

\$1500 PER FOOT

Yonge (near Bloor). Lot 25296 to a Lane. Two brick stores; rental \$1320 year. Half cash, balance 6 per cent. Best buy in this part Yonge Street. H. H. WILLIAMS & CO. 88 King Street East. 52

PROBS: Fresh northwest winds; fine; not much change in temperature.

Toronto's Marvelous Growth! — Big Eyes and Hands All Round.

Never did a city grow faster than Toronto, and never was a city held up in its growth like Toronto is being held up by The Telegram and The Globe. To what purpose? They pray for a slump! The city is congested, the people are forced by rents and taxes to build for themselves; but they are denied admission to the city, the chance of getting single railway fares, water supply, sanitary, fire and police protection, even the willing to pay for it!

Look at the growth of the sixth and seventh wards last year. Twenty thousand people—certainly ten thousand on the outskirts. And now two more companies propose to put half a million each in new plants at the Junction, and the Canadian Pacific over half a million in round-houses, etc. Factories are enlarging in every direction. Thousands are settling in the other wards and in the suburbs. How fast in Mimico growing? And it is in an adjoining township! And look at the settlement going on in Scarborough—a third township to the east! The cry is for more water, sanitation, street cars, everywhere!

In the centre of the city there are to be two big railway stations—one north, one south—costing at least six millions in all. Then there are the viaducts, for elevating the railway tracks, to cost five millions more. The Eaton Company are going ahead almost immediately with an eight-million-dollar store at Yonge and Carlton-streets. The official announcement is due any day, and the present occupants of the property are getting ready to vacate.

But does it not follow that if there is the marvelous progress and development down-town there must be a corresponding growth and development at the outskirts? It is the outskirts that are making the new financial and the new business centres—the new C.P.R. building, the new banks and corporation structures, the skyscrapers. The new Bank of Toronto is for the Greater Toronto—were it not so the old building would still do!

Hundreds of other improvements are under way, or are proposed, and there is an absence of houses for the additional people that are rushing into the city. Why, then, delay the work of annexation and a municipal policy as big as Greater Toronto needs? Let us try the big policy, not the peddling one, for a change. Is Mayor Geary and the council for a Little Toronto?

Let us lay out for a million people in area, in water supply, in protective measures. It is cheaper in the end.

And because one paper out of the lot foresaw this, and spoke for it, and told the story of the development in the city AND AROUND IT, and advised the people to get Big Eyes for the city, is that a reason why it should be insulted by The Telegram? Why should The World's suggestion of Big Eyes merit John Robertson's gentlemanly retort of "Big Mouth"? The Telegram owes something else to Toronto's hard-working and enterprising people other than insult and a denial of city privileges to the teeming suburbs.

Trust it is that men are making money out of subdivisions. But is that a crime? What about Toronto in the past? What about Montreal, Winnipeg, Hamilton, Ottawa, Edmonton, Vancouver? Is it a crime there? Perhaps it is a good thing that people can make money out of real estate!

The World is for single tax, but it does not propose to refuse a water supply and the like to the suburbs until single tax is imposed! Let The Telegram rather go after the eight city members of the legislature and the Whitney government, not after the poor man building a suburban home. The legislature controls taxation, not the man working in the city and who is paying rent and paying two fares, and walking in mud! What is he guilty of that he is treated thus?

If the entire suburbs of the city are willing and anxious to come in, why not let them in at once? Nothing is so expensive as unnecessary delay. It is costing us over a million dollars for holding back the Bloor-street viaduct at the instigation of The Globe and The Telegram. If we delay further it will cost millions, where thousands would have commuted the radial franchises now in the city and suburbs!

And what is the financial way out of the problem that wise men now suggest, a bond issue sufficient to start the essential improvements for a Greater Toronto? Let us try the big policy, not the peddling one, for a change. Is Mayor Geary and the council for a Little Toronto? Believe in your own city, as well as in its heart. It is not yet too late for The Globe and The Telegram to get Big Eyes.

North Toronto to Vote On Double Track Scheme

Saturday, July 6, Selected as Day When Metropolitan Railway Proposition Will Be Decided—Vote on Annexation Will Be Taken Also

Shortly after one o'clock this morning Mr. Ball succeeded in getting the North Toronto council to adopt a resolution calling for a plebiscite in the question as to whether North Toronto desires to be annexed to Toronto. The voting on this question will be on July 6, the same day as the Metropolitan proposition will be decided upon.

By a vote of six to one the town council of North Toronto voted last night for the submission to the ratepayers of the double-tracking proposition by which the Metropolitan Railway seeks to parallel its present lines throughout the city limits from the north to the south ends of the town.

The fight was strenuous and at a certain stage it looked as the Mayor Brown and Councillor Muston would stand out against the proposition but later on they capitulated and allowed the question to go thru. Those favoring the submission of the double-tracking were Mayor Brown and Councillors Lawrence, Reid, Baker, Howe and Muston, while Councillor Ball favored, if the deal must go thru, a joint vote on the annexation and double-tracking at one and the same time.

No Reason for Haste Speaking to his motion, Councillor Ball declared that there was no reason for the undue haste shown, that this matter had not been fully discussed were the terms in many cases satisfactory. He urged that as a matter of courtesy the city ought to be given an opportunity to show its hand. "This is only common courtesy," said Councillor Ball, "and any other course would imperil annexation."

Councillor Ball said it was time to call a halt in the matter of reckless annexation of outside properties, one of which Wm. Mulock, Jr., as representing the Melrose Land Co., last night attempted to get thru in the inclusion of about 86 acres to the west and northwest of the town. "There is no haste for this," said Mr. Ball. He succeeded in getting it held over and submitted to the annexation committee.

Withdraw Remarks Similarly when the Canadian North-

WAS NEGLIGENCE IN MOTOR CAR ACCIDENT

Phillip Kaufman Held Responsible for Death of Lillian Stein on Victoria Day — Coroner Says Some Drivers Should Be in Lunatic Asylum, and Expert Agrees.

"We, the jury empaneled to enquire into the cause of the death of Lillian Stein at St. Michael's Hospital, on May 24, who, at the corner of Queen and John-streets, in Toronto, was thrown from the sidewalk into an excavation and crushed and otherwise injured by being hit and carried into said excavation in an automobile driven by Phillip Kaufman, and that said Phillip Kaufman was guilty of negligence in not exercising the proper caution in conducting the automobile of which he was in charge."

The above verdict was rendered at 12:30 o'clock last night by the jury which has been enquiring into the death of Lillian Stein, who last 24th of May was killed by a motor car driven by Phillip Kaufman at the corner of Queen and John-streets. Coroner Graham had charge of the enquiry and in all over 23 witnesses gave evidence. Coroner George Graham's summing up was apt and pertinent. He dwelt at length on the idiosyncrasy of expert drivers to play the role of chauffeurs. Girls and men, with no previous experience, driving heavy cars on Toronto streets were especially associated.

The pedestrians of Toronto must be protected from a fate similar to that which befell Lillian Stein. Our legislature should take up the matter immediately and pass stringent laws relative to the licensing of drivers, relative to not only chauffeurs, but to individual owners of cars also. The death of Miss Stein was due to a driver's ignorance of the fundamental rules of the road, and the fact that he was driving a car which he knew what levers to use, the difference between the clutch and the foot brake, and emergency brake, the fatality would never have occurred. The only logical way to change the present situation is to pass a stringent law whereby drivers or prospective drivers, whether professional or amateur, must pass practical examinations before a board of automobile experts.

Eliminate Unfit. "This would eliminate the mentally unfit, that is the neurotic one who in a case of emergency would lose his head and do almost anything and all others who know nothing at all of the automobile mechanism. Some of the men and women now driving cars in Toronto should be in the lunatic asylum. If the young man referring to Phillip Kaufman, the driver of the car which killed Miss Stein—is a sample of the ignorance exhibited by Toronto chauffeurs, then such a condition is disgraceful and should be changed at once."

Lack of System. A. K. C. Vistic, a local automobile expert, made statements that were just as strong in denunciation of the present system or lack of system in governing drivers in Toronto as the coroner. He said: "The accident would not have happened with any kind of reasonably safe driving. The car which struck the paved sidewalk must have been going at the minimum, at least from 12 to 14 miles an hour. To me it looks rather as if the car hit the sidewalk going at a much greater rate of speed." He based this latter deduction on the fact that the car after the accident, showed an examination that the axles near both wheels was bent and the protecting rod in front also. People

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SAILED 'TWOXT WALLS OF FOG

Royal George Was Meanwhile In Touch With Many Steamers Shrouded in Dense Mist.

LONDON, June 7.—(C.A.P.)—The Canadian liner Royal George, which arrived at Avonmouth yesterday from Canada, reported a curious experience off Cape Race. The ship sometimes ran into a dense fog of the caps, many liners being seriously delayed.

The Royal George was involved with others, but soon passed into a clear atmosphere with fog banks on either side. While going at full speed she was in wireless communication with many vessels befogged on both sides, including the Megantic and Montrose.

THE FORD



SUNDAY BOATS WILL RUN IN JULY

Announcement Expected Today That R. & O. Navigation Company Will Run Steamers to Niagara Falls and Hamilton on Sundays — Other Companies to Follow Suit.

Before long Toronto will be given a Sunday excursion steamer service between this city and Niagara Falls and between here and Hamilton. Such is the intention contemplated by the Richelieu and Ontario Navigation Co., also no official announcement to this effect has as yet been made.

Traffic Manager Henry of the R. & O. Company, who was in the city from Montreal especially to consult the Toronto officials on the advisability of running Sunday boats, when seen by The World at the Queen's Hotel last night, intimated that such was the R. & O.'s present intention, but stated that the company would not inaugurate the Sunday service until about the middle of July, or perhaps even later in the season than that.

Statement To-Day. A definite statement of the company's intentions in this regard would be issued by the R. & O. some time to-day, he said. Until the official announcement was made by the company he did not wish to make any direct statement regarding the matter.

Also during last season a big agitation was made for a Sunday boat service for Toronto, the officials of the Niagara Navigation Co., the Hamilton Steamship Co., and the Turin Steamship Co. did not consider it good policy, as the churches here were opposed to it, and it was feared that the company first inaugurating the Sunday service would lose the church excursion traffic, which is a big item in the season's profits. Now, however, with the R. & O. merger being the four companies under one head, the churches cannot boycott one steamer without boycotting them all, and in this way the churches have lost control of the Sunday boat situation.

When it was thought likely last season that the agitation would lead to Sunday boats, the Niagara, St. Catharines & Toronto Navigation Co., who run the steamers Delhomme City and Golden City between here and St. Catharines, stated that if the other Toronto steamship lines ran Sunday boats they also would. This will probably mean that following the action of the merged companies, this line will also run Sunday boats.

The adoption of the Sunday boat policy on the part of the R. & O. will mean that the Niagara steamers Cayuga, Corona and Chippewa and the Hamilton steamers Turin, Massena and Modjeska will be run on Sundays. Mr. Henry stated that the R. & O. intended immediately to undertake the work of greatly improving the present docking facilities here.

WEST CHURCH CAMPAIGN.

To date \$16,148 has been raised by West Presbyterian Church in the six-day campaign for \$55,000.

THE BIG EATON STORE.

Some of the occupants in the big Eaton block at Yonge and Carlton expect to get notice to vacate forthwith; others, by their leases, will have a short notice.

But the plans are ready, the firm is ready and the official announcement of what will be the greatest store in the world will be made in a few days.

The city may be asked for certain adjustments of the streets, but these will be in the nature of public improvements and will doubtless be conceded by the city.

But it is to be the greatest building of its kind, and that will be something for Toronto.

NO DIRECTOR OF EDUCATION THIS YEAR

Board Voted 8 to 5 in Favor, But Failed to Secure Three-Fifths Majority Necessary to Change Bylaw—Inspectors Chapman and Elliott Named as Probable Chief.

After talking upon it for a hundred minutes, the board of education failed to establish a director of education, the constitutional change requiring a three-fifths majority. The vote was 8 for, 5 against. The trustees were all for Principal McKay in case of the creating of the position.

In view of the vote, the succession to the position of chief inspector of public schools will be the one to be filled. As Dr. Embree continues as senior principal of high schools, the seniority points to Inspector Chapman as being next in line for the vacancy. Inspector Elliott is also mentioned for the position.

HYDRO LIGHTING FOR OUTLYING DISTRICTS

Experts Will Be Sent Out Today to Cover Territory, and at Next Meeting of York Township Council a Definite Scheme for Hydro-Electric Extension Will Be Presented

To-morrow morning we are sending out an expert to cover the districts immediately adjacent to the city in the northeastern area, with a view to so-called house-lighting, and at the next meeting of the York Township Council we will, I trust, be in a position to submit a definite scheme for the extension of the hydro-electric thru a large part of that section. The more house-lighting we can secure the better it will be for the municipality in reducing the expense generally; and in view of the low rate at which we will be able to supply house and street-lighting there is no reason why everybody in the area should not use it. It will be as cheap as oil.

So said W. Randolph Sweeney, business manager of the Toronto hydro-electric system, to The World yesterday, discussing the possibilities and potentialities of the people's lighting system.

"We are in receipt of communications from the Provincial Hydro Commission regarding this question of the York Township extension," said Mr. Sweeney, "asking us to report on its desirability, and this will, as I have said, be entered upon this morning."

Mr. Sweeney further said the streets likely to be earliest served north from the city limits in the Todmorden district would be Woodbine-avenue, Cedarville, King Edward and Gedhill-avenues, Main-street, Barrington-avenue and Dawes-road in the extreme east.

These streets are all included in the application of the residents for electric power submitted to the township council on Monday last.

The anxiety of the Toronto Electric Light Company to forestall the advent of the hydro has been manifested at every meeting of the York Township council held since their representatives being indirectly in their appeals for franchises up Yonge-street and easterly to Duncan on the C.N.R.

DUCHESN CONTINUES TO IM-PROVE.

MONTREAL, June 6.—(Can. Press).—The condition of the Duchesne of Connault is reported improved, and it is now believed that she will be able to leave the hospital in a week's time. The following bulletin was issued from the Royal Victoria Hospital early this evening, and it was announced that no further bulletins would appear to-night unless some entirely unexpected developments occurred. Her Royal Highness the Duchesse of Cornwall passed a satisfactory day, sleeping a considerable portion of the time and complaining of less pain. Her Royal Highness continues to make satisfactory progress. (Signed) "A. B. Worthington." "W. B. Garwood." "W. H. Chipman."

BARS IN FAVOR OF CLOSED CANTEEN

Sir Henry Pellatt Counted Sixty Men in One at Niagara Last Week — Temperance Advocates Are Doing a Thousand Times More Harm Than Good, He Says.

Sir Henry Pellatt, who was brigadier of the city regiments in camp at Niagara last week, was seen yesterday in connection with the stories published in The World with regard to the prohibition of liquor in military camps. Sir Henry is in favor of a supervised canteen. His opinion of the closing of the canteens is as follows:

"Temperance advocates are doing a thousand times more harm in stopping canteens than any good they hoped to accomplish. The control of the conduct and drink of the men is now entirely out of the hands of the proper authorities. When the canteen system was properly enforced, we never had any excessive drinking that is in my experience. Of course, there are always the few, who, if not properly looked after, will consume more than is good for them.

The Old Canteen System. In the old canteen system, when it was in force, the canteens were allowed open for a certain period of time to allow the men to drink ginger ale, light drinks, and also lager. The canteen was always closed after certain hours. It was open about an hour after morning parade, and an hour in the afternoon. In the event of any man who was known to habitually drink to excess, his drinking was stopped, because we always had a non-commissioned officer in control of the canteen.

"After drill the men were generally allowed a glass of ale, for lunch. What Has Happened. "Now what has happened?" remarked Sir Henry, referring to existing conditions at Niagara. "Every bar in the city is filled. The fellows are drinking whiskey and as binging whiskey in bottles into the camp—something never known before. The drinking is now to a great extent out of our control, and they are not drinking the light drinks, which are harmless."

"The bars downtown are all in favor of the closing of the canteen, because it brings the men in numbers into the bars. I counted in one bar, in company with Dr. Lundy of Trinity University, whom I was very anxious to see what the result of the so-called temperance movement, no less than sixty men. Dr. Lundy is now a great supporter and believer in canteens under the control of proper military authorities."

Had No Trouble. "At the time I was in England, covering a period of 78 days, I had no trouble with the Queen's Own whatsoever. I never had a man the worse for liquor. The canteen was under our control wherever we were stationed. The City of London gave us a banquet at which banquet there was served sherry, champagne, port wine and liquors. To show what men will do under military discipline, I asked the men not to touch anything. The consequence of this was not a man that left that banquet with even a flushed face. If there was did not see it, and I looked very closely. This only goes to show that when everything is in proper military discipline, no trouble is ever experienced."

"I consider that there is less drinking among the militia to-day in any circumstances than you can possibly find in any large organized body of men, brought together for any purpose."

Leave It Alone. "Such a thing as a man drinking on parade has not been known for years in any of our corps, for it would not be tolerated for a second. I think it would be well if the temperance people would leave the handling of such matters with those that have had experience and are much stronger advocates for temperance work amongst militia than any other organization. (SEE ALSO PAGE EIGHT.)"

SWEDISH FRUIT TO COMPETE

STOCKHOLM, June 6.—(C.A.P.)—A Swedish fruit syndicate has been registered which bids fair to prove a powerful competitor in the European fruit markets. The company intends to build and operate a steamship of its own and to begin a service with Western America on the opening of the Panama Canal.

All Designs in Straw.

Straw hats for men come in all designs, large brim and small, and in all kinds of weaves, sennit and plain. The Dinesen Company are showing the newest blocks by such great makers as Henry Heath of London, Eng., and Dunlop of New York, for whom Dinesen is sole Canadian agent.



PERSONS... more... nishings... igh robes, large... 14. Regularly... igh robes, large... and collar; sizes... ay bargain... 59... Suits, navy blue... oulder; sizes 36... bargain... 49... Knit Underwear... ankle or knee... 44. Friday bar... 44... range of stripes... each. Friday... 12 1/2... wear; in a vari... ularly 50c. Fri... 25... line elastic web... our-point styles... 35... Prices... TRY CARPET... 65... 36 inches wide... 68... C BRUSSELS... 85... ne Oriental, self... ful value... 7.50... 0.0... 8.50... 9.75... SQUARES... 10.6... 8.45... 120... 9.65... 120... 10.45... JARES... art cost. One size... Friday... 38... ed designs in good... 10.00... R CLOTH... 39... AND MATS... y \$5.25, for \$3.75... 12, each... 75... ed Prices... ew and choice pat... 45 inches to 50... in bouidir or sit... eading and durable... 19... 23... TONNES... Art Cretonnes and... ervice and effect... r libraries. Whole... entire decoration... e patterns await... nches wide. Prices... PRICE... ices Curtains. Some... d patterns from our... pairs only. Our... igh bargain half... mail orders.)... ERINGS... ed and serviceable... r library, used for... roken lines, so that... Worth \$1.00, \$1.25... 49... 25c... es x 70, in opaque... mplete with brack... 25... 30... best standard qual... white, cream and... test shade bargain... 39... ORCH SHADES... required for the hot... of cool breezes... Green... 8 ft. long, at \$1.00... 8 ft. long, at 1.20... 8 ft. long, at 1.50... 8 ft. long, at 1.95... 8 ft. long, at 2.50... ina... roll rim, all sizes... 10... High-grade Eng... y floral designs... bargain... 9.21... rated, half price... 15... Friday bargain... 49... se ware, cream... etc. Half price... 9... ES... 4 bag .61... 3 lbs. .25... 3 packages .25... 3 lbs. .17... 9 lbs. .50... Package 7... 2 lb. tin .10... 3 lbs. .28... 3 lbs. .25... Per tin .13... 5 lbs. .25... n and mild, 6 to 13... 3 bottles .25... TEA, 5c... ns of uniform qual... 58