

THE TORONTO WORLD

A Morning Newspaper published every day in the year.

Telephone—private exchange connecting all departments—Main 222, between 3 a.m. and 12 p.m. After midnight and on Sundays or holidays use Main 232. Business and Circulation Dept.: Main 233. Editorial and News Dept.: Main 234. Sporting and Commercial Editors.

SUBSCRIPTION RATES IN ADVANCE.
One year, Sunday included, \$3.00
Six months, Sunday included, \$1.75
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THAT BROKEN RAIL.

The very large number of railroad wrecks, involving the loss of hundreds of lives, on this continent, attributable to broken rails, should receive immediate attention from the railway commissioners and from the Dominion Government. It would be interesting to know what firms supplied these defective rails. There is more than a suspicion that the quality of the rails now furnished is not up to that of the rails which they have replaced, and certainly not up to the standard of British rails. Can it be that our steel rail manufacturers, not satisfied with bonuses, are also cheapening the product, to the detriment of many human lives?

But even if this be true, are our railway companies free from blame? It is quite possible that many accidents set down to broken rails are really due to spreading of the rails, the broken rail, subsequently discovered, having been snapped by the engine or cars as they left the rails. When it is remembered that engines and trains of today are double in weight what they were some ten years ago; that the speed is very much higher, and that the only step taken by the railways to meet this extra strain on the track and roadbed is to lay down heavier rails, which are held in place by spikes, similar to those used in the early days of railroading, is it a strange inference that the spreading of rails is likely to be of more common occurrence?

It is well known and supported by observation that the ties in which the spikes are driven are frequently rotted, not being replaced as often as they should be. What is wanted, and what the government should require, all the railway companies to do, is to use, as in Great Britain, a so-called chair on the outside of each rail, requiring the use of at least two spikes in each chair, thus strengthening the rail and preventing the rail spreading, now only too prevalent in Canada and the United States. An old engineer, quoted in The Engineering Journal of Canada, concisely sums up the present situation as follows:

"Just imagine, if you please, an engine weighing 150 tons, a passenger train composed of eight or ten cars, and weighing about 750 or 800 tons, and going at a rate of speed of from 50 to 70 miles per hour. Can your imagination picture the strain on two rails held in place by spikes driven into ties under them—and many of the ties too rotten to hold the spikes, and going around curves at this terrific speed? What a strain there must be on the two rails! Every now and then you see an account of a disastrous wreck, caused by the spreading of rails. No comment is necessary."

At a recent meeting of the Engineers' Club in Toronto, it was freely stated that the methods employed in rolling rails in Canadian mills were responsible for the inferior rails manufactured. If this be the case, then the government should refuse bonuses to all companies whose product is below a certain standard. Perhaps, however, the minister of justice may tell us that, while competent to give bonuses, the government cannot refuse to grant them, even though the rails turned out should be below even the present inferior standard. He has a habit of looking at public affairs thru corporation eyeglasses.

MORE IS NEEDED.

The Globe is right, so far as it goes, in urging the Ontario Government to

continue the Temiskaming and Northern Ontario Railway thru to Hudson Bay. But a trunk line must have two ends. If there is anything plain, it is that this national railway, to be built by Ontario, must extend from the Great Lakes. It must not be at the mercy of the C.P.R. and the G.T.R. It must not become tributary to Montreal. It should serve not only Toronto, but also the City of Hamilton and the Niagara district, and, if possible, its motive power should be furnished from Niagara Falls.

We will be glad to have The Globe urge upon the Whitney government this great undertaking. Will it go a step further and urge the Dominion Government to grant to our province the subsidy that would be granted, as a matter of course, to any private corporation?

ONTARIO AND DIRECT SEA COMMUNICATION.

Canada is two vast a country to be dependent on any one port however great it is or may become. It is becoming ever more clearly recognized thruout the continent that in the development of waterways will be found the best solution of transportation difficulties. Naturally this policy meets with strenuous opposition from the railroad companies, who have hitherto been subjected to little competition other than that of rival roads. But the immediate advantage and future benefit accruing to the central and western provinces of Canada from the opening of the great internal waterway to deep sea shipping cannot be subordinated to the interests of the land transportation companies.

Regarded rightly the notion that the increase of waterways necessarily affects the volume of traffic by rail is a fallacy. It may alter the distribution of traffic and shorten the land journeys, but it cannot but ultimately and greatly increase the quantity moved by railroad companies. But whether or not the companies see the connection of the great lakes with the ocean in that light or not, their conservative and shortsighted self-interest must not be allowed to stand in the way of enterprises required by the rapid industrial and commercial development of the country.

The deepening of the Upper St. Lawrence and of the canals connecting the navigable channel with Lake Ontario is imperatively needed to bring the harbors on the lower lakes into direct communication with transatlantic ports. Montreal is the natural point of distribution for Quebec, but certainly not for Upper Canada. The general interest of the Dominion demands that the best available facilities be provided for every one of its districts. Ontario and its distributing centres cannot be for ever side-tracked and the province left dependent on a long land transportation before its eastern exports can find a place of shipment, and its imports a point of distribution. This necessarily restricts trade and industry, and the heavy expense of a long land carriage handicaps Ontario producers in foreign markets.

Toronto in relation to Montreal stands in worse case than Manchester did, to Liverpool before the construction of the ship canal that gave the former city direct access for seaborne traffic. Before its opening Manchester lay at the mercy of Liverpool and the railway companies. So acute an effect had this dependence on the trade of Manchester that its trade was practically stagnant as its clearing

house returns showed. When the canal company reached the limit of its resources Manchester cheerfully came to the rescue and in order to complete the canal shouldered a heavy responsibility and a heavy rate in aid. But direct shipping facilities caused the trade of Manchester to advance by leaps and bounds, and now the increasing revenue promises soon to reward the enterprise of the city by rendering the canal self-supporting. But and this is the present moral, Liverpool has not suffered any loss attributable to the existence of the canal. Nor have the railway companies. If Canadian railway companies were wise, far from opposing they would welcome and actively assist the connection of the great lakes with the Atlantic.

REASONS FOR OPPOSING.

Wants Welland Canal Deepened Twenty-Two Feet.

ST. CATHARINES, May 14.—W. M. Gorman, M.P., has given the Welland and other boards of trade, who favor the enlargement of the Welland Canal, his reasons for opposing the project.

He says that he forwarded the resolution to the Dominion government, asking that the canal be enlarged. The propaganda of the resolution, he points out, was formulated in Kingston and Prescott, because the people there want the canal enlarged. He says that the canal is now 22 feet deep, and that the government intends to deepen it to 24 feet to meet the demand for a larger canal.

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A Platform For Greater Toronto

(1) Take into the city all the Township of York, south of St. Clair Avenue. This to include Toronto Junction, North Toronto, East Toronto.

(2) Complete the national railway from Toronto to Hudson Bay at the earliest date.

(3) Centre the administration of the railway transportation of Ontario in Toronto, not Montreal.

(4) Public ownership applied to the distribution of electrical energy for Toronto and all Ontario.

[The World will be glad to receive suggestions as to other planks for the development of Toronto and the province.]

house returns showed. When the canal company reached the limit of its resources Manchester cheerfully came to the rescue and in order to complete the canal shouldered a heavy responsibility and a heavy rate in aid. But direct shipping facilities caused the trade of Manchester to advance by leaps and bounds, and now the increasing revenue promises soon to reward the enterprise of the city by rendering the canal self-supporting. But and this is the present moral, Liverpool has not suffered any loss attributable to the existence of the canal. Nor have the railway companies. If Canadian railway companies were wise, far from opposing they would welcome and actively assist the connection of the great lakes with the Atlantic.

IDEA FOR IMPROVEMENT OF THE ROSEDALE DRIVE

Suggestion That City Expropriate Section at Park Road Corner—Budget From the Hall.

The City Commissioner Chambers, with a due appreciation of the extent to which the picturesque Rosedale Ravine-drive suffers from the neglect of the city and private owners in the vicinity of the intersection of the drive by Park-road, has outlined a plan for improvement in that neighborhood, which should meet with general approval. The drive is recognized as one of the "show places" of the city, and while it has not been formally set aside as such is extensively used as a roadway.

The parks and exhibition committee yesterday paid a visit of inspection to the drive, and after looking over the ground a disposition was shown to fall heartily into line with the commissioner's plans.

The city at present owns all property immediately adjacent to the intersection, with the exception only of a parcel of land forming the southwest corner of the intersection, the roadway, Mr. Chambers' suggestion is that the city should purchase this, thereby placing it in possession of all four corners. He proposes that the roadway should be widened at this point to about 100 feet, and that the property should be so cultivated as to make it pleasing to the eye. He also favors the expropriation of a small parcel of land adjoining the northwest corner, and the widening of the roadway to a width of 100 feet on the south side, now used as a dumping ground, and most unsightly.

The party included Ald. Vaughan, chairman; Ald. E. Hales, Foster, Church, Bengough, R. H. Graham, and Adams, Park Commissioner Chambers and ex-controller Shaw, who, on behalf of the residents of the neighborhood, drew attention to the urgent need of improving the condition of the drive.

Fallen Into Neglect.

There was general unanimity in declaring that the city had permitted the drive to fall into a state of neglect. It was agreed that the unsightly aspect presented should be remedied without any delay. Mr. Chambers will recommend that the work of filling in that portion of the ravine be carried vigorously forward, after which the surface of the hillside will be sodded.

The party also visited Ramsden Park, and found that it had much improved in appearance. A visit to Stanley Park continued the committee there could be no objection whatever to the leasing of a portion for a horse exchange.

Pay of Carpenters.

A deputation from the Federated Council of Building Trades again appeared before the board of control yesterday with a complaint regarding the wages paid the men doing rough carpenter work in St. Lawrence Market. It was asserted that the union rate for such work was 33c an hour, not 20c, as contended by some local employers, and that about 35 per cent. of the master carpenters paid the former figure.

The visitors were promised that the schedule would be submitted to the Master Carpenters' Association for recognition by that body.

H. M. Mulholland, on behalf of Dunn-Adams, Park Commissioner, claiming that the board had agreed that \$20 should be deducted from the church's water bill of \$55, owing to the speaker of the senate, to indicate and promote the cause of international brotherhood and peace in our Canadian citizenship.

The misleading paragraph had better be treated in another letter.

A. C. Courtice, Sec. of Canadian Peace and Arbitration Society.

A PRESENTATION.

The men of Portland-street fire station last night presented Joseph Gliding, for several years one of their number, with a handsome gold-headed umbrella. He is leaving for Hartford, Conn. to engage as an architect. Deputy Chief Noble made the presentation and some of the others made brief remarks.

Didn't Keep Off the Grass.

Fred Tarr, city hall gardener, threatened to make it warm for Barrister W. G. Thurgood, who disregarded the sign "Keep off the grass" in front of his hall yesterday, and when batted disappeared in the corridors, with Tarr in hot pursuit. The lawyer was finally rounded up in one of the court rooms.

A Larder Lake Lucky One.

Stan Walker left last night for Cobalt and Larder Lake to close, of the sale of the largest Larder Lake deals yet transacted. Mr. Walker has secured control of a block of 500 acres in the centre of the gold belt. Among those most interested are Harry Murby and S. E. McCartney.

SWEET CAPORAL



CIGARETTES STANDARD OF THE WORLD

GET YOUR OUTING SHIRTS

There never rolled over the railroad tracks into Toronto before such a superior assortment of these summery shirts as we've just received. Nor so many.



You fellows who want something extremely smart and breezy and exclusive—we'll give you novelty and newness and variety to your heart's content, and styles "all your own."

And we've priced every shirt to save every man big money.

You men who say 75c. and \$1.00—you can get twice as much satisfaction here—in fact there's no comparison.

For 75c.: Cream, duck and silk striped cashmerette; reversible collar.

\$1.50 and \$1.75: Fine cream mohair or white openwork effect; lounge collar; soft double cuffs. Popular!

\$1.00: Fine white duck; lounge collar; set double cuffs.

\$2.00: Silk striped cashmere.

So come—and now, while the choosing's best—and get a gripful.

MAIN FLOOR—QUEEN STREET.

T. EATON CO. LIMITED 190 Yonge Street, Toronto.

AT OSGOOD HALL

ANNOUNCEMENTS FOR TODAY.

Chambers.

Cartwright, master, at 11 a.m.

Single Court.

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

Carroll v. Provincial.

Leslie v. Malinde.

Delanotte v. Brown.

Reid v. Estate.

Brethaupt v. Moore.

Toronto General Trusts v. Hardy.

Toronto Non-Jury Sittings.

Peremptory list for 10.30 a.m.

1. Boland v. Morley.

2. Getzheim v. Platt.

3. Boyd v. Marchmont.

4. Clumming v. Doll.

5. Burns v. City of Toronto.

6. McDonald v. Canteen.

Divisional Court.

No further sittings of the divisional court this week.

Court of Appeal.

Peremptory list for 11 a.m.

1. Jarvis v. Jarvis (continued).

2. Doherty v. Galloway.

3. Ensey v. Fisk.

4. Green v. George.

Sanitarium Stock.

The D. B. Sanitarium Limited, have been made defendants in an action brought by J. K. McLeod to cancel a certain subscription by McLeod for 25 shares of stock in that corporation.

Settled.

H. L. M. Weller brought an action against R. B. McConnell, claiming a commission on the sale of certain shares of stock. Upon consent the action has now been dismissed without costs. It is alleged that a settlement was effected upon payment by McConnell of \$5000.

A Nurse Brings an Action.

Rebecca Exphema MacKinnon, a nurse, residing in Bridgerton, Conn., has issued a writ against Dugald Gadoway, Charles Vanhorn and William Brown, claiming \$766.17, found due against Dugald Gadoway by order of Judge Winchester, the defendants, Van Horn and Reid being bondsmen of Gadoway.

Hurt by a Street Car.

On Dec. 22, 1903, Ernest Fenn of Collingwood was getting on a car near the corner of Queen-street and Jarvis-street, Toronto, when the car started suddenly and threw Fenn down. He was dragged some distance and severely hurt. He sued the railway company and at the trial was given judgment for \$800 damages. The company appealed to the divisional court, but the appeal was dismissed with costs.

Killed on the Railway.

John McDonald of Midland as administrator of estate of Owen McDonald, has begun a suit against the G.T.R. Co., claiming \$2500 damages for the death of McDonald while in the railway's employ, thru the negligence of the company.

Wants the Property.

Michael Meagher of Toronto has begun an action against Robt. A. Brooks and Francis Brooks to compel specific performance of an agreement to convey certain lands in the Township of York.

Nervous Strain.

Beverina Cowie of the Village of Brugham has brought an action against her husband, John Cowie, for alimony. The parties have been married about twenty years, and up to a year ago lived in comparative happiness. Mrs. Cowie alleges that her husband has been cruelly treating her and making use of opprobrious epithets. On the other hand Cowie alleges that while he was confined to bed his wife neglected him and was cruel towards him to such an extent that he was obliged to leave the house owing to the nervous strain occasioned by her treatment. An application to Master-in-Chambers Cartwright for interim disbursements was granted.

The Independent Order of Foresters issued a benefit certificate for \$500 to Marie Windblow, an Indian woman in favor of her son, George Windblow. The mother died a short time ago without leaving a will, and the Foresters now obtained from Master-in-Chambers Cartwright an order allowing them to pay the money into court, as George is still under 21 years of age.

Messenger Boy Injured.

Ernest Elmer Preston, a C.P.R. Co. messenger, in February, 1906, while

AS A BRACER FOR A HARD DAY'S WORK

BREAKFAST ON

SHREDDED WHEAT

As a Food it is far superior to mushy porridge or pasty corn products. It is hygienically perfect and most wholesome and nutritious than meat.

BISCUIT and TRISCUIT are an ideal combination.