The Toronto World.

A One Cent Morning Paper.

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NO. 83 YONGE-STREET, TORONTO.

How About Your Children's Voices?

One great merit of De Wolf Hopper, the excellent comedian now singing at the Grand, is that he has a well-trained speaking voice. Most Americans when they sing do pass, but when they talk their voice offends the ear. Mr. Hopper, however, is a splendid exception, and on or off the stage he has that rather rare possession, a decent voice. There is a marked improvement in the rising generation of actors of the American stage in the matter of voice, and Hopper is one of the foremost illustrations. They are taking a pattern of the English actors and they do well, for there is certainly one thing at least in which Americans and Canadians can afford to imitate English-bred men and women, and it is in their style and manner of conversation. We cannot make our children too English in this regard. Avoid the high nasal, twanging, American voice as you would a twist in their moral character. Let them hear men and women talk who have a proper pitch to their words, who modulate their voices, and who speak from their lungs and not from their head. We would sooner hear our youth talk well than possess that "smartness" which to many seems so desirable.

Trolley-La.

The City Council through its committee yesterday decided to hold over the question of the adoption of the trolley system for another week on the ground that still further information is desired. We cannot object to this action of the committee if they really desire further information, but we wish to impress upon them and everyone else the most important step towards the improvement of the condition of the city is the substitution of trolley cars for the horse ones, thereby giving rapid transit, better cars and an improved value to outlying property.

The World heard a gentleman say yesterday that the trolley was a curse, but when asked for particulars he failed to supply them. For some reason or other a great deal of unnecessary prejudice has been raised against trolley cars. They have a few disadvantages, mainly in the direction of the poles, which are not altogether sightly, and the overhead wires, which are something of a nuisance. But when you come to measure the many advantages of rapid transit as against a few disadvantages of the trolley system the result is overwhelmingly in favor of the change being made in Toronto at the earliest possible moment. Ask any city at present using trolley cars under what consideration they would go back to the horse ones and the answer would be that they would not do it under any consideration.

Master In Chambers.

Among the legal profession, and especially among those members of that profession who are continually at Osgoode Hall, the main question of interest, and the subject mostly discussed at present is, who shall be the future master in chambers? It is generally understood that Mr. R. G. Dalton, Q.C., has resigned the position, on certain conditions, to be complied with by the Government, and the air is rife with speculations as to who shall succeed him in case the resignation is accepted. Those mentioned for the position are John Winchester, Esq., Inspector of Legal Offices; Thomas Langton, Q.C., of the firm of Mowat, Downey & Langton; Thomas Hodgins, Q.C., Master in Ordinary, and W. H. P. Clement, the defeated candidate for West York in the last General Dominion election. Mr. Winchester is at present occupying the position, three months leave of absence having been granted to Mr. Dalton, and is filling it with much satisfaction to the profession. The general opinion seems to be that the position will be given to Mr. Winchester.

The Bogey Man.

Hush, hush, hush, here comes the bogey man:
So runs the recent song, and so thinks one on reading the vituperations poured on Sir Charles Tupper by our neighbors the Americans because he is alleged to have pressed on Lord Salisbury the necessity of defending Canada's interests in the Behring Sea. That's the very kind of man we want in England to represent us, and the more the Yankees abuse him the more we will insist on his being kept there.

It is just a little amusing to see the way The New York Tribune and other tale-twisters turn up their nose at the Canadian whelp of the Old Lion. Our friends can just make up their minds that we're going to have our own on this continent and that hereafter we'll have the assistance of England in getting and keeping it.

An Audacious Bird.

[From The Mail, 24th March.]

A monster eagle was recently shot by a 12-year-old boy on the north side of the St. Lawrence River, near Cardinal. The youth was gunning for small game along the shore when he discovered the eagle soaring above him, and about the same time the "King of Birds" must have discovered the boy, for he began circling about him. The youthful hunter knew that to be the preliminary movement of the eagle before pouncing upon his prey, and prepared himself for the attack. When the daring bird was within about 50 feet the plucky boy let fly both barrels of shot, which brought the eagle to the ground, wounded but not killed. A fierce battle then took place between the boy and the eagle. The bird fought desperately with his unbroken wing, beak, and talons, while the boy vigorously clubbed him with the stock of his gun. It was an hour before this "Bird of Freedom" was subdued. He proved to be a splendid specimen of the American eagle, and measured nine feet from tip to tip. The eagle has been purchased by Mr. George H. Hees of George H. Hees, Son & Co., Window Shade Manufacturers, and can be seen at his office, 99 King-street west.

Must Advertise What They Are.

Informations were yesterday laid at the Police Court against Mr. McMurtry of the Mutual Reserve Loan Association and Mr. W. Pemberton Page of the Canadian Mutual Life Association for alleged infringements of the Dominion Insurance Act in not complying with the law requiring them to adopt the designation "assessment system" on all their literature, placards and advertisements.

James Cullen, Pool's Island, N.F., writes: "I have been watching the progress of Dr. Thomas' Eclectric Oil since its introduction to this place, and with much pleasure state that my anticipations of its success have been fully realized, it having cured me of bronchitis and soreness of nose; while not a few of my 'rheumatic neighbors' (one old lady in particular) pronounce it to be the best article of its kind that has ever been brought before the public. Your medicine does not require any longer a sponsor, but if you wish me to act as such, I shall be only too happy to have my name connected with your prosperous child."

Maltine.

Maltine with Cod Liver Oil is really the most powerful constructive agent known to medical science. It promotes nutrition, supplies force and builds up the system. All druggists keep it. The "Maltine Manufacturing Co.," 30 Wellington-street east, will send a sample on receipt of 10 cents to cover postage.

THE TROLLEY THE FAVORITE.

Recommended by the City Engineer—Strongly Supported in Committee—Action Deferred for a Week.

The Works Committee had a large audience yesterday when the members met to discuss the different electric systems.

Replying to a remark made by Ald. Burns, that it looked as if the trolley was being forced on the city, W. Laidlaw, Q.C., said, "I want you to understand, gentlemen, that the Street Railway Company will stand no talk about force. We are quite willing to withdraw from the whole business now. Give us a check for the money we have invested and we will quit at once."

When Chairman Shaw called order he said: "Gentlemen, we are now face to face with one of the most important and perplexing questions with which we have had to deal for a long time." He then read Engineer Cunningham's last report, of which the following is a synopsis:

The Engineer's Report.

The report which I made to the council on November 23 last upon the electric system to be used for street cars in Toronto has been referred to me for further consideration. Since I made the report above mentioned I have most carefully considered and weighed all the arguments and facts which have been brought forward in regard to the various electric systems at present in vogue, and I have found nothing to cause me to alter the recommendation that I then made, viz., that the trolley system should be adopted in Toronto. Upon a more strict and accurate reading of the railway agreement, it has been found that it is neither my duty nor within my power to recommend (in the sense of ordering or directing) the adoption of any particular electric system, but that I have the power of merely approving (or disapproving) such system as the Street Railway Company may desire to adopt, and that this approval may be confirmed or rejected by the council.

With the knowledge that I have of the various electric systems, I feel that I cannot refuse to approve of the proposal made by the street railway company, viz., that they should be allowed to put in and use in this city the single trolley, wire system as the electric system for the propulsion of street cars. I know of no other electric system that is as good as this or that would be suitable. At the same time, while approving of this as the best and most suitable system at the present time, I feel that it would be unwise to tie the hands of either the city or the company for the next 30 years, and therefore I make the proviso that should a better system be invented the company shall introduce it.

Further on in the report the engineer pays some attention to the storage battery system, which he says is in a very crude state and would be quite incapable of doing the work in Toronto.

The chief objections to the storage system, and those which render it practically incapable on anything but a merely experimental scale, are: 1. The great weight of the batteries; 2. The weakness or incapacity of the batteries; 3. The costliness of the batteries.

The storage battery system for car propulsion is at present in the condition of an interesting experiment; but I am quite assured that it is not suitable for introduction on the large scale required in Toronto. If the trolley system cannot be permitted then I fear there is none that can at present be entertained.

The Prospect of Damages Against the City.

Ald. Burns asked if the city had no option but to adopt the trolley.

Ald. Shaw explained that the Engineer must approve of the system that is introduced and then be confirmed by the council, and if they prevent the company from introducing a system within a year they would very likely have a nice action for damages.

"It seems to me," said Ald. Lamb, "that the Engineer has confined his investigations pretty much to the trolley. There is no great necessity for haste. The Engineer might be able to get some further information."

Ald. Burns spoke against the haste and the unseemly manner in which the matter was being rushed through. He did not favor the storage or any other system. He advised delay so the aldermen could enquire further and get more information.

Delay Advised.

Ald. Lamb agreed with Ald. Burns. He thought perhaps the trolley system was the better of the two, but wanted the matter left in abeyance for a short time. His principal objection to the trolley was that it might drive the traffic off the main streets.

Ald. Shaw said the engineer was satisfied that the storage was not practicable.

Ald. Bailey said there had been too many lawyers working on the matter. They had had it in their hands for three months and now they wanted the council to rush it through in 24 hours. The engineer had furnished two excellent reports, which ought to be satisfactory to the committee. He would be willing to allow the company to put in the trolley at once. He was certain that as the company was composed of shrewd business men they would change the system when it was advisable to do so.

Ald. Bailey's strong objection to the trolley was the overhead wires.

The Vigilants on Hand.

Richard Reynolds and Mr. Stewart, representing the Ratepayers Association, addressed the committee against the adoption of the trolley system.

When they had got through the chairman said, "Let's get down to business again, gentlemen."

Mr. Everett said the railway company felt as if they were in partnership with the city. What was of benefit to the city would be of benefit to the company. The public at large had not given sufficient attention to the trolley. A great many thought it took more power to run an electric car than it did an electric light. Such was not the case.

No Public Inconvenience.

The poles, he said, would be about the size of a gas lamp, and were not as unsightly as a great many imagined. As to the wires being an impediment to firemen, the wire men in the employ of the company, but under the control of the city authorities, would be on duty 24 hours and the trolley wires could be cut in case of fire.

Ald. Small could see no benefit in delaying the matter. He was willing to accept the engineer's report.

Ald. Lamb's motion carried, "That the committee delay action with reference to the electrical system until the engineer and committee have a conference and obtain further information on the subject and meet again early next week."

Baking Powder.

Why is it so much fuss is made over such a small matter as, for instance, confiscating a farmer's butter because the 1 lb. rolls are say ½ of an ounce short weight, and matters of far more importance to the public are left unnoticed. As actual facts are at all times more convincing than mere ideas, a quotation is given from the Government analyst's report on Baking Powder: Bulletin No. 10, which says: "After careful analysis of alum phosphate powders the alum present, if not over-burnt, represents 7.06 per cent. of sulphuric acid. The excess of acid is combined with lime as terra alba."

Any man or woman knows that a few grains only of sulphuric acid, taken in a little water, will speedily put an end to the pleasures and trials of an adult. "Terra Alba" is a solid, hard white clay, perfectly insoluble and indigestible, and when once taken into the stomach is likely to remain there.

Now, the Government knowing that a very large quantity of this miserable stuff is being fraudulently sold to the public as pure cream of tartar baking powder should make it compulsory to label the packets as follows:

"This is sold as a pure cream of tartar baking powder and warranted not to contain any alum, alum phosphate or anything injurious;" and "This is sold as an alum baking powder and warranted to contain sulphuric acid."

Packages so labeled would be all the protection against fraud necessary. All should use the "Borwicke" or "Princina" Baking Powder, both of which are absolutely pure cream of tartar powders. The "Borwicke" has the largest sale of all the powders sold in Toronto.

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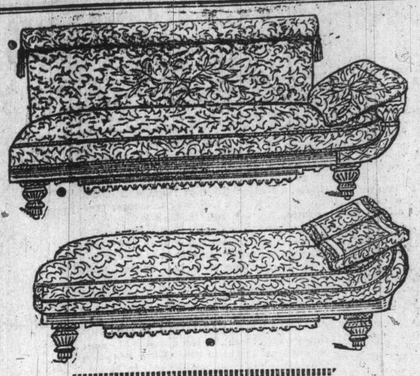

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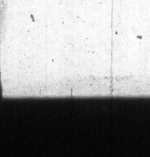

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