

## 12% INVESTMENT

Down-town apartment house, 20 rooms, 5 bath, new plumbing and heating, electric light, mahogany and oak finish, lot 60x140.

H. H. WILLIAMS & CO.  
26 VICTORIA STREET.

PROBS: Northwest gales; rain; clearing; light; becoming much cooler.

## TREATMENTS OF INSANE

### NEW METHODS FOR ONTARIO ASYLUMS

### COMMISSIONERS REPORT

**Fewer But Better Institutions For the Chronic Insane, With Larger Staffs — Psychiatric Hospitals in University Centres.**

The lengthy report of Hon. Dr. Willoughby, Dr. Clark of the Toronto Insane Asylum, and Dr. Ryan of the Kingston Asylum, in regard to their trip to Europe to examine into the methods of treating the insane, was given out by Hon. Mr. Hanna last evening.

They state that they gave special attention to the organization and equipment of psychiatric hospitals and asylums in the most important university centres in Great Britain and on the continent — at London, Derby, Edinburgh, Dublin, Clonmel and Waterford, as well as in Berlin, Dalford, Buch, Munich, Erlangen, Tübingen and Gießen in Germany, Zurich, in Switzerland, and in Paris. And a wealth of valuable information was acquired. They discuss:

- (1) The treatment of the acute insane, and (2) the care of the chronic insane. As far as the latter are concerned, in comparison Ontario gives little ground for reproach, although they learned on their trip lessons which make them hesitate about recommending absolutely the adoption of the cottage system of treatment or the multiplication of small buildings.

Theoretically, it is ideal, but, practically, it is a failure. In glaring contrast, however, was the success of one of the largest asylums near London, where some 3000 patients are treated in a series of small buildings, where proper supervision is possible, and the difficulties of a greatly-divided responsibility and management are obviated. It was quite evident to them that the difficulty of housing a very large number of chronics in one institution had been successfully solved.

This in itself was an important point, because it made clear the possibility of centralizing some of our asylums for chronics rather than developing numerous small and expensively officered institutions. It means a large reduction in the cost of management to the state, and, on the whole, greater comfort and happiness to the patients.

**Hospitals Nor Good Asylums.**

The striking fact brought to light in Germany, France and Great Britain was the absolute impossibility of combining hospitals and asylums to accomplish the highest and best kind of scientific work. Under such conditions the acute or developing case of insanity does not receive the individual care so absolutely essential to this cure, and the surroundings cannot be made suitable for its treatment.

Only in university centres and under the stimulus of university connection, the best kind of scientific research work likely to be done.

In Great Britain and France the Canadian asylum system through obtaining patients are treated with the greatest

Continued on Page 3.

## FOUR TORONTO COUPLES ARE SEEKING DIVORCE

**Application Made to Parliament for Several Important Incorporations—Presbyterian Fund.**

OTTAWA, Nov. 1.—(Special).—Application will be made to parliament for the incorporation of "The London, Continental & Canadian Trusts Corporation."

The Cumberland Railway & Coal Co. of Nova Scotia will apply to parliament for an act increasing its borrowing powers and authorizing the issue of preference stock, etc.

Catharine Anne Cannon of Toronto will next session apply for a divorce from her husband, James Promise Cannon. This is the fourth Toronto divorce action of which notice has been received.

The Erie, London & Tillsonburg Railway Company will apply to parliament for an extension of the line in which to construct its line of railway.

The Security Life Assurance Company of Canada will seek incorporation with power to transact a general life insurance business.

Application will be made to parliament by the managers of the ministers' widows' and orphans' fund of the Presbyterian Church for an amendment to the act governing the fund, which will permit the board to control the fund of any number and adherents of the Presbyterian Church of Canada in good standing.

## 1000 HUNTERS AFTER DEER.

**Moose Seen South of C. P. R. May Add to the Sport.**

Over a thousand hunters have already left Toronto and vicinity for the north woods. The C.N.R. ran three excursions, on Oct. 29, 30 and 31, and carried about 500 men, with dogs and outfit. The Grand Trunk have sold over 500 hunters' tickets, and the C.P.R., nearly 100.

Deer are reported very plentiful this year. A number of moose have been seen south of the C.P.R. line, and many of the deer hunters may have a chance shot at one of the big fellows.

## GENERAL BOOTH WELL.

NEW YORK, Nov. 1.—General Booth was in high spirits today, and his appearance gave little indication of his recent illness.

It was said by a high official of the army, that reports regarding his condition had been greatly exaggerated.

# The Toronto World

SIXTEEN PAGES—SATURDAY MORNING NOVEMBER 2 1907—SIXTEEN PAGES

## MACKAY SPEAKS ON POWER POLICY

**In Favor of Government Owned Transmission Line—Also Cheap Producer Gas.**

"Speaking for myself, I think that the government ought to be in a stronger position than two or three municipalities in undertaking the building of transmission lines where there are none yet built, leaving the municipalities to pay the full amount and leaving nothing to the province."

In these words did Hon. A. G. MacKay indicate his attitude on an important question connected with the Ontario Government's Niagara power policy, in a vigorous address at the annual meeting of the North Toronto Liberal Association in St. George's Hall last night.

While approving of the hydro-electric commission, the speaker said he had taken cognizance of the fact that there were municipalities which were not within the electric zone belts, and he held that the government was not giving producer gas the consideration it deserved. Practical men had told him that the figures given by the commission as to this gas were misleading. One expert had advised him that a 10-hour service could be produced for \$18 per horsepower, and another at from \$15 to \$22 per horsepower.

President George C. Campbell was chairman, and the gathering which comfortably filled the hall was an enthusiastic one. W. H. Shaw, the federal candidate, was unable to attend, owing to illness.

The election of officers showed the spirit of harmony to be very much in evidence, the several offices being filled by acclamation. Mr. Campbell was re-elected president; Albert Britnell, G. T. Ferguson and J. S. Dewar were chosen as vice-presidents; T. C. Irving, treasurer, and C. W. Kerr, secretary.

H. M. Mowat, K.C., who, with Leigh-McCarthy, M.P., and G. W. Verrill, was called to the platform, gave utterance to the usual bits of optimism, saying that the party through he province had never before been so imbued with fighting spirit, nor stood as closely shoulder to shoulder, etc. He did not think there was need to discuss Hon. George E. Foster, because of his position of Canada had been "finding out things for themselves."

**Leader Among Friends.**

On the other hand, Mr. MacKay, the audience displayed an enthusiasm such as a popular Marathon runner might have evoked.

Preparation for the coming campaign was urged. It was high time for general conventions under way, and, in the opinion of the speaker, the party should be better prepared for the coming year.

Mr. MacKay proceeded to attack the Whitney administration at supposedly vulnerable points. His opinion was that the chief weakness of the new Education Act was in the matter of the teacher's salary.

There shouldn't be one law for the Jew and another for the Gentile, he argued, and held that instead of determining the salary of the teacher by the assessment of the township, it should be based on the basis of the teacher's experience.

Mr. MacKay renewed his attack on the system by which the University of Toronto was kept in funds through receiving half the annual salaries of the professors.

The institution should depend on the "representatives of living people, not on Providence and dead men."

"Knowledge begets confidence, but ignorance begets suspicion," was his oracular reference to the refusal of the government to submit definite yearly estimates.

The speaker's allusion to the government as having turned back the hands of the clock 27 years by allowing the order-in-council whereby the university could borrow two millions annually, to go unratified by the legislature, drew from the poet Sabine an expression of approval.

"That's a very profound statement. It's all right," he interjected.

Against the spoils system. Mr. MacKay did not hit with the view that any adoption by Conservatives of the spoils system should be followed by retaliation.

"I do hope we will never introduce into Canada the spoils system, or any system of retaliation," he said, and asserted confidence that the majority of the people thought likewise.

A more practical method of dealing with re-forestation, which offered possibilities of \$30,000,000 yearly in revenue, and a system of law reform, were urged by the speaker, who took the general stand that judges and lawyers should be paid a block sum instead of by fees, which meant sometimes unnecessarily prolonged litigation.

After a short address by Mr. McCarthy, a resolution expressive of confidence in the Dominion Government, Ontario opposition and the candidate for president were moved by J. H. Denton, with Connel Harrison as second, and was carried enthusiastically.

**Against Accident and Sickness.**

More varieties of illness are prevalent and the chances of accident are also greater in the winter time than in the summer. Our accident and sickness policies are good the year round, and they cover every liability to mischance. The premium is small and the indemnity is ample to pay all expenses during the period of incapacity. Toronto Guarantee and Accident Company, corner Yonge and Richmond-streets, Confederation Life Building. Phone Main 1642.

## LONDON TO GET LOW RATE ON POWER

### Reduction of \$6 in Original Price, Mr. Beck Says—Municipalities Favored in Rates.

LONDON, Ont., Nov. 1.—(Special).—Addressing a special meeting of the city council to-night, when it was decided to submit a bylaw for spending \$25,000 for a distribution plant for Niagara power, Mr. Beck stated that as a result of the negotiations now in progress, London would get power, originally quoted at \$23 per horsepower, at \$17.50, and perhaps less.

He said that 18 months after the bylaw was passed, power would be delivered and declared that in those places where electric light companies also desired to purchase Niagara power, they would be quoted as low a rate as the municipality would get, while profits derived from such companies would go to the municipality.

His declaration was a part of an argument of The Globe. No man, he thought, would be so foolish as to make a contract on that basis.

Engineer Richards submitted an estimate on the lighting end of the project, which had not been included in the previous report. This will require an additional sum of about \$135,000.

Engineer Richards and Hon. Adam Beck answered many questions put by the committee.

## POLICE HEADQUARTERS AT BUFFALO BURNED

**Eight Firemen Injured—Loss is \$100,000—Historic Documents Burned—Prisoners Saved.**

BUFFALO, N.Y., Nov. 1.—Police headquarters, at the corner of Franklin-street, the Terrace and West Seneca-street, burned this afternoon. Police records, the rogues' gallery, and many important documents, including the original copy of Leon Czolgosz's confession of the assassination of President McKinley, were destroyed. The fire was of incendiary origin. Two companies of firemen were caught in the collapse of the roof and cupola and eight men were seriously injured. None will die. The injured men are Capt. Michael Haggarty and Firemen Chas. Basil, George J. Schuenblein, John C. Malloy, Frank Maloney, Charles Pries, Dennis Ryan and Albert Witte.

At 2:30 this afternoon Police Commissioner Zeller picked up a blazing newspaper in a hallway. Half an hour later a police messenger found a blazing window blind in the storeroom.

He had just reached the commissioner's room with the smouldering brush when there was a cry of fire from the street and flames were seen shooting from the cupola over the main entrance and from the windows on the fourth floor.

The 20 prisoners were handcuffed together and marched to the jail. The firemen apparently had no idea of the danger until the cupola toppled over and crashed through the roof and top floor. Two companies of men were caught in the crash. They were released after 20 minutes of hard work, and eight of them taken to the hospital. The building was practically destroyed. The loss is estimated at \$100,000.

**GOVERNMENT GRANT OF \$25,000.**

WINNIPEG, Nov. 1.—(Special).—Mayor Ashdown has received a letter from Sir Wilfrid, stating that it had been decided to appropriate \$25,000 to aid Winnipeg in entertaining the British Association for the Advancement of Science, which meets in convention in this city in 1909.

## PLAYING HORSE WITH HIM



JACK CANUCK: Don't ride me too hard, Son, or I may buck."

## BRITISH RAILWAY MEN DECIDE TO CALL STRIKE

### 100,000 MEN WILL PROBABLY STOP WORK

**One of Most Conservative Unions in the World Has Failed to Reach an Agreement With the Companies—Would Tie Up Business of the Nation.**

LONDON, Nov. 1.—Notwithstanding the powerful influence which has been at work for some time past in the hope of averting trouble in the British railway world, there seems to-night to be but little probability of preventing a strike, which will have the most serious consequences to the traveling public and the men and companies involved, as well as to commercial interests generally.

The action taken to-day by the executive committee of the Amalgamated Society of Railway Servants in adopting a resolution to call a general strike, leaves regard to the men who can be counted on to remain loyal to the companies in the event of the declaration of a general strike.

The British railway employees and the companies have been at loggerheads for some time past on the question whether the Amalgamated Society of Railway Servants would strike to secure recognition of the organization and a new scale of wages and hours, and finally it was decided by the employees to reach a decision by ballot.

LONDON, Nov. 1.—Richard Bell M.

## KEPT FIRE FROM BIG COAL PILE

### Firemen Have a Nasty Blaze to Handle on Electric Light Co. Wharf.

Fire breaking out in the blacksmith shop in the rear of the Toronto Electric Light Company's premises on the Scott-street wharf, at 7:30 last night, damaged those premises to the extent of about \$5000. While not serious in the loss incurred, the fire was very difficult to fight. The blacksmith shop was destroyed and the harness shop and stable loft much damaged.

The flames were observed by one of the stokers in the company's boiler room. He rushed to the office and E. J. Rod-board, the night telephone operator, sent in a "still" alarm and then turned in a call from the fire box on the premises. The firemen responded in quick time and three lines of hose were run out on the company's dock and operated over a huge coal bunker containing 8000 tons of mixed hard and soft coal. It was to prevent this lightning that Chief Thompson directed the efforts of his men.

From the other side of the dock, 20 horses in the company's stables to the south of the burning shed and seven horses in the Canada Ice Company's stables, adjacent to the burning shop, were removed.

Three lines of hose were also laid down the east side of the dock, extending to the long distance between the Esplanade and the end of the wharf the hose wagons had to be stripped.

Two days were taken by the firemen to strip the hose wagons and others 750 feet of hose. Two engines provided good pressure.

However, the firing, Nellie Bly, proved herself a friend in need and arrived a little after 8 o'clock. Just when the large harness shop and stables at the extreme end of the wharf, as it had threatened to weaken the sides of the bunkers, letting down the great bank of coal, which would have compelled the retreat of the firemen and greatly enhanced the loss.

Only at one spot did the coal heap catch, and there it was soon extinguished, and the firemen deserve great credit for their work, there being only a narrow lane between the stables and the coal. The blaze for a time was terrific, and the smoke was something fierce, while the dock is by no means the most convenient place for a fire.

Manager J. J. Wright says that the loss will be under \$5000. The shop burned was an auxiliary to the regular blacksmith shop, which was on another dock. He could not understand how the fire had started as the forge in the shop was always extinguished at night. The feed in the loft of the stables and whatever harness had not been removed from the harness shop, was destroyed.

Mr. Wright said that he was highly pleased with the work of the firemen, but he thought that the fire emphasized the need of a properly-equipped fireboat.

**BORDEN'S OTTAWA MEETING.**

OTTAWA, Nov. 1.—(Special).—The date of R. L. Borden's meeting in the Russell Theatre has been set for Nov. 27.

**\$9000.00**  
Bedford Rd., detached, nine large room, new plumbing and heating, electric light, mahogany and oak finish, lot 60x140.  
**F. J. SMITH & CO.**  
61 Victoria street.

27TH YEAR

## CITY IS REBUKED FOR TRACK DELAY

**Mayor Says It's Deserved While Mr. Fleming Predicts Acute Overcrowding as Result.**

That the overcrowding of the street cars will be worse than ever this winter because of the failure of the city to comply with the order of the Ontario Railway and Municipal Board away last April to designate those streets on which fifteen miles of necessary new tracks can be laid, is the intimation which General Manager Fleming gave last evening when spoken to regarding the "hurry-up" poster put regarding the matter, which the railway board gives indications of making on the city.

The mayor himself says he considers that the rebuke of the Ontario Railway and Municipal Board on the city's dilatoriness is well-deserved, so far as the city council is concerned. The board's control, he says, is not blameable, as the matter was passed into the hands of the council. "The city," said his worship, "has been altogether too long in agreeing on a fixed policy."

A short history of this affair is as follows: The city lodged complaint in respect to overcrowding, under section 38 of the act, which provides that only a "comfortable number of passengers" shall be admitted to each car. The case was heard and a good many witnesses were examined on both sides. The board found that, as a matter of fact, the cars were often overcrowded, but did not do what the city's representatives claimed should be done—order a lot of new cars to be placed on King, Yonge and Queen-streets. The board held that passenger traffic upon these streets was already sufficiently congested, and, deciding that the only proper remedy lay in the provision of extra car lines, ordered the city to provide about nine miles of new track and the company to furnish 100 more cars. And it is further thought that when all this is done further provision in these respects must be made within a few years.

**Quality of Branch of Contract.**

Since then the city has done nothing practical in the way of obeying the order, but the company states that new cars are being placed on the streets as fast as they can be turned out of the shops, although it is useless to supply the full number mentioned unless the lines are laid, and traffic on the present lines is sufficiently congested as matters stand.

Then a few months ago Mr. Fleming wrote to the city, requesting the selection of streets for the new lines, and stating that the company would be ready with the cars as soon as the streets are ready for traffic. He also called attention to the fact that congestion in traffic would be as serious this fall as it was last fall, unless this action was taken.

Fleming asked for eight miles of new tracks and suggested the following new routes: A line from Front to Bloor, one and a half miles; York to Church on Wellington, three-quarters of a mile; Victoria, Richmond and Shuter, three-quarters of a mile; and one mile, making four miles of new roadway and eight miles of tracks.

The question now arises whether the city will do this.

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## A TIGHT MONEY STORY.

**James R. Keene Tell Good One of "High Finance."**

James R. Keene told this story illustrative of "high finance" at the Waldorf (New York).

A Kentucky dandy negotiated a loan of \$10 from a local banker, pledging his mule and cart as security.

"Money is pretty tight," explained the banker, and I shall have to charge you \$2.50 per year for the use of the ten for a month."

The dandy consented, signed the paper and brought the money home, helped by a friend standing in the road scratching his wool with one hand and looking ruefully at the \$7.50 in the other.

"Wits de matter, Sam?" asked his friend.

"Oh, dere ain't nothin' de matter, 'cept I knows I'm right. Dat bank man he done charge me \$2.50 for \$10 for a month. I'm right, huh. Fo' if I had a ast fo' de ten fo' foah months I wouldn't a got nothin'."

## 1000 MEN LAID OFF.

**C. M. & St. P. Ry. Make Big Reduction in Staff.**

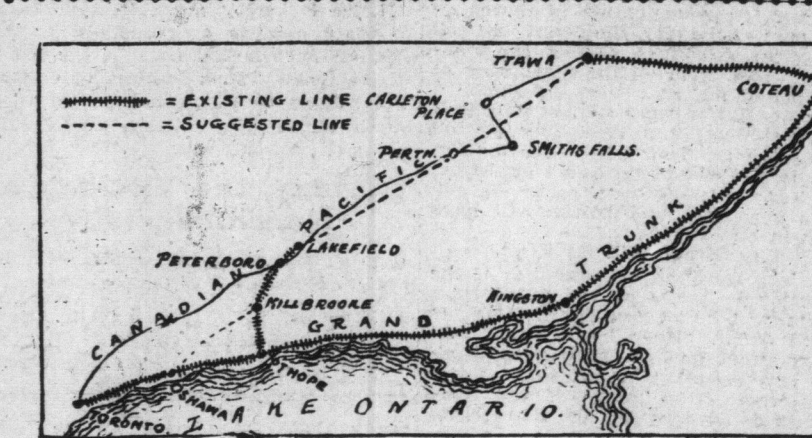
MILWAUKEE, Nov. 1.—Roswell B. Miller, chairman of the board of directors of the Chicago, Milwaukee & St. Paul Railroad, issued an order today, discharging 1000 employees in the locomotive and freight car departments of the shops here.

**DON'T FORGET THE DAY.**

Some people thought that the Friday just gone was a Monday anticipated. Such thoughts upset shopping. There are the Monday shoppers and the Saturday shoppers, but in any event many of them patronize Dineen's, where furs and hats predominate in excellence of beauty and extraordinary value.

neen's hats, the specialists at \$2.50 and are moulded upon the neatest block brought out this year by the most prominent American and English makers. The very best in hats may be had at Dineen's, who are sole agents for the foremost factories of Great Britain and the United States. The store is at Yonge and Temperance-streets. This is Saturday, the day upon which men buy

## A Short Line to Ottawa.



Toronto to Oshawa	34 miles
Oshawa to Millbrook	20 miles
Millbrook to Lakefield	22 miles
Lakefield to Ottawa	120 miles

196 miles

On Thursday The World printed a communication from a resident of Peterboro, suggesting a short line to Ottawa by G. T. R. The World presents to-day a map showing the links that will have to be built to connect the two cities by a line that will be not more than 200 miles in length.

The suggestion was to utilize the present main line to Oshawa—33 miles. From Oshawa, in a direct line, to Millbrook, would not be more than 20 miles; from Millbrook to Lakefield, thru Peterboro, by the existing line, is 22 miles; and from Lakefield, as the crow flies, to Ottawa, would be not more than 120 miles. The line would traverse the old mining district of Ontario and the fertile agricultural district beyond. It would prove to be the shortest line to the capital, from Toronto, the C. P. R. line being 256 miles.