilling to incur the expense consequent on the adoption of improved appliances and methods.

The opponents of public ownership rejoice and are glad exceedingly when they get hold of the comparatively rare case of a properly-managed state or municipally-owned enterprise failing to show a successful record. But why do they not apply the same theory to private operation? The other day The United States Inventor, referring to the street railways of the State of Massachusetts, remarked that "taken as a whole, they present a sorry figure, so far as profits are concerned. Three-fifths of the whole number pay no dividends at all, and a considerable number fall to, or barely, make running expenses." Yet out of the municipally-owned and operated street railways of Great Britain only a small percentage fail to yield a profit.

What a godsend such a case as that of Chicago would be to the decliners of

operation by a municipality of its transportation system. The street railways of that city were, and are, admittedly among the very worst possible, and their tracks and plant were pronounced by Mr. Dalrymple, manager of the City of Glasgow tramways, to be only fit for scrap iron. That this judgment was justified has been sufficiently demonstrated by the conditions of the agreement concluded between the Chicago street railway companies and the city. The simple truth is that private ownership and operation of public utilities, far from encouraging invention and enterprise, is a direct discouragement to these. The most satisfactory service and the most efficient accident preventives come from public ownership, which, after all, is simply the regulation by the people of their own public services.

BRITISH POLITICS AND THE GOVERNMENT.

Notwithstanding the overwhelming absolute majority with which the present British government returned from the general election, the shadow of disappointment and disillusionment already rests upon it. With the first session of parliament gone and the second well advanced in its course, nothing has yet been done to fulfil the high hopes which attended the advent of Sir Henry Campbell-Bannerman's effective ministry. Even the measures which have been passed—such as the acts amending the trades union and labor laws—were not as they reached the statute books in the form first approved by the cabinet. With one or at the most, two exceptions, the administrative honors have rested with the ministers who belong to the Rosebery section of the Liberal party, and the extent of their influence is clearly seen in foreign and Indian affairs, in the Irish Council Bill and in the evident determination to pursue a continuity of policy as regards the army and navy and other matters which it has been the common purpose to exclude from the area of strictly party politics.

That there has been a considerable recrudescence of Conservative sentiment in the electorate is distinctly enough shown by the results of the recent by-elections. Indeed, taking all the polls that have occurred since the general election—excluding those where the voting was complicated by the intervention of labor candidates—the transformation has been surprising, nor is the process likely to be retarded by such incidents as the meeting of the imperial conference and its attendant circumstances. It can hardly be denied that a real cleavage exists in the ministerial ranks, and that the doctrinaire Radicals are wholly out of touch with the course which administrative responsibility has imposed upon the cabinet in its collective capacity. This was only to be expected since the extreme section of the Liberal party seems deliberately prepared to sacrifice every consideration of fact and experience to the supposed requirements of abstract theories. To them a speech such as that delivered by Mr. John Morley, in defence of the repressive policy adopted in connection with the Indian disturbances, cannot be otherwise than distasteful in the highest degree. The secretary for India declared in the most explicit terms that if arbitrary action "for reasons of state" is full of mischief and full of danger, so also "is sedition, and I should have incurred a criminal responsibility if I had opposed resort to this law—the law of 1818, which has been bitterly denounced by the doctrinaires. This from "Hon. John"!

Still more significant is the revolt of the Nonconformists against the proposed withdrawal of the educational relief bill introduced early in the present session. With the government approaching the end of its second year of office, the passive resistance, and that it should be so occasioned deep resentment. The British Weekly, the most influential organ of militant Nonconformist opinion, in the course of a rousing polemic against the government, affirmed that if their legitimate expectations be disappointed, the severance must come. "There will be," it asserted, "a steady ebbing of the forces that sustain Liberalism. Without any public sign, thousands and tens of thousands will steal away never to be found again supporting Liberal candidates." In the same strain The Methodist Times, an important Methodist weekly, founded by the late Hugh Price Hughes, says that "confidence in the government will be gravely shaken if they allow this parliament to pass away, possibly prematurely, without a strenuous effort being made to secure at least an instalment of justice."

In face of these demonstrations of wrath, the government can only counsel patience while the cup of the inequities of the house of lords is being filled. This is but cold comfort to the Free Churchmen, who more than others bore the heat and burden of the electoral campaign. They can indeed as regards the upper chamber sympathize with the Irish orator who once characteristically announced that the cup of Ireland's miseries has been for ages overflowing and is not yet full. But what can the government do? It has already materially lightened its load of contentious measures and is now pinning its faith to its English and Scottish Land bills, which have for their main object the provision of small holdings. This is proposed to be done either by compulsory purchase or lease, and the position of the official opposition seems to be that the procedure should be by purchase only. Both parties profess an anxious desire to encourage small holdings. Whether these bills will in any appreciable measure allay the attacks upon the hereditary legislators remains to be seen, but the prospect in that regard is hardly alluring enough to turn the edge of Nonconformist animadversion.

FERRY BOATS FROM RIVERDALE
Editor World: Permit me to call the attention of the aldermen of Ward one to an old-mooted but apparently forgotten pressing necessity—a ferry service to the different parts of the island for Riverdale and the east of there.

Leaving out of the question the time lost and expense incurred going down town to get a boat for an outing, the danger to families in crossing the tracks is like taking their lives in their hands, especially when little ones have to be handled, and it would be a godsend, indeed, if a few dollars expended for this now popular district.

Until the marsh is reclaimed—if it ever will be—there are lots of landing places available within a few dollars' expenditure—say foot of Morris street, Booth, Carlaw, or any of these avenues would do for this summer at least. It is a much-felt want and is needed right away.

Aldermen of Ward One (and Ald. Church), please "get a move on."

Riverdale Voter.

Music in the Parks.

Editor World: There is an old saying, that when a person is being talked about the ears will burn. If that be true, unless made of tin or some other inferior material, the ears of the officials of the Lord's Day Alliance must have been scorching on Sunday.

Many were the complimentary remarks about the responsible for the absence of the Sunday band concerts in the parks.

Music Lover.

YORK LOAN WINDING UP.
Solicitors Appointed to Represent Eight Classes of Creditors.
On application of the National Trust Company, liquidator of the York County Loan & Savings Co., Neil McLean, official referee, Osgoode Hall, yesterday made an order appointing counsel to represent eight different classes of shareholders and creditors.

There are 120,000 shareholders, and but for an amendment to the Winding-up Act, passed by the Dominion parliament at its last session, it would have been necessary to make personal service on all of them.

The solicitors appointed by the official referee to represent the different classes were: C. A. Masten, Alfred W. Briggs, W. M. Douglas, K.C.; W. N. Ferguson, J. J. Violation, C. G. Gilmour, Toronto, and Mr. S. D. Biggar, Hamilton.

STRIKERS EXPELLED.

Buffalo Ore-Handlers Struck in Violation of a Contract.
BUFFALO, June 10.—All the ore handlers who struck work at the Buffalo Union Furnace docks last Thursday have been expelled from their union by order of T. V. O'Connor, vice-president of the Longshoremen's Association.

This action was taken because the ore handlers struck in violation of a contract made for them by the longshoremen with the furnace company.

RELICS OF KING NESTOR.

ATHENS, June 10.—During excavations yesterday conducted by the German Institute of Athens, a vaulted edifice, containing many gold ornaments and other valuables, was discovered.

Experts believe the building to have been a palace of the Homeric King Nestor.

Judgment Against Cleave.

Judgment was given at Osgoode Hall yesterday for \$55,000 against F. H. Cleave for the purchase of 306 acres of land in Algoma and Nipissing. By an agreement on June 30, 1902, Mr. Cleave was to purchase 306 acres of land for \$125,000 from H. H. Vivian. The payments being spread over a period of five years. The purchase was to be completed by July 1, 1907. Mr. Cleave gave his note for \$45,000, and judgment was obtained on this note. He assigned his rights, it was said, under an agreement to buy Standard Mining Co. of Algoma, and a new agreement was made with them about the mineral lands.

Dead Man Is Identified.

GALT, June 10.—(Special.)—The unknown man killed on track Saturday night was today identified as Alexander W. Stevenson of Kilsyth, near Glasgow, recently out, and employed as a gardener near Blair.

He must have wandered on the track, mistaking it for the road which led to his home. Dr. Radford is holding an inquest.

Quilt Champions.

Two interesting games of quilts were played yesterday, when Willie and Ben Humphrey met in a duel to the death. In the morning the score was: Weir 17, Humphrey 41. In the afternoon, when Weir was able to use his own quilts, the score was: Weir 34, Humphrey 41.

Buffalo \$2.00 Return.

Derby Day at Buffalo, Saturday, June 15. Niagara Navigation Company's steamers make the connection. Tickets good for information at city office. Traders' Bank Building, ground floor. Telephone M. 6536.

MANY HAPPY RETURNS.

Charles Woodall of 631 Ontario street, a continuous subscriber of The World since it began publication, and a resident of Toronto since, who celebrates his 63rd birthday to-day, June 11, 1907.

INLAND LAKE A FANTASY

PROJECT IS VOTED DOWN

City Council Decide to Begin Construction of Sea Wall at Once—Ald. Sanderson Makes Debut.

Ald. Adams' pet project, of an inland lake in front of the exhibition grounds, was shattered by the city council yesterday, when it was decided that the work of constructing the cribwork from the western end of the new fort to the east line of Dufferin street should be begun at once, without making the provision desired by the alderman.

Ald. Adams wanted the recommendation for the cribwork at an estimated cost of \$45,000, referred back to allow time for consideration of his plan of having the sea wall carried out between 400 and 500 feet from shore. Controller Hubbard argued that this would mean getting into the water of water of from 50 to 60 feet, and that the cost would be enormous. The project, which was a desirable one, had previously been discussed, and had been abandoned on the score of the expense.

Ald. Adams retorted that the scheme had been declared feasible by practical men, and Ald. Church and Ald. McGhie spoke in favor of having the city engineer make a report. Controller Hubbard argued that the project was a fantasy, and that the city should not be burdened with the cost of a project which would be a waste of money.

The motion to refer the matter back was supported only by Ald. Adams, Church, McGhie, Chisholm and J. J. Graham.

The introduction of Ald. Sanderson, with his honors of election in ward one, was an event that preceded the regular business. With Ald. Chisholm on one side and Ald. Edwards on the other, Ald. Sanderson was escorted to a position in front of the official dais, where, in a few words, Ald. Chisholm formally presented his new colleague for the ward.

There was applause as Ald. Sanderson was conducted to his seat between Ald. R. H. Graham and Ald. McMurich. Later Ald. Sanderson was appointed to the vacant places on the board of works, island committee and Victoria Industrial Board.

Frank Hodgins, K.C., appeared on behalf of clients to protest against the proposition to widen Duncan street, taking in 28 feet on each side, but as matters have only reached the stage where reports from the city engineer are being received, the protest was not successful.

Will Force Extension.
The extension of Havelock street from Clinton street to Ossington avenue, is to be carried out, despite the attitude of a majority of the assessable property owners in the ward who are opposed to the extension.

Reports are conflicting as to just how the boy met his death. One report has it that the forward elephant reached out with his trunk and dragged the boy into the street, where he was stepped on by one of the elephants.

Another report says the boy attempted to pass between the first and second elephants, fell, and was stepped upon by the second one.

Dunlap was afterwards released.

REV. DR. GAETZ DEAD.

Once Occupied Methodist Pulpit in Toronto.

RED DEER, Alta., June 10.—Rev. Dr. Gaetz died here yesterday at the age of 66 years. He was born near Halifax and occupied the leading Methodist pulpits at Fredericton, N. B., York, London, Brandon and Winnipeg. Health failing, he settled at Red Deer, Alberta, in 1883, and had ever since been closely identified with the progress of the west. He was the Conservative candidate for the provincial legislature in 1905.

MUSKOKA WEATHER IS HERE

and the Grand Trunk Railway System, the pioneer line, will open the season with their new service promptly on Saturday, June 15th, as previously announced, and there will be no postponement. The favorite route will continue to be along the shore of Lakes Simcoe and Couchiching, to Muskoka Wharf, the starting point of the Muskoka fleet. The Muskoka Wharf has been extended and widened, enabling coaches and buffet parlor cars, a train will leave Toronto 11.45 a.m., with café parlor car, buffet parlor car and headroom coaches, reaching Muskoka Wharf 3.05 p.m., and Huntsville (Lake of Bays) at 4.50 p.m., and direct connection will be made at Muskoka Wharf for points on Lakes Muskoka, Rosseau and Joseph, and at Huntsville for all points on Lake of Bays. There will also be attached a Pullman parlor car for Penetang, arriving there 2.45 p.m.

Commencing Monday, June 17th, the Toronto section of the Muskoka Express will leave Toronto 11.20 a.m., arriving Muskoka Wharf 2.55 p.m. This train will be composed of beautiful coaches and buffet parlor cars. A late service, Midnight service, with sleeper, goes into effect the night of June 18th. Tourist tickets allowing stop-over now on sale, and Saturday to Monday tickets at very low rates should be obtained and reservations made at City Office, northwest corner King and Yonge streets, C. E. Horn, Agent, or address J. D. McDonald, District Passenger Agent, Toronto.

TO ADJUST DIFFICULTIES.

OTTAWA, June 10.—(Special.)—A. F. Lob, solicitor for the hydro-electric power commission, is in the city in connection with the agreement between the commission and the Ottawa & Hull Power Co.

In the final adjustment of the matter, some points of difference have arisen.

BIG BOB-CAT KILLED.

GALT, June 10.—(Special.)—A big bob-cat was killed by two boys in the bush five miles down the river. It was over 5 feet long and 21.2 feet high, and weighed 35 pounds. The mystery is where it came from, no such animal having been seen in this vicinity for years.

Abolish Dual System.
The only remedy for the inefficiency in the management of Toronto Jail, complained of by Commissioner Judd, is for the government to take full charge, so Property Commissioner Harris is assured.

Mr. Harris thinks that friction is naturally caused thru the fact that, while the government appoints the jailer and the city appoints the steward and engineer, the city contributes \$30,000 annually toward the maintenance, he thinks that, in giving the government control, conditions should be imposed as to the disbursement of the grant.

The General Hospital board, at a meeting yesterday, appointed a committee made up of the chairman of the standing committees to co-operate with the representatives of other boards in preparing for the city council statements as to the present and former cost of conducting the hospital.

The board is asking an increase in the civic grant from \$500 to \$600 a day.

A date for a conference with the street railway as to extensions and other matters will be fixed at today's board of control meeting.

BARGE CORNWALL AGROUND.

Sinks After Strenuous Efforts to Keep Her Afloat.

BROCKVILLE, June 10.—(Special.)—Coming down the Canadian channel early this morning in a heavy fog, the barge Cornwall, laden with 1200 tons of soft coal, ran aground at the head of Isle Royal, a short distance above Brockville.

The Cornwall, together with the Augustus, Princess and Arcadia, the last two grain-laden, were in tow of the tug Emmerson, and altho the tug tried to pull her off, she could not get away. An examination showed the barge to be in a bad way, and she sank so rapidly that the pumps were of little avail. However, she kept afloat until this afternoon, when all effort was abandoned, the boat finally becoming submerged in about 15 feet of water amidst her bow and stern are not so deep, and it is feared she has partially broken in. Her presence was a great annoyance to the tugboats.

The Donnelly will make an effort to raise the craft after her cargo has been lightened. The point where the accident occurred is situated in what is known as "The Narrows," one of the most dangerous on the river in muggy weather.

KILLED BY ELEPHANT.

Boy Trampled to Death in a Circus Parade.

BUFFALO, June 10.—Pasquale Tignaturo, an Italian, 13 years of age, was fatally injured by an elephant, part of a circus parade which passed up Main street to-day. The boy died a few minutes after his admission to the General Hospital.

Archie Dunlap, in charge of the elephants, was arrested, and is held on a \$5000 charge.

Reports are conflicting as to just how the boy met his death. One report has it that the forward elephant reached out with his trunk and dragged the boy into the street, where he was stepped on by one of the elephants.

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THE T. EATON CO. LIMITED

EARLY CLOSING—On each Saturday of June, July and August this store will close at 1 p.m. Other days at 5 p.m.

If You Want Gas or Electric Fixtures

there's an interesting, brilliant exhibit in the Basement you should see.

More than twenty distinct up-to-date designs from the best makers of gas chandeliers, at extremely modest prices.

It's a practical showing of the goods you want.

2-Light Fixtures, \$1.50 to \$11.50

3-Light Fixtures, \$3.50 to \$17.50

BASMENT

AT OSGOODE HALL

ANNOUNCEMENTS FOR TO-DAY.

Chambers.

Cartwright, master, at 11 a.m.

Judges' Chambers.

The Hon. Mr. Justice Clute at 11 a.m.

Toronto Non-Jury Sittings.

The Hon. Mr. Justice Britton at 10.30 a.m.

1.—Simpson v. Eaton (continued).

2.—Trethewey v. Trethewey.

3.—O'Meara v. Perry.

4.—Carrere v. Hyalop.

5.—Hayes v. Rodolph.

6.—Toronto v. McDonnell.

Divisional Court.

Peremptory list for 11 a.m.:

1.—McLean v. Abbott.

2.—Re Wynn v. Weston.

3.—Lincoln v. McKinnon.

4.—Farnham v. Miller.

5.—Kirtan v. British America A. Co.

6.—Speers v. Bouvier.

Damages for Injuries.

Andrew Irvine has issued a writ against the Toronto Railway Company claiming damages for injuries received in October last thru the negligence of the company's servants.

Unsound Mind.

Alfred Miles of the Township of Scott, Ontario County, has been declared by the court to be a person of unsound mind. Justice Falconbridge, before whom the application came, has directed a reference to the local master at Whitby to appoint a committee of the estate.

Bylaw Quashed.

Upon the application made by Emily M. McCurry of Parry Sound for an order quashing bylaw No. 306 of the Town of Parry Sound to close a portion of James-street in that town, and one appearing in support of the motion, Judge Clute in single court quashed the bylaw with costs.

Claims \$2000.