

NEW ONTARIO RAILWAY SERVICE
That The World campaign for a better and more expeditious service between Toronto and the silver districts of New Ontario is entirely in line with popular and business needs is sufficiently shown by the response it has elicited. In this issue appears a communication from the president of the board of trade of New Liskeard, intimating that it heartily supports the movement. The best way to obtain an improvement in the existing imperfect transportation arrangements is vigorous public agitation and energetic action on the part of influential organizations such as are boards of trade.

Let these bodies in the communities immediately concerned get together and act unflinchingly in bringing pressure to bear upon the Grand Trunk Railway Company. Public service corporations always have plenty of plausible excuses for refusing to alter arrangements that have no justification other than that they are there. The people of Canada have been told by the spokesman of the English board that they have no interest in the running of the railway except as customers. They have, however, other interests, for a company undertaking a public service has duties as well as rights.

The claim for a sufficient service is strengthened when it is remembered that Canadian railways were built to begin with by the aid of public money and public credit. It is clearly shown that necessary reforms and improvements are being arbitrarily withheld and will not be granted, then the local authorities and boards should concur in an application to the Dominion Railway Commission or appeal to the provincial government either to take over the line or to extend the provincial road to Toronto. A public service company that refuses to meet the public convenience puts itself out of court so far as competition is concerned. The only kind of effort that will bring it to time is concerted and insistent action on the part of representative local bodies and the communities interested.

A REAL PUBLIC SERVANT.

Col. Leroy T. Steward, who has just been appointed general superintendent of police in Chicago, is one of the type of men who may be expected to arise in the interests of the people, as the people begin to realize the superior efficiency of the public services when handled for the public and not for self-interest. Col. Steward is described as a poet, scholar, athlete, a student of system and a master of men. It may be added that he is a mystic of the order of Lord Rosebery and Sir Edward Grey. He was a member of the Theosophical Society until Mrs. Tingley got control of it in America and ran it into the ground at Point Loma. He was a lad of seventeen when he first went to Chicago, but full grown and was made superintendent of a factory which grew to large proportions. Twelve years ago he was called to the public service as superintendent of delivery in the Chicago postoffice. He made good. Now his third job has been given him and he has tackled it like the others as a business proposition. He wears no uniform and carries his badge in his pocket. He says he can run a criminal catching business just as well as a department store or a postoffice.

Col. Steward has served in the state militia—knows human nature like a book. This knowledge, stern discipline, not depending on military methods, and absolute fairness and justice are what he relies upon in fulfilling his duty.

ROADSIDE FRUIT TREES.

Many country roads in Germany are planted on both sides with apple, pear and cherry trees, and visitors say that to see them in early summer when the trees are in full bloom or later when the branches are laden with fruit is a sight not easily forgotten. In a report issued by the Minister of Agriculture for Saxony, it is stated that after finding regular employment for a large number of tree wardens, and other persons employed to pick and market the fruit, providing all who chose to have them with free meals of fruit through the autumn and beautifying the country side, his department made during last year, out of this scheme, a profit of \$20,000. This is certainly a rather remarkable record.

Possible an enterprise of this kind could not be so easily undertaken in Canada, but the German experiment suggests the public benefit arising from a cheap and plentiful supply of fruit. Canadians are proud of the fact that their country is second to none for the quality of its fruit crop, yet every year, in the neighborhood of populous centres large quantities of apples and other fruit are allowed to go to waste because it does not pay to gather and market them. An effort should be made to devise some method of preventing this waste of a valuable article of diet and one that has many hygienic advantages.

GUELPH AND PUBLIC OWNERSHIP.

"If we are to judge from results, and I repeat most emphatically that it is results that we are after, the civic government of Toronto cannot be claimed by its best friends to be one

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worthy of imitation, particularly when one considers that the city is taxed at the rate of 18 1/2 mills on the dollar on property assessed up to the hit, and that it has the largest, very much the largest debt of any city or of any city of any size in any country that it has ever been my privilege to visit.

The man who has the temerity to rise and make these remarks is W. J. Bell of Guelph. In a recent pamphlet on "Municipal Ownership and Civic Government by Commission," Mr. Bell reviews the progress made by his own city, which certainly entitles him to speak with authority, and provides statistics from other cities which furnish a fair basis of comparison.

"Now," asks Mr. Bell, "if the City of Guelph were to belong to a private individual, how do you think that owner would have its affairs looked after? Would he have aldermen elected by wards or general vote? Would he have in addition an advisory committee dignified by the title, 'board of control,' with very little power to control anything, as in Toronto?"

Mr. Bell's improvement on municipal ownership is government by commission. He argues indeed that one cannot be successful without the other. Guelph has been wonderfully successful under municipal ownership, but all the activities under that head have been operated by separate commissions. There are more of these independent commissions than Mr. Bell regards as necessary, and his idea is to have them amalgamated under one charter with a "City Business Manager" as in Staunton, Virginia, and three commissioners to advise him. Galveston, Texas; Des Moines, Iowa, and other cities are adopting the system with the most desirable results. It has passed the experimental stage, and in no city where it has been tried, so far as can be ascertained, has there been any desire to return to the aldermanic plan.

The success of Guelph has drawn attention in Glasgow and elsewhere to the municipal ownership policy of the royal city, and the English exchange of allude to it. Guelph's tax rate of 14 1/2 mills on a 50 per cent. assessment is an unanswerable argument, while the small debt and cheap public services will undoubtedly attract an excellent class of residents to the city already famous as the home of the Ontario Agricultural College.

A CANADIAN AEROPLANE.

Editor World: Upon noting the great interest shown by the national powers and individuals regarding aerial navigation, the idea has occurred to me to get in touch with your paper, providing that it is not too great a presumption to be considered. I have experimented on aerial navigation for the last 25 years, at intervals, and can furnish plans for a heavier than air machine, that is on an entirely different principle from the machine I desire to introduce, with that being the aeroplane in its variations. The aeroplane cannot stay in the air when its propelling machinery is stopped, but falls rapidly to the earth, endangering those aboard. This in itself renders it useless as an article of commercial value. Whereas the machine I desire to introduce is safe from such a disaster, as it will not approach the earth faster than a parachute, reasonably loaded, but so designed, it may be caused to come down rapidly to a point desired, and there checked in speed.

Comparing the balance or equilibrium of these machines, the balance of the aeroplane depends entirely upon the operator, and the mistake in judgment of a fraction of an inch means disaster. With my machine gravitation is the balance, and the mechanical disturbance of the centre of gravitation is the means of propulsion. I do not use propellers or large rotating fans, but use the heaviest or swiftest birds do not use them as a means of propulsion, therefore man should not follow that method. The aeroplane requires a good road to get its start into the air, also one to land on with safety, whereas this machine will rise from the ground it rests upon, and alights within a like area of space. And if when a mile high, the power was to stop, those in it would be as safe as when the power was intact. And if in the middle of the ocean, means are available to render the position of passengers perfectly safe without other aid, cost the car one cent, over and above an automobile.

These points may seem unreasonable, but I would like to have the opportunity of placing these plans before persons interested along these lines, and if I fail to convince them of the truth of these statements, it will not cost them one cent, over and above their time. On the other hand my reason for appealing to the Canadian public is, that I have not the funds that would be required to properly construct with at present.

I have taken out patents on other articles with the view of securing funds, but have been unsuccessful in securing sufficient up to the present time, and

CONTRACTORS AT WORK ON CONDUIT TRENCHES

Construction of City's Electrical Distribution Plant Under Way on Adelaide Street.

The city has entered upon the active carrying out of its undertaking to establish an electrical distribution plant. The work began yesterday on Adelaide street, just east of Spadina street, where a body of men directed by Marshall & Loring of Golden and Loring, Troy, N.Y., contractors for the downtown of business section of the power conduits, started to dig a trench about four feet deep and 56 inches wide three feet from the curb on the south side. To avoid the trench being a hindrance to the city's main streets are regularly torn up during exhibition, it is intended to confine operations to Adelaide street between Spadina avenue and York street, during fair time. Electrical Engineer Aitken has no doubt that the whole business section from King and Dufferin streets to the Don can be completed before winter.

The section now under way will carry a dozen power cables, some other sections along the route where the demand is less will carry only four or five cables, while others will have twenty. The trenches will not be of uniform depth, but the average will be from three to four feet deep. The minimum distance between the top of the conduit and the surface of the pavement will be 20 inches.

The laying of conduits in the downtown section will cost the city \$25,800.

A jovial party of 25 aldermen and civic officials of St. Paul, Minn., were in the city yesterday on their way to attend the convention of the American League of Municipalities at Montreal. They were escorted around the city hall by the mayor and controllers Hocken and Ward, were dined at the Hotel Windsor, and then proceeded to Queen's Park, the exhibition grounds and High Park, leaving by the R. O. steamer at 3 p.m.

Other visitors were Mayor Scott of Davenport, Iowa, and R. W. Cram, city editor of The Davenport Democrat, who are also going to the convention.

The city cattle market is making very satisfactory progress. Receipts of cattle, sheep and hogs last week were 130 head, valued at \$770 for the corresponding week of 1913. Dr. Sheard says that while scarlet fever is quite prevalent all over the province, it is abating in Toronto. In July there were 122 cases, while there have been 60 cases so far this month, as compared with 30 cases for the whole of August last year.

Workers are excavating on the lawn to the west of the main entrance of the city hall to connect wires with the electrical system.

The tower to carry of lightning bolts. The work on the tower repairs will be completed this week.

Severely the reputation of the exhibition traveled that, to accommodate people on the Pacific coast, the C.P.R. Great Northern and Northern Pacific are giving all the way from the seaboard, something which has never been done before.

Appeals against assessment in the first ward number 130 are against 75 last year, the increase being attributed to the area taken in.

JARVIS ST. BAPTISTS

Successful Western Pastor to Pay Them a Visit.

Rev. A. M. McDonald of Winnipeg has accepted an invitation to preach at Jarvis-street Baptist Church on Sunday. Rev. Mr. McDonald is a young pastor who achieved great success at Edmonton, resulting in his call to Winnipeg. In view of Jarvis-street pastorate being vacant, Rev. Mr. McDonald's visit will be of great interest to the congregation. He is in Ontario on a holiday trip to visit his family.

CONFESSIONS BY LETTER TO HAVING CAUSED 11 DEATHS.

VERNON, B.C., Aug. 23.—A sensational letter has been received by the officials inquiring into the Okanagan hotel fire of two weeks ago, in which eleven lives were lost. The letter purports to have been written by a man who confesses that he set fire to the building. The letter adds that by the time of its receipt the writer had fled from the scene. He left Vernon only three days ago, and it is said he acted in a spirit of revenge.

TO ESTABLISH WAGE BOARDS.

LONDON, Aug. 23.—A Melbourne despatch states that the conference of employers decided to establish wage boards throughout all the districts of each state. The Commonwealth parliament is to establish an industrial tribunal for appeal.

Attempt at Assassination.

MEADVILLE, Miss., Aug. 23.—An attempt was made late last night to assassinate Ernest Newman, deputy clerk of the court, who succeeded his father, Dr. E. H. Newman, who was killed in a sensational feud, fight a few weeks ago. Armed men on horseback surrounded his home, and one of them fired at him through a window. He was shot in the arm. Bloodhounds are on the trail.

13th Band's Last Concert.

To-morrow afternoon the 13th Battalion Band will render the last of the Wednesday concerts on the Modjeska's trips. The Modjeska will leave Toronto at 8.30, returning at 11 o'clock. The Hamilton Steamboat Co. have the 50 cent ticket on sale for this outing.

A Sudden Call.

NEW LISKEARD, Aug. 23.—(Special.)—Alexander Scott, aged 65, an old resident of this place, dropped dead this afternoon. He was for some years an engineer at Windsor, Ont. He was walking thru his kitchen when he was overtaken by a paralytic stroke.

Look Out for Bad Quarters.

Counterfeit 1914 quarters are in circulation, according to Assistant Receiver-General Creighton.

Won His Tour.

J. V. Allan, an architect, for the Aberdeen, Scotland, school board, who won a prize entitling him to a trip to Canada and the United States, was a caller at the board of education office yesterday.

Rochester Excursion.

Steamer Turbulin Saturday, Aug. 23, 10.30 p.m. Spend Sunday at Ontario Beach. Tickets \$1.50 at wharf. 6135

EATON'S DAILY STORE NEWS

As in June and July, Store Closes Saturday at One o'Clock during August. No Noon Delivery Saturday.

New Fall Suits Are Arriving, Men

AT \$13.50—A dark brown English worsted, with wide stripes of very dark olive. Dressy in the pattern of the cloth and in the smart cut of the coat. Well tailored in the latest three-buttoned single-breasted sack style; coat of moderate length and tapering away slightly towards the ends; buttons close together, lapels fairly wide, vent in back, tops of pockets cut slightly on angle, while sleeves are finished with half cuff and three buttons and buttonholes. Young men especially will appreciate its smart design. Sizes 36 to 44. Price **13.50**



A Splendid All-Wool Navy Blue Suit

Among the new arrivals a very fine English clay twill worsted in navy blue will interest men with thoughts of a new Best suit for fall. The quality will please the exacting man. The styles, both single and double breasted, are the latest; shoulders well built up. The tailoring is our own and of the best throughout. Serviceable Italian body lining. Price **16.50**

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Three-piece Double-breasted Suits in domestic and imported tweeds—dark shades—neat patterns. Well tailored with serviceable trimmings. Sizes 28 to 33. Prices **\$4.50, \$5.00, \$6.50 and \$7.50.**

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GAVE AWAY MILLION TOO SOON

James B. Hammond Sues to Recover Possession of Stock. NEW YORK, Aug. 23.—An attempt by James B. Hammond, head of the Hammond Typewriter Co., to revoke a trust agreement by which he virtually gave 520 shares of the stock of that company to the employees of the company, was argued in court today.

Mr. Hammond's counsel informed the court today that in February last, believing that he was about to die, Mr. Hammond appointed trustees to distribute the stock among those of his employees whose length of service warranted it. A few months later an attempt was made to show that Mr. Hammond was mentally unsound, but in June he was twice adjudged sane. In June health, but while absent learned that the stock was being distributed. He had expected this to take place only after his death. Mr. Hammond then returned to America and recovered most of the stock. The courts are now asked to enjoin the beneficiaries from the entire stock of the company.

Mr. Hammond's counsel said today that the stock in question was worth \$1,000,000, and that the agreement under which Mr. Hammond had made it over to his employees, included a provision that the company should pay \$60,000 a year for five years. He now asks the court to set aside the agreement, and to reserve the stock for the company.

The outcome of the city's promptness in closing the transaction for the sale of the Cherry-street property to the National Iron Company before The Evening Telegram could apply for a new injunction was that the applicant yesterday secured permission from Registrar G. M. Lee at Osgoode Hall to amend the writ so as to include the company as defendant.

William Johnston, assistant city solicitor, states that as the deed has already been signed, the only course is to attack the bylaw passed by the city council last Friday authorizing the execution of the agreement.

The request for permission to amend the writ was made by Gerard B. Strathairn of the firm of Bicknell, Bain & Strathairn, solicitors for the plaintiff, John Ross Robertson. His affidavit declared that the injunction restraining the sale on the original terms was still in force and that the new transaction approved by the city council last Friday, was completed on Saturday morning before the opening of the court.

The plaintiff's contention was that the city in so doing was guilty of a breach of trust and that to dispose of the question it was necessary to add the company as a party defendant. City Clerk Littlejohn had the honor of being served with the writ. The mayor was first approached by a clerk from the legal firm, but declined to accept it, and the assistant city solicitor was out, Mr. Littlejohn was laid.

A technically which may possibly block the validating of the transaction for a while arises from the necessity of securing the consent of County Judge Winchester to the closing of the 150 foot roadway. The British American Oil Works, whose lease from the city is said to be based on a registered plan, showing a roadway, is opposing the closing. The city's application comes before the county judge today.

Another possibility is that the Lieutenant-governor-in-council may decline to ratify the agreement, although the proceeding is regarded as a formality.

Regulating Auto Speed.

New York World: The simplest plan of preventing auto speeding is to permit no auto within the state, on track or road, which is structurally capable of exceeding the speed limit. If this or other effective steps are taken, careless driving were effectively punished, if manufacturers were to devote to making autoing safe and pleasant the energy the now expend on making it fast, hazardous and hideous, the business would prosper as it has never yet done and the auto be hailed as a blessing and not a scourge.

LAURIE BACK TO OTTAWA TO-DAY.

OTTAWA, Aug. 23.—Sir Wilfrid Laurier will return to the city to-morrow after his three weeks' holiday. A series of cabinet meetings is probable in an endeavor to first get rid of the accumulation of routine business' and in the second place to get ready for the session, which is now expected about November 11. Mr. Fielding will be back in Canada in a few days.

Business Failure.

James Ketchabian, general merchant at Frogmore and Fairground, Ont., has assigned to Richard Tew.

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