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THE MAN TO CHOOSE.
Delegates to a nominating convention have grave responsibilities imposed upon them in the discharge of their duties. The successful candidate becomes, by virtue of their votes, the select man of their party; he is its representative, voicing its political ideas and ideals. What he is and what he stands for thus becomes the criterion of the party that chooses him.

What should guide delegates in their choice? Presumably citizens are educated on persons but on principles. Where a convention is called on to choose among a number of nominees, the question to be answered is, what man stands closest to and most firmly for a platform that spells progress for the party and advancement for all the people. Political ideals have been enlarged in recent years and the aspiring politician who has not kept pace with them need not be chagrined if the people know him not.

It is patent that there are Conservatives who have to be constrained to take progressive views and action. These are they who wax eloquent over the traditions of the party, traditions great and glorious, it is true, but still traditions for the most part cobwebbed and but dimly comprehended. But, a party with nothing to offer but a showing of traditions, however fine, never helped itself or the people.

There is a call for men in the Conservative party who place progressive principles of politics before traditions; men who advocate measures that aim to ameliorate the condition of all citizens; men who are not content merely to dog the heels of the opposition party but who are persistently anxious to take advance ground and fight the fight on broader issues than the traditional ones. The call is for men who spring with alacrity to the advocacy of progressive action. The call is not to men who have to be compelled to choose progress rather than tradition.

In a nominating convention, other things being equal, the man whose platform most closely approximates to the progressive tendencies of the people should be "the man for Galway."

THE IMPERIAL CONFERENCE AND THE PRIVY COUNCIL.
Among the subjects discussed by the imperial conference was that of judicial appeals. In connection with this question, two resolutions were tabled—one by the commonwealth of Australia, proposing the establishment of an imperial court of appeal and the other by the government of Cape Colony urging the expediency of definitely regulating the procedure of the judicial committee of the privy council having regard to the removal of anachronisms and anomalies, the curtailment of expenses and the minimization of delays; the equalization of the conditions giving right of appeal and the advisability of delegating some portion of the king's prerogative to grant special leave to appeal where no right of appeal exists, to the discretion of the local courts. In submitting the Australian resolution, Mr. Deakin indicated that the privy council was not altogether acceptable in Australia and suggested that if one uniform court was not possible an option to select the house of lords might be given. The other premier, however, did not see any objection to the privy

council, Sir Wilfrid Laurier observing that the findings of the council were generally approved in Canada, "tho there was some division of opinion as to the need for appeals outside Canada at all."

The conference finally accepted the resolution submitted by Cape Colony with some amendments, the most important of which was the deletion of the proposed delegation of a portion of the king's prerogative to local courts. Resolutions presented by General Botha and supported by Cape Colony and Natal, were also accepted declaring (1) that when a court of appeal has been established for any group of colonies, geographically connected, whether federated or not, to which appeals lie from the decisions of the supreme courts of such colonies, it shall be competent for the legislature of each such colony to abolish any existing right of appeal from its supreme court to the privy council. (2) That the decisions of the court of appeal shall be final, but leave to appeal may be granted in certain cases prescribed by the statute under which it is established, and (3) that the right of any person to apply to the judicial committee for leave to appeal to it from the decision of the appeal court shall not be curtailed. In connection with this last point the conference by accepting the amended resolutions of Cape Colony unanimously recommended that the king's prerogative to grant special leave should only be exercised under definite rules and restrictions. The lord chancellor, who took part in the discussion, pointed out that the judges of the house of lords appeal court were also members of the judicial committee and thought there would be no difficulty in meeting the wishes expressed in the resolutions. He also fully agreed with a suggestion made by the premier of New Zealand to the effect that in the case of an appeal from any colony a judge of its supreme court should sit in an advisory capacity with the judicial committee. The general tenor of the debate undoubtedly tended to strengthen the movement for restriction in local cases of the right of appeal to the privy council.

While the Commonwealth of Australia Act was passing through the British House of Commons the arguments for and against the appellate jurisdiction of the privy council were fully recapitulated. By clause 74 of the bill as first presented the right of appeal would have been greatly curtailed. Mr. Chamberlain, then secretary of state, objected and proposed that the full powers of the judicial committee should be retained as in the case of Canada. This, however, the Australian delegates would not accept, and Mr. Chamberlain then offered a compromise to the effect that the right of appeal should be fully maintained in cases involving non-Australian interests, and that in questions arising between the commonwealth and a single Australian state leave to appeal might be given by the high court of Australia. This compromise was accepted by the delegates, who were influenced by the fact that London financial opinion favored the retention of the right of appeal and that the loss of it, in view of Britain's enormous investments, would have affected Australian credit. There is no reason why the Canadian high court should not be placed on an equality with the Australian court in the matter of the privy council appeals. Purely local causes arising in states asserting sovereign power should begin and end before their own judicial tribunals.

MORAL OF THE CONFERENCE.
Altho the more Imperialistic English newspapers seem inclined to disparage the attitude of Sir Wilfrid Laurier at the imperial conference, their somewhat captious criticism does not seem well founded. In matters of imperial policy the maxim "hasten slowly" is peculiarly apposite. At the present moment an excellent spirit animates all the British states. That after all is the only foundation upon which a genuine imperial partnership can be built. "Imperial unity" can only be achieved in the tentative British way and this conference, more than any before, has paved the way for its realization. It has clearly shown that the natural aspiration for complete internal sovereignty is quite compatible with co-operation in joint interests and mutual support in the defence of particular rights.

IN MEMORIAM.
As an echo of the late Mr. Timothy Eaton's requiem comes a tribute to his memory in the shape of a chaste and tasteful record of the memorial service and of the appreciation to which he was publicly held. Such mementoes are very liable to be overdone, but in this instance nothing oversteps the modesty of nature or casts the shadow of ostentation across the career of a singularly able yet modest man. All that affectionate reverence can do is exemplified in this compilation, which amply represents what was said regarding, not only a great captain, but a leader of Canadian industry. The principles that were the guides and inspirers of Mr. Eaton's remarkable career are fully revealed in the sermon of the Rev. Chancellor Burwash, whose eulogium was conspicuous for its fineness of

signature.

CASTORIA.
The Kind You Have Always Bought

Signature of *Chas. H. Pritchard*

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 plans for the development of Toronto and the province.]

knowledge and restrained, yet all the more effective, expression. In days to come the value of the work of this great pioneer of Canadian commercial enterprise will become ever more fully evident, and this memorial, apart from its intrinsic excellence, will always be of lasting interest.

Suggestions for a Greater Toronto

Editor World: I would suggest the following additions to your platform for Greater Toronto:

Public ownership of public utilities. Public ownership of public values. Land values and franchise values made by the public should be the source of our taxation.

The initiative, referendum, proportional representation and the power of recall.

The power by popular vote to adjust our own taxation.

Wm. S. Thompson.
1082 Brunelwick-avenue.

MERELY MONTREAL.
Montreal Gazette, May 8: There is now being made in Toronto a demand that the C.N.R. should be made a public utility.

The Hon. Mr. Justice Britton, at 11 a.m.

Divisional Court.
Peremptory list for 11 a.m.:
1. Halsey v. London Street Railway Company.
2. Kay v. White Silver Company.
Toronto Non-Jury Sittings.

Peremptory list for 10 a.m.:
1. Ferguson v. Bilsby (to be concluded).
2. Carver v. Hyslop.
3. Collingwood v. Collingwood.

George Wolfesch has issued a writ against Charles Sher, claiming \$570 under an agreement over the sale of certain land.

Solicitor's Services.
Mittler, Ferguson and Huxter have begun an action against Royal Co. Real Chemical Co., Henry Carr Taylor and Nelson Burgess, claiming \$217.25, as balance due for services rendered and money advanced for defendants while acting as solicitors, the particulars of which have been rendered to the defendants.

His Own Solicitor.
James Brown of 702 Dundas-street, Toronto, has begun an action against the Town of Toronto Junction, the G. T. R. Co. and the estate of Reuben Armstrong (deceased), claiming \$1000 for certain household goods in the custody of the G. T. R. Co., in a hopelessly ruined condition, due to the alleged negligence and wrongful commissions and omissions of all three of the defendants. The plaintiff is acting as his own solicitor.

Purchased by the Widow.
The executors of the will of William Gilbert moved before Mr. Justice Britton in single court, for advice and directions in regard to the sale of the British Lion Hotel, in the Town of Scarborough. The widow has valued \$5000 and a release of all her interest in the balance of the estate, for the hotel. As this was the better one of two offers received, the court has accepted its acceptance. The costs are to be payable out of the estate.

Judgment has been given in the action brought by the Rueland Mining Co. against W. A. Thorpe, president, and three of its directors, Hovey, McPhail and Ross, for a declaration that a certain mine location in the Township of Bucke was bought by Thorpe on behalf of the company, and for delivery up of 45,000 shares of stock. His lordship finds that the plaintiff company is entitled to judgment as asked

AGREE ON TUNNEL PLAN DIFFER ON ROUTE NO. 2

Alternative Route Still Controversial Ground, But "First Choice" Scheme is Fully Approved.

CITY HALL TO-DAY.
11 a.m.: Board of Control.
8 p.m.: Conference on housing problem.

When the representatives of the board of control, East Toronto, Beach Associations, and other interested organizations appear before the acting mayor of Toronto, Ottawa next week, it will be with a unity of purpose in demanding that the railways be required to enter Toronto from the east by the tunnel route suggested by Engineer C. B. Smith.

This stand was agreed to at a harmonious conference held yesterday afternoon. As to the city's alternative that route No. 2 should be substituted in the event of the other being turned down, there is less unanimity. East Toronto has all along shown a disposition to regard that route as a menace, and the familiar objections were voiced again yesterday, and the plan brought forward a few days ago was explained in fuller detail. Mr. Smith's reasons for respecting it were not by any means convincing to its supporters, but an understanding was reached that it would be allowed to stand in abeyance, and that all should pull together in an attempt to obtain the tunnel route from 1 1/2 miles east of Victoria Park into Little Don Valley, and thence down the valley of the Don into the city.

The other sticking to the bow, route No. 2, provides for a course along Ashbridge's Marsh, a rising by embankment to about Greenwoods-avenue and crossing of Eastern-avenue and Queen-street by bridges. The course then is to the north and east, cutting across the golf course, and the line runs south of the road till about opposite Scarborough Heights, when it turns east to the bow, route No. 2, and crosses the Don into the city.

Mayor Coatsworth presided, and there were present, representing the city, Controllers Hubbard, Ward and Harrison, Engineer Rust, and Corporation Counsel Fullerton; Mayor Ross, D. Miller and John Louden, were on hand for East Toronto; J. P. Watson, board of trade; George Reid, R. T. Ellis and Mr. Edgar, Guild of Civic Art; W. G. Brown, Mr. Dingman and Mr. Barker, Bayview Beach Association; Reeve Henry and Councilor Jackson of York Township.

Tunnel a Winner.
It was evident from the very outset that the tunnel plan, referred to as route No. 2, was in popular favor. A large map, covering the whole territory, was put up, and the route was pointed out by Mr. Rust, who directed attention to the tunnel route, which, he said, would cost about \$1.2 million, and would be about 2 miles long. He admitted that the 5-10 grade would not be so desirable from the railway's standpoint as would that of the other route, but he pointed out that the latter was not so valuable as that of the former, which would cost \$2 million. The great point in favor of the tunnel was that it would secure the surrounding property from damage.

Reeve Henry acquiesced and pointed out that the C.N.R. route proposed would be a serious menace to property north of Queen-street, and that the tunnel route would preserve the beauty of the neighborhood east of the city, thought that due attention should be given to the city's own interests.

The feeling of the board of trade, as conveyed by Mr. Watson, was that while the tunnel might be a costly question, it was not one wholly of cost.

Objection to Route 2.
"We are much interested in the route being kept north of the Kingston-road," said Mr. Brown of the Balmby Beach Association. He thought route No. 2 a very dangerous one. It would pass through a very choice part of the residential district and would necessarily entail level crossings. The proposed elevated route along the beach would be a very safe part of the city, and would be a great improvement on the other route No. 1 or No. 2. There were 11 streets north of Kingston-road between Balmby Beach-avenue and Howland-avenue, which would be crossed by the latter route.

Mr. Brown proceeded to unfold a plan of a route as an alternative to No. 2. The proposed route would follow the line of a deep ravine north of the Kingston-road to Main-street, East Toronto; across the Balmby Beach-avenue, and then another deep ravine, with which the line would connect by a short tunnel. Following the course of this ravine, the route would strike another at Balmby, just north of Mamro and Victoria Parks. Further tunneling would connect with a ravine, opening out on a lake shore. In all, he estimated that there would not be more than three quarters of a mile of tunneling.

Engineer C. B. Smith denied that route No. 2 would involve a number of level crossings. Save at Lee-avenue the crossing could be effected by bridges. Mr. Smith saw fatal objection to the ravine-tunnel combination idea proposed in the fact that the level of the ravine bottom would be considerably above the level of the lake, the height at present being 75 feet. He also considered that the amount of tunneling required would be much more than had been stated.

"We must bear in mind that we are not going to get out of this without expense," remarked the mayor.

Mr. Smith estimated roughly that the cost of tunneling would be \$1,000,000.

"I'm not an engineer, but I know it will cost more than that," declared Mayor Coatsworth.

Mr. Barker thought that the fact that the C. N. R. had been entered with a plan that provided for a 5-10 grade, should strengthen the city's case in asking for the tunnel route at that grade.

The conference ended with the best of good feeling on all sides.

Stop Hospital Grant.
In order that in future city patients at the hospital may be limited entirely to indigent persons, the board of control agreed on Dr. Sheard's recommendation that in account forms for hospital maintenance, a clause should be inserted stating that the account was for indigent patients only and that none of them were paying for medical

NOW MEN FOR A BIG SAVING ON SUITS

Suits going out and suits coming in—Hundreds of them all the time.

Naturally odd ones gather. So on Saturday

Many Dollars off Price of every Suit that's in this "Collection of Odds."

Dressy summer suit. Every way good. But

choose early Saturday morning.

Sturdy worsteds—neat dark gray mixture—colored stripe. Latest single-breasted sack coat. Sizes 36 to 44.

Take your good choice Saturday and save well on it.

The Price..... \$7.69

MAIN FLOOR—QUEEN STREET

THE T. EATON CO. LIMITED

cal attendance or extra hospital maintenance.

The extension of the Rossland Creek sewer from Bedford-road north to the city waterworks property, would largely benefit the property owners, who should be assessed for half the cost if the work were done on the local improvement plan, so the city engineer reported. A report will be had from the assessment commissioner.

Cleveland Prison Farm.
While in Cleveland, the mayor, with Dr. Bruce Smith, inspector of prisons and charities, visited the correction farm there and found 500 prisoners, who appeared to be well looked after. The children's court and the parole system for ordinary law prisoners were investigated, and it was learned that the regulations were strictly carried out.

The mayor believes a jail farm might profitably be established here.

The city engineer's opinion is that it would not be well for a terminal station to be established in Toronto, as too much time would be lost in having trains turned. Mr. Rust's view is that the Grand Trunk should establish its headquarters in Toronto, the railway doing more business in Ontario than in Quebec. Barclay Parsons, railway expert, Cecil B. Smith, consulting engineer, and City Engineer Rust had a conference yesterday over the viaduct and new Union Station scheme.

A bylaw giving the city council power to deal with all applications, for sundry licenses, in accordance with a draft bylaw passed by the legislature, will be submitted to the council at Monday's meeting.

Tenders for the new Morgue will be asked for as soon as the city architect has the plans ready.

Mr. McCallum will at once begin preparing plans for the new city bath-house on Stephane-place.

Magistrate Kingsford requests that half of committee-room No. 1 in the city hall be partitioned off for use as a children's court, the present quarters being too cramped. The property commissioner will report.

The mayor has returned from Cleveland with the idea that the congestion of street railway traffic in the downtown district is greater than it is in Toronto.

Dr. Sheard is against the city's establishing a night hospital service until the new ambulance station is ready.

AN ODD DISAPPEARANCE.
Winnipeg Authorities Are Searching For Phillip Rice.

WINNIPEG, May 9.—(Special).—The identity of Phillip Rice whose name was used by the persons alleged to have padded the pay-sheets with the intention of defrauding the city, is bothering the civic authorities investigating the alleged pay-roll padding. Rice cannot be found, while England was an advertisement in the papers, to communicate with the authorities to learn of something to his advantage, has failed.

STEAD AND THE IRISH BILL.
MONTREAL, May 9.—W. T. Stead addressed the Canadian Club this evening.

Talking with reference to the new Irish council bill, he said: The trouble with Ireland was that it was ruled by the house of lords, while England was ruled by the commons. If the English were treated like the Irish, they would burn the house of lords from under their heads.

BODY HIDDEN BY SNOW.
BRISTOL, N.B., May 9.—(Special).—After lying motionless underneath snow

many feet deep, Henry Lawson, one of the oldest settlers in this country, was found to-day by workmen in a field a short distance from his home.

Mrs. T. A. Code Dead.
PERTH, May 9.—Mrs. T. A. Code, wife of Mr. T. A. Code, proprietor of the Perth Hat and Knitting Mills, died at her home here last night, at the age of 52 years and 6 months. She was a daughter of the late John Leslie, jeweler, of Ottawa. The funeral takes place on Friday afternoon at 2:30 o'clock.

Ask your doctor about these throat coughs. He will tell you how deceptive they are. A tickling in the throat often means serious trouble ahead. Better explain your case carefully to your doctor, and ask him about your taking Ayer's Cherry Pectoral. Then do as he says. Get the best medicine, always.

We have no secret! We publish the formulae of all our preparations.

Throat Coughs

Italian Soft Hats

Second to none in quality and style are the new soft hats for spring from Borsalino, the Italian hat maker.

Durability of color is a special feature with these hats—delicate shades, such as beaver, steline and ambro, retaining their appearance throughout the lifetime of the hat.

\$3.50.

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