

ON COMPANY LIMITED Wednesday, May 6

Men's Store

most becoming suits standard staple. Upon blue and black them than would well pular. \$18.00—you should show you.

skirt, interlined and stay-retain its shape, suitable for business or evening. On sale. Thursday. 15.00. High-grade Unfinished Work-accue Suits, for men, in blue, also very fine black cloth, in single-breasted the main points about these the long collar, long front and broad chest the interlinings and trim- extra fine and will give wear, the fit and tailoring suits compare favorably high-class custom tailored all sizes. Thursday. 18.00

h Ties

in London. Famous

argelson & Co., London. wear, four-in-hand style, assortment of greys, black up to \$1.50. To clear .25

Kenhead's Men's and Cooks' NIVES TEMPERANCE ST.

Water is High. has reached a record level, 34 feet above the level.

BLOOR WEST

Near Spadina, corner lot, 51 feet frontage, will divide; special offer if sold this week. H. H. Williams & Co. Realty Brokers 26 Victoria St.

PROBS—Fresh to strong easterly to northerly winds; cool and showery.

CAN'T SELL G. T. P. BONDS

UNDERWRITERS COMPLAIN TO GOVT.

WAIT FOR THE ROUTE CHANGED

Hon. Mr. Fielding and Contractor Davis in New York Now Trying to Straighten Things Out.

MAY YET BRING ABOUT A HURRY-UP ELECTION

NEW YORK, May 6.—(Special).—Finance Minister Fielding of Canada is in New York and it is said by financial men here he is in connection with the floating of the bonds of the Grand Trunk Pacific Railway.

The underwriters, Speyer & Co. and the Rothschilds, who are handling the financial end of the big enterprise, are meeting unusual obstacles in their efforts to dispose of the bonds, and not long ago a small fraction of the amount required for the construction of the railway was known to be taken up.

The underwriters have called Mr. Fielding and one of the contractors, M. P. Davis, to New York to discuss the situation.

It is understood that the investing public do not take kindly to the proposition owing to the great length of the unprofitable section of the railway upon which the Grand Trunk Pacific Co. will have to pay interest after ten years.

The cost of the eastern or government section of the railway is estimated to be in the neighborhood of \$115,000,000, the interest on which would be three and a half million dollars a year, with meagre returns owing to the barrenness of the country which is to be traversed between Quebec and Winnipeg.

So that, realizing the impossibility of finding money for the construction, the underwriters are strongly urging upon the government the absolute necessity of abandoning the present route and diverting the line thru Montreal and the populous centres near Lake Superior.

The government is said to be extremely unwilling to make the change, the strong pressure being brought to bear on the ministry at Ottawa.

OVERTURES MADE TO OPPOSITION FOR A COMPROMISE FIGHT

Suggestion That Election Law Contest Be Confined to Manitoba Rejected—Rumors a-Plenty.

OTTAWA, May 6.—(Special).—The story is revived that the government is contemplating an appeal to the people at the earliest possible moment, some going so far as to declare that the general elections may be held in June.

Whether this is in the mind of Sir Wilfrid Laurier or not it seems to be certain that some big move is on. The reported trouble over the location of the national transcantonal railway and the promised protracted contest over the Aylesworth bill are matters that seem to be worrying the prime minister not a little, notwithstanding Sir Wilfrid's explicit denial on Monday that a change in the Grand Trunk route was contemplated.

Overtures Rejected. On top of the Grand Trunk Pacific difficulty, which may develop into a sensation in a few days, comes the positive statement that the government has made overtures to the opposition in respect to the election bill. The proposal is to drop the contested clause so far as British Columbia is concerned, making it apply only to Manitoba. This proposal was rejected.

It goes to show, however, that the government is anxious to conciliate the opposition, but cannot afford to back down before further estimates are passed, unless the more objectionable measures of the government program are dropped.

Possibility of Dissolution. Whether Earl Grey would consider the obstruction of the opposition sufficient reason for granting a dissolution before the ordinary business of the country has been transacted is not known, but the refusal to vote supplies might venture a reason that would be accepted by the governor-general.

Meantime the members are torn by doubts as to what is going to happen, and no move that Sir Wilfrid could make would surprise them very much.

OHIO FOR BRYAN.

COLUMBUS, Ohio, May 6.—In a tumultuous convention held in Columbus by intense factional feeling, Democrats of Ohio to-night nominated Judson Harmon of Cincinnati, former attorney-general of the United States, as President Cleveland, for governor, and endorsed William J. Bryan.

MARDI GRAS AT LONDON.

LONDON, May 6.—(Special).—The Old Boys' Association have signed a contract with John H. Fisher, the man who puts on the Mardi Gras spectacles in New Orleans, to duplicate them during the three-days' reunion here this summer.

The Toronto World

TEN PAGES—THURSDAY MORNING MAY 7 1908—TEN PAGES

TORONTO GETS THE GO-BY

EDITOR MACLEAN: Why, they don't even treat us with as much consideration as they would a flag station.

LARGER SITE FOR HOSPITAL

May Be Extended to Gerrard Street—Government Consent to Be Asked.

The board of control after looking over the new site of the Toronto General Hospital in company with the members of the property committee of the hospital, yesterday came to a decision that the proposed addition, so as to make the hospital block extend south of Gerrard street, was desirable.

Another thing that he noted, and which he stated had gone some way to improving conditions in the United States, also in this country, was the fact that the draft against them can get to the destination of the goods, and in that way paymen- are much more prompt than they were a year ago, when it took six weeks often to deliver goods at short distances.

With good crops—and they are almost in sight now—the improvement would soon be noted by everybody.

Should Be Deterred. "With the danger of the importation of native labor under contract or agreement removed, there remain for consideration only such classes as might desire to emigrate from India or to their own initiative, or as having left India and gone elsewhere, might be induced to emigrate to this country.

To the immigration of the latter class the regulation of the Canadian government requiring continuous passage from the country of which they are natives or citizens and upon thru tickets should prove an effective barrier, whilst as to the former the same regulations should be issued by the government of India, and greater care which it may reasonably be expected might be taken to prevent the future, should prove a real deterrent.

BURGLARS USE REVOLVERS.

Attempt to Break Into Bank at Merlins is Foiled. CHATHAM, May 6.—(Special).—Burglars raided the Village of Merlins about 3 o'clock this morning and fired a fusillade at the watchman of the Molsoms Bank.

Entering the departmental store of J. N. Halliday, they managed to open the safe and got \$10. At Arthur Smith's jewelry store they got a quantity of jewelry. They had opened the window of the bank and one was half way thru when J. Munro, the watchman, discovered them. He used his revolver and the burglars returned his fire. Nobody was hit and the marauders escaped.

GREAT FLEET FOR QUEBEC.

LONDON, May 6.—(C. A. P.)—At Portsmouth it is stated that the battleships Exmouth, Albemarle, Duncan, Russell and the cruisers Venus and Arrogant under the command of Vice-Admiral Curzonhow will precede the Prince to Quebec. Two warships will also escort the fleet, which will be followed by the Indomitable. The report that he will fly the admiral's flag is not corroborated.

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BISHOP BRENT IS PROMOTED

Former Torontonian is Appointed as Bishop of Washington Diocese.

WASHINGTON, D. C., May 6.—Right Rev. Charles Henry Brent, Episcopal bishop of the Philippines, is to-day elected bishop of the Diocese of Washington, to succeed the late Right Rev. Henry Y. Satterlee.

Bishop Brent is a Canadian and a Toronto man, a graduate of Trinity College, whence he graduated in 1884 and proceeded to M.A. 1889. He was at one time master of Trinity College School. In 1902, while at Brampton he was elected bishop of the Philippines, and his admirable work there has attracted wide attention. His powers of organization and ability in handling the whole situation have given him great prominence, as his election indicates. Naturally the Diocese of Washington is one of the most important in America and it will take still higher rank with the completion of its new cathedral, the foundation stone of which great building was laid by the Bishop of London last year. The diocese has not long been created, Bishop Satterlee being first in the see, and Dr. Brent now becoming the second bishop.

Dr. Brent is regarded as belonging to the broad school, his experiences in the Philippines having modified his views in some respects. He visited Toronto within the last year or so.

The World at the Island. Delivery of The World at the Island will be resumed next Monday, May 11. Telephone orders to Main 352, or leave at 83-Yonge-street.

MOIR NEARING BORDER. Was in Humberstone on Monday, But Not Recognized Until Too Late. WELAND, May 6.—(Special).—Moir, the London murderer, was seen at Humberstone on Monday morning. He entered the postoffice store and purchased a loaf of bread and three cents worth of butter and passed out again quickly. Elisha Furry, the postmaster, thought the circumstances suspicious, but did not think of Moir until the next day he was shown a picture of Moir by an Ontario policeman. Mr. Furry made a positive identification.

This would confirm the report that Moir was in Dunnville, 20 miles west on Saturday night and it is plain that he is moving towards the border. All passenger and freight trains are being searched at Niagara River.

At the Beaches. The Daily and Sunday World is delivered to Kew, Balmy and Scarborough Beaches before breakfast. Order now. Telephone M. 252.

FOR RENT. Warehouse or Manufacturing flat in choice central location, 5000 square feet, well-lighted, immediate possession. H. H. Williams & Co., Realty Brokers - 26 Victoria St.

28TH YEAR

Toronto's So-Called Suburban Railway Service

The table below shows the only concessions made by the two big railways to suburban travel in and out of Toronto. In Montreal they give a 40-mile of farther suburban service, with commuters' tickets to every station on special suburban trains; in Toronto they give commutation tickets to a few stations, but no special suburban service—you must take the regular trains or nothing, and generally the regular trains are unreliable and not timed to suit suburban service.

The figures in the table are given for single trips, with the exception of the return trip tickets. The 10-trip ticket and commuter's tickets (55 trips, to be used in a month), are all for the one way trip.

G. T. R. (Main Line West, via Guelph).

Table with columns: Station, Mileage, Single fare, Return, Com-muter, 10 trip tickets. Rows include West Toronto, Weston, Malton, Brampton, Norval, Georgetown, etc.

G. T. R. (Midland Division).

Table with columns: Station, Mileage, Single fare, Return, Com-muter, 10 trip tickets. Rows include Agincourt, Milliken's, Unionville, Markham, etc.

G. T. R. (Northern Division).

Table with columns: Station, Mileage, Single fare, Return, Com-muter, 10 trip tickets. Rows include Davenport, Downsview, Danforth, etc.

C. P. R. West.

Table with columns: Station, Mileage, Single fare, Return, Com-muter, 10 trip tickets. Rows include West Toronto, Leaside Junction, Danforth, etc.

C. P. R. (Owen Sound Division).

Table with columns: Station, Mileage, Single fare, Return, Com-muter, 10 trip tickets. Rows include Weston, Emery, Woodbridge, etc.

An examination of the figures above shows: That on the G. T. R. toward Hamilton commutation tickets are issued to all stations for 21 miles; on the main line east for 18 miles; on the main line west, toward Guelph, for only 8 miles; on the northern division, for only 7 1/2 miles; with the exception of LeRoy, for which 10-trip tickets are sold for the summer months; on the Midland, for only one station, Jackson's Point, on the same terms as LeRoy (Lake Simcoe cottagers).

That the C. P. R. issues commutation tickets on its main line west for 19 miles, as far as Streetsville; on the main line east, for only 7 miles; and on the Owen Sound division to only one station (Weston, where the Grand Trunk makes a commuter's rate).

In the few places where 10-trip tickets are conceded the rate is based on a return trip for a single fare. But it is only a few places that have this privilege. Why? And some only for summer months. Why this also?

And why are commuter's tickets given to Rosebank, Oakville, and denied to Malton, Brampton, Agincourt, Milliken's, Unionville, Markham, Thornhill, Maple, King, etc.?

And why does the C. P. R. give commuter's rates to Streetsville, 19 miles to the west, and deny them to Wexford, Agincourt, Brown's Corners, Locust Hill to the east, and Emery, Woodbridge and Elde on the Owen Sound section?

Is it the trolley line competition? And why, also, the discrimination against places in regard to ten-trip tickets? The school children rates are practically five cents a trip (by the month), for 25 miles, all over the province, a very reasonable rate.

OSHAWA CITIZENS ENDORSE SUBURBAN SERVICE PROGRAM Present Train Accommodation for Passengers, Freight and Mail is Unsatisfactory, Representative Townspeople Declare. OSHAWA, May 6.—(Special).—That Oshawa's 6000 people would be, in the main, pleased by a suburban railway service with more regular accommodation rates is evident. Beyond a few ducibus entertained by the tradesmen of the town, who fear an exodus of trade to the city, there was no objection to the scheme as advocated by The World. On the contrary, a large majority of the people interviewed at this place expressed their dissatisfaction at the train and mail services at present obtaining. A business man in London can have his Toronto daily on his breakfast table, but an Oshawa man, living within 20 miles of the place of publication, must wait until nearly 10 o'clock to get his paper. A letter posted after 9 o'clock at night does not leave town until the next afternoon. A business man who essays to visit the Queen City must take the day for it or rise betimes at 4 o'clock in the morning. And people in this town of no mean proportions naturally look with envy upon the fine opportunities possessed by suburbs of Montreal and even of places to the west of Toronto. In the words of Mayor Kaiser, residents here have become accustomed to the time table and the rates, but they do not deem it right. Will Help Tradesmen. The argument that outside storekeepers would be the sufferers by the introduction of a regular suburban service is a stock one and it was almost the first thing advanced by the