

The Toronto World

FOUNDED 1880.
A Morning Newspaper Published Every Day in the Year.

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FRIDAY MORNING, JULY 22, 1910.

THE GRAND TRUNK'S EVER-LASTING MISTAKE.

Why is the Grand Trunk not a paying road? Partly because of vast extravagance, certainly because of bad policy to date.

Recognize this clearly, first that the Grand Trunk is to all intents and purposes an Ontario road. It has ten miles of road in Ontario for one in Quebec. It is not a Quebec road in any sense. But it is an ONTARIO ROAD WITH MONTREAL MANAGEMENT. And these do not consent at times. Ontario is progressive, has two millions of people, would have had five millions of people if Grand Trunk management in the past had been progressive, had been friendly to Ontario. Ontario should have had the population of Ohio (four millions) had the Grand Trunk management encouraged instead of fought nearly every spot in the province. Towns and factories were refused any favors asked; the Canadian Pacific came in and got a lot of the business. Now the Canadian Northern and the trolleys are coming in for another slice. Suburban services are refused, commutation tickets refused, the people told to go to the trolleys! That's not good business.

Why have the towns east of Toronto been stagnating for thirty years? Because of Grand Trunk pig-headedness. If these towns are beginning to look up it is because the Canadian Northern is at their doors, the Canadian Pacific proposes to go to them. The trolleys are on the way.

What manufactory has been encouraged east of Toronto? Why are so many places dead? What's the matter with the Wellington, Grey and Bruce country, but the Grand Trunk pall? If the Grand Trunk had shown as much respect for Ontario business as it has for Chicago and New York connections it would have been a rich system to-day. And if it had put its head offices in Toronto instead of Montreal, it would have found this out long ago.

The greatest piece of country in America to-day is in Ontario; the Grand Trunk grinds it; yet it has not the breadth of vision to see that its future and its fortune lies with Ontario more than anything else.

And Mr. Hays, we cannot say, has had more clear vision than any of his predecessors.

The Grand Trunk and Ontario are, have been, always will be, at logger heads under the present antagonism that has its origin in Montreal.

If Charles M. Hays has the judgment to link up with Ontario, not fight her, he can make his railway the greatest in Canada.

Link up with Ontario, Charley. Now's your chance. Open a head office in Toronto. Dropping off the tail of an official train for a couple of hours twice a year will not do the trick. Give your Ontario system Ontario management. Remember this, too, the strike you have to deal with is an Ontario strike, not a Montreal one.

IN THE BARNYARD.

It is too bad that the honorary minister of agriculture, J. W. Flavell, Esquire, should have written as he did about Farmer-General Duff; also too bad that Brother Duff and Associate Ferguson should tax the honorary head of the department with not paying enough for live weight hogs. The argument, however, turns on farms, not on hogs.

REFINE THE NICKEL IN ONTARIO.

The English and the United States companies that get their nickel ore mainly from Ontario have both declared big dividends and cut up glorious melons at their late meetings. Why should not this ore be refined in Canada, in Ontario? We've got a monopoly of the sources of supply. Do you think Germany would stand for a thing like a nickel monopoly passing into the hands of a naval nation?

HURRY ON CONSTRUCTION.

A careful note will be made by the electors of the city of those men on the council who are making the erection of poles on residence streets a pretext for holding up the progress of the city electric power construction.

We are assured that The Evening News had no other object than the intention to benefit a resident neighborhood in bringing up the case of Sunnyside-avenue, but the opportunity was seized upon by friends of the Toronto Electric Light Company and enemies of the city power scheme to interfere with the construction work.

Time is getting short for the completion of this work and for the reception of the Niagara power, which is to be delivered within a few weeks. Aid. Phelan has been foremost in obstruction, but the board of control has lent

itself also to the obstruction, and the silly motion to have a report on the cost of underground construction at this stage is quite unjustifiable. A full report on underground construction was made three years ago.

The board of control had better call a special meeting of the council and set the electric construction going at once and without further hindrance.

The World has every sympathy with the residents of Sunnyside-avenue, and with the residents of all the other avenues upon which poles are placed. But these poles in the first place were planted there by the corporations, the electric light and the telephone and other corporations, and now the city has no option but to follow their lead.

If the city is permitted to do this at present, in a few years the superior city service will ensure such conditions that entire underground distribution will be possible. Meanwhile the citizens must bear with the conditions the much favored corporations have established.

TECHNICAL EDUCATION FOR FIREMEN.

Having Dr. Sheard teach a class of fire captains in a course of "first aid to injured," is a sign of progressive-ness in the city department, even if it is two or three years since The World first advocated it. Chief Thompson should do more. The suggestion in The Insurance and Financial Review that firemen should know the management of elevators in hotels, public buildings and warehouses is worth attention. As The Review says:

"Many factories are not equipped with fire escapes, and the only means of access is by stairway or elevator (and should an elevator get out of order, the result might be very serious). This would apply more particularly to electric elevators, where a fuse might burn or blow out, and if there was no plan showing where the fuse box was, it might be difficult to locate. The same thing applies to hotels, where great numbers of people are constantly staying, and where, if elevators should get out of condition there might also be serious loss of human life. It would not take any great length of time for one or two men from each station to acquire a working knowledge of how these elevators are run."

This technical education should even be extended to include a good working knowledge of electric wiring, fuses and switches generally, for many fires nowadays are attributed to this cause. The electrical inspector for the underwriters would probably be glad to give a little of his time to giving the necessary instruction. And firemen should also know the ins-and-outs of

the workings of the sprinkler systems in large buildings.

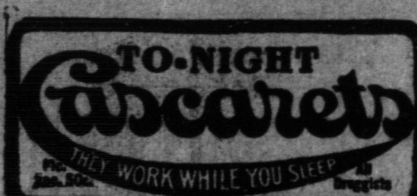
Those firemen who become proficient in these various subjects should get preferment when promotion time comes around.

Beautifying City in Practical Way

Eustace G. Bird writes The World: As it is the intention to submit to the mayor and council and to the business men of the city a comprehensive scheme embracing the concentration of all the steam railway facilities in the city, including all radial lines, and, perhaps, future tube systems, by means of underground tunnels and the electrification of the tracks entering the city, it seems that this is an opportune time to consider the beautifying of our city in real earnest. While the Civic Guild have been awake for some years and have done much missionary work in this direction, it is deplorable that no definite action has been taken on the part of the city to carry out the desirable work of this guild. It is needless to descant on the natural beauties of the city, but it is of paramount importance that these should be preserved and shown off to the best advantage.

What city can boast of such a harbor and island? And what city of the size and importance of Toronto must acknowledge that it has not even one ornamental lamp-post on her streets? Surely it is time for all of us to wake up and get together and do that which many another modern city has done before reaching the size of Toronto, viz.: improve the harbor facilities and create a system of masonry docks, with a promenade bordering on a dignified park, improve the driveways, create diagonal streets, remove all poles and install ornamental lamps for street lighting, create a civic and terminal centre from which point all diagonal streets converge. Of course this work will take years to accomplish, but until it is commenced there will never be hope of completion and the delay will only add to the cost on account of the increasing land values.

The terminal project above referred to would be a valuable adjunct to the future development of our city along scientific lines of commercial progress, presenting, as it does, distinctly favorable opportunities for utilizing and adapting the natural advantages for such an engineering feat. Should this project be endorsed by the city it will not only place it on a thoroughly modern basis, but will also initiate a new era of progress towards greater developments. The adoption of this project would be of the greatest advantage, not only to the city itself, but also to the travelling public. It would eliminate all level crossings on the waterfront and at the east and west ends of the city, and the savings to the city would be large by the elimination of the costly viaduct, which would not



only destroy its natural beauty, but this saving would defray the expense of harbor improvements, including the creation of a waterfront park and promenade. The waterfront freight would be cared for by the depression of two tracks. These could form part of the scheme for embellishing the waterfront without inconveniencing the harbor traffic. Furthermore, all excavated material from the underground tunnels and from the terminal excavations could be utilized in filling in Ashbridge's Bay. This alone would be worth millions to the city, and the work could be carried on with very little, if any, disturbance to the streets by commencing the tunnels at the east end and working west.

This terminal will necessarily be centrally located, and this location should be the "firing point" for commencing the beautification of the city proper. The terminal should be surrounded by extensive plazas, with gardens, fountains, promenades, ornamental lamps and the like. The diagonal streets already suggested running northeast and northwest, should converge at these places, from where long vistas could be obtained. The expense in creating these diagonal streets could more than be met by the city acquiring the lands on both sides of the proposed thoroughfares and selling them to the completion of the diagonals at their enhanced value.

To sum up—it would appear that, should the terminal scheme become a fact, the elimination of the viaduct and all level crossings opens the way for new thought on the subject of the beautification of our city by utilitarian and commercial principles, and, if the work be carried out accordingly, it could be accomplished without additional expense to the city, especially in view of the fact that the lands created by the filling in of Ashbridge's Bay could be sold for large sums, and this money could be spent on further improvements than those above mentioned.

Kingston Excursion.
The G. T. R. Company have guaranteed the Kingston Old Boys' a special train, with Pullman attached, for their annual excursion to Kingston tomorrow afternoon at 8 o'clock. Every provision is being made for the comfort of the excursionists, who have the option of returning by any train, except International Limited, on or before Tuesday afternoon.

Ninety Days for Bigamy.
Harry Woods was sent to jail for 90 days for bigamy upon pleading guilty in police court yesterday morning. He had entered into a form of marriage with Mary B. Prout at Allandale three months ago, after being already married to Miss Annette Hill in Toronto 15 years ago.

AT OSGOODE HALL

ANNOUNCEMENTS.

July 21, 1910.

Master's Chambers.
Before Geo. H. Lee, Registrar.
Farah v. Hani.—R. W. Hart, for plaintiff. Motion by plaintiff for leave to frame a writ of habeas corpus writ on defendant in Montreal in an action on a contract made in Ontario and to be performed in Ontario. Order made and date for appearance limited to thirteen days.
Health and Strength, Limited, v. Shrubbs. Motion by defendant for both defendants. Order dismissing action without costs. Order made.

Judge's Chambers.
Before Sutherland, J.
Re Lafferty.—A. C. Heighington, for petitioner. No one contra. Motion by petitioner, Antoine Louis Lafferty, for a declaration of lunacy. Order made. Reference to local master at Windsor to propound scheme, etc.
Re Lafferty.—A. C. Heighington, for petitioner. Motion for confirmation of order appointing Langley as liquidator, and giving liquidator power to appoint a solicitor on behalf of estate. Order made.
Re Heighington.—R. N. McPherson, for administrator. No one contra. Motion by administrator, who has passed his account, for payment out of court to Re Lafferty.—A. C. Heighington, for all parties. At request of all parties motion for order for payment out of court to Caldwell v. Small.—J. R. Meredith, for all parties. By consent of all parties this motion stands one week.
Northern Crown Bank v. International Electric Co.—J. R. Meredith, for defendant. At request of defendant motion for judgment under C.R. 88. Appeal allowed and order set aside. Costs in cause. Costs to be added and pleadings delivered in vacation.

Re Frame.—E. G. Morris, for James Frame, J. R. Meredith, for official guardian. Motion by James Frame for an order for payment out of court for purpose of maintenance. Enlarged sine die to enable applicant to negotiate with official guardian.
Hersin v. Smith.—W. D. Montgomery, for plaintiff. Motion by plaintiff for judgment for a charging order under C.R. 112 or for payment of money into court and for taxation of bill, etc. Order made for payment of money into court subject to further order. Plaintiff to have bill of costs taxed. Costs of both parties out of fund. Deed to be retained by Smith and Smith until disposition of matter.

Uffelman v. The Ontario Seed Co.—G. M. Clark, for plaintiff. Ex parte motion by plaintiff for an injunction, injunction granted until 23rd inst. restraining defendants from collecting or receiving the money for any debts, claims or demands whatsoever owing to defendants whether for purchases or on consignment or trust account or otherwise, and from receiving, selling, transferring, assigning or otherwise dealing with any goods or chattels or other property owned or formerly owned by defendant, with liberty to file and use further material on return of motion.

Single Court.
Before Sutherland, J.
Swearnam v. J. A. H. Lefroy, K.C., for defendant. Motion by plaintiff to continue motion until 23rd inst. Enlarged for one week without prejudice. Injunction continued meantime.

Fitzgerald v. J. D. Montgomery, K.C., for plaintiff. Motion on behalf of Fitzgerald to set aside an award. Motion enlarged for one week with intimation that it will then be argued until after the vacation and that division court action will be stayed until disposition of motion.

Re Sutherland.—J. M. Ferguson, for plaintiff. Motion by plaintiff to continue injunction. As defendants not yet served, motion enlarged one week. Injunction continued meantime.

Kirkland v. Merrill.—S. W. McKee, for plaintiff. Motion by plaintiff for an injunction to restrain defendant from taking proceedings to sell and selling the lands and premises in question under power of sale in mortgage. On payment into court within ten days of \$500 by plaintiff injunction granted to trial. Costs in cause unless otherwise ordered by trial judge.

Foster v. Mitchell.—A. C. Heighington, for plaintiff. Motion by plaintiff for a receiver. By consent of parties enlarged for one week.

Polson Iron Works v. Lawrie, and Lawrie v. Polson Iron Works.—C. A. Moss, for plaintiff. C. H. Porter, for defendant. Motion by Polson Iron Works for an order for the sale or other disposition of the boiler, engines, castings, etc., property of above named Lawrie, which are the property of the Polson Iron Works, to satisfy lien for storage, etc. Motion enlarged to trial, which is to be expedited and take place in September. Costs in cause unless otherwise ordered by trial judge.

Stavert v. J. Grayson Smith, for defendant. Motion by plaintiff for receiver. Enlarged by consent for one week.

Feldman v. Cohen.—D. Gwynne, for plaintiff. No one contra. Motion by plaintiff to continue injunction. As defendants not yet served, motion enlarged one week. Injunction continued meantime.

MacBean v. Adams.—B. D. Moorhead, for plaintiff. B. N. Davis, for defendant. G. D. Lee, for defendant. Motion by plaintiff for an injunction restraining defendants from in any way dealing with sum of \$2148 and interest deposited in Dominion Bank by defendant Adams to his credit in June. On defendant undertaking to pay the \$2148 into court order made directing an issue between the administrator of the plaintiff and the two daughters as defendants to determine the ownership of said money. Costs of the bank and of defendant fixed at \$5 each to be paid out of fund and thereupon the action was continued.

Cristea v. Crown Reserve Mining Co.—J. A. Ogilvie (Hamilton), for plaintiff. G. M. Clark, for defendant. Motion by plaintiff for judgment under Lord Campbell's Act. If judgment finds half brothers and sisters entitled to participate, then registrar to ascertain shares each entitled to.

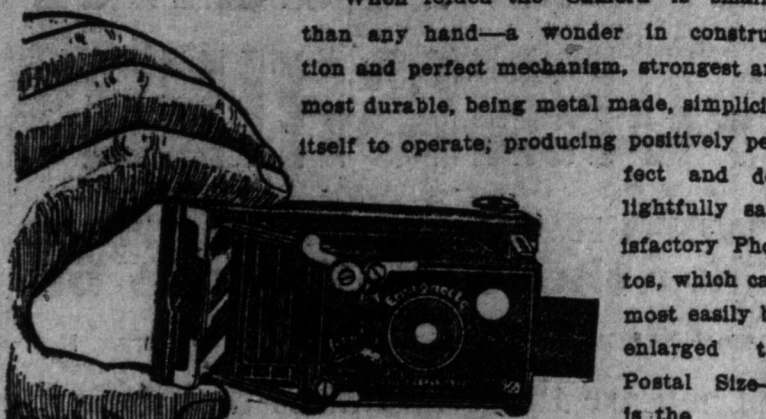
Smith v. The Rosedale Saw Mills Co.—B. H. Adams, for plaintiff. J. R. Meredith, for defendant. Motion by plaintiffs for judgment by consent for \$200 and costs of plaintiff fixed at \$25 and costs of official guardian fixed at \$15. The \$400 share of adult plaintiff to be paid to her and \$800 to be paid into court for the credit of the two infants in equal shares.

Herman v. The R.C.E. Corporation of Cities of Toronto.—D. G. Ross, for plaintiff. Motion by plaintiff for an injunction restraining defendants from excavating on their property in such a way as to injure drain that defendant has a right of user of. Injunction granted as asked.

Northern Lumber Co. v. Mine.—H. H. K. Dewar, K.C., for plaintiff. W. B. L. K. C. for defendant. Motion by plaintiff to continue an injunction restraining defendants from dealing with or disposing of a large quantity of lumber lying in La Cloche Lake and restraining them from removing from the limits in question this action, any white pine timber and from selling or disposing of any white pine timber cut upon the said limits until some \$1500 fee claimed by plaintiffs has been delivered to them. Judgment. To leave an interim injunction on the material filed which it appears to me, result in serious damage and possibly in permanent loss to the defendants, while on the

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other hand any claim the plaintiffs may have seems to be reasonably protected by the timber now cut, and undisturbed upon the limit in question. Under such circumstances I am unable to see my way to grant such injunction. The trial of the action can be had at any time and should be expedited. If the plaintiffs desire, and it will assist in that direction, pleadings may be delivered and the action enlarged to trial. Costs to be disposed of by trial judge.

Trial.
Hazel v. Before Teetzel, J.
Brewster, K.C., for plaintiff. E. Sweet brought to set aside a judgment of foreclosure and for redemption. Judgment: The judgment sought to be set aside was entered in January, 1909, and final order under C.R. 111 was obtained in March, 1910. An application for irregularity must be made within a reasonable time. The plaintiff has not objected to the reasonable time and I think must be treated as having waived the irregularity. The defendant Fiskien is a purchaser in good faith, such would not be affected by the irregularities complained of. Action dismissed with costs, if exacted.

Court of Appeal.
Before MacLaren, J.A.
Earl v. Reid.—C. A. Moss, for defendant. Reid, H. S. White, for plaintiff. On appeal to court of appeal from order of divisional court of July 7, dismissing defendant's appeal from trial judge. Reserved.

PROMOTING TERMINAL PLANS
United States Capitalists Have Conference With Board of Control.

In the hope of interesting the city in the plan of a terminal system to handle railway traffic within the limits of Toronto, Messrs. F. W. Townsend, Gilles, Eakins, Andrews Redden and Goodbridge had a conference with the board of control in the mayor's office yesterday.

President W. J. Gage, Peleg Howland and Secretary F. G. Morley of the board of trade were also present.

The promoters of the scheme, who are capitalists from the Niagara and are promoting terminal systems in Cincinnati and Tacoma, did not offer any definite scheme, according to the ground and they are looking over the ground and will outline a scheme later. He does not think they will seek a franchise, but may ask for certain rights underground.

The promoters have also got into touch with the railways on the question. Messrs. Eakins and Townsend will open an office here to arrange details.

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G.T.R. Changes.

The Grand Trunk Railway at Montreal announce the following changes: George Pappal is appointed assistant foreign freight agent, Toronto, to succeed P. R. Porter, who has accepted service with the Grand Trunk Pacific Railway Co.

William C. Starke is appointed traveling car service agent of the eastern, Ottawa and Northern divisions, headquarters at Montreal, vice E. Walton. He will investigate and report upon car service conditions generally at all stations.

F. R. Porter is appointed division freight agent of the G. T. R. R., in charge of territory Watrous, Sask., and west, with office at 153 Jasper-avenue E., Edmonton, Alta.

Addition to Pioneer Staff.
An addition has been made to the staff of the Ontario Alliance and the Pioneers in the person of D. A. McBernid, who was for five years secretary of The London Temperance League, and for many years prominent in temperance work. He begins his duties on August 1.

Nicola Stanoff was committed for trial in police court yesterday on a charge of stealing \$344 from another house, and, it is alleged, had stolen his money on leaving in the morning.

