

The Toronto World

A Morning Newspaper Published Every Day in the Year.

PUBLIC POWER AND ITS ENEMIES

Surprise need not be felt that the pernicious and mendacious attacks made by certain private financial interests on the hydro-electric policy of the provincial government, have met with some response in the London financial press. It is matter of wonder, however, that reputable journals such as The Statist should allow themselves to be misled by partial information into assisting the effort to impair the credit of Ontario and its municipalities. That effort is foredoomed to failure—indeed has already failed—and never could have had any effect except in the case of a small section of the British investing public. The great mistake that public service exploiters always make is to assume that investors are composed exclusively of people ready to absorb the bonus and watered stock of all kinds of public service companies, unloaded by promoters, brokers and other financiers out to make a profit for themselves. But there are fortunately many more classes of investors, and among them plenty who prefer gilt-edge securities of quite a different variety. The citizens of Ontario only need to remember that a similar campaign has been carried on for years by the same ring of London financiers against the credit of British municipalities and has not managed to damage it in the slightest.

It is a characteristic feature of the arrangements of the Ontario Government that none of them makes any reference to the repeated approval of its policy accorded by the municipalities interested, and by the people of the province generally. To read them one would imagine that the government had set itself wantonly to injure a particular company without either rhyme or reason. This of course is ridiculous enough to those who have been thru the fight for cheap Niagara power, and who remember the promise of great reductions in power and lighting rates made when the applications for provincial charters were under way. The public is said to have a short memory, but even at that, the announcement made when Niagara power began to be delivered that, no material relief could be expected, was hard of acceptance. That it was sincere has been later shown by the considerable concessions made in order to defeat the government's power policy in Hamilton, and elsewhere, and by the somewhat vague assurances offered that reductions are in contemplation in other cities. But the one conspicuous and significant omission in all the railing directed against the government is any acknowledgement that the public has an interest in the distribution of Niagara white coal at cheap rates, or indeed has any rights at all in the matter.

Besides, is this agitation not a little remarkable, looking to the repeated and specific statements that it is quite impossible for the Hydro-Electric Commission and the municipalities to compete successfully with the private franchise-holders in supplying light and power. Supposing this scheme fails to accomplish what is expected, the fact could not but injure the general movement for the public ownership and operation of public services and utilities, and would correspondingly rehabilitate private corporations in the public eye. Why then this strenuous and unscrupulous campaign when all that it can do is to make the government and the municipalities, and the public more determined to carry the power policy thru? This has simply become a struggle between a gigantic private electric monopoly fighting to maintain its hold on the generation, transmission and distribution of Niagara electricity, and to dictate its own terms, and the people who want a fair deal. The public know what it wants, and it is convinced that under a scheme contemplating only legitimate capital expenditure and burdened only by proper operating charges, the prospects for cheap electricity and power are of the brightest. People are tired of seeing independent public service companies manoeuvred into identical control, and manipulated for private purposes. They are assured also that by protecting their natural resources for the public benefit, they are adopting the best possible course for enhancing the value of the provincial assets, encouraging its industries and improving its credit.

GOOD ROADS AND AUTOMOBILES.

Opposition is offered to the demand for improved provincial road accommodation on the ground that whenever a highway is put in first-class condition it is at once monopolized and made unusable by automobiles and other fast running machines. This kind of argument is inherently weak, more especially when offered against a much needed reform, and one absolutely necessary in the interests of the agricultural community. As Mr. Lea, the state engineer for South Dakota, said in a recent article, good roads lessen the expense of hauling, make traffic possible in all seasons, facilitate rural mail delivery and incidentally add to the value of farm lands and farm products. If these advantages can be shown to be imperilled or prevented by reckless automobilists, the proper remedy is regulation, not the perpetuation of a road system which is keeping

back the agricultural development of the province and hampering the movement of commodities to the market centres.

Governor Folk of Missouri remarked recently that "It is always something else. When you are doing one thing, some people always try to discredit what you are doing by saying 'Why don't you do this or that?' not with a view to having this or that done, but in an effort to bring discredit on what is being done." That is true enough, and it is exemplified by the insinuation that the campaign on behalf of good provincial roads is the result of pressure exercised on the press by auto owners. The suggestion is nonsensical on the face of it, and it is a fair specimen of the tactics struck at by Governor Folk. No one defends the road hog, whatever kind of vehicle he may drive, but it is certain that before long motor cars will be part of the equipment of every up-to-date farm, and be in much more extensive use than they are now. The province needs better road transportation facilities, and the enforcement of proper regulations in the general interest presents no insuperable difficulty.

MORE HIGH FINANCE.

How essential is supervision of a stock and bond issues where public franchises are concerned has again been demonstrated during the hearing held by the public service commission of New York, in connection with the reorganization of the Third Avenue Street Railway. It was admitted in the course of the proceedings that at a prior re-organization of the company \$16,000,000 "disappeared." At that time the road owed \$21,000,000, and in order to pay it \$27,000,000 was raised on securities ranking prior to the ordinary stock. Where the \$16,000,000 of difference went, and who got it, according to Mr. Whitridge, could only be found out by the expenditure of from \$300,000 to \$400,000, and recovery would be problematical even if the mystery were solved. Yet there are people who complain that private enterprise is discouraged because public service commissions have jurisdiction to inquire into the transactions of franchise-holding corporations, and because municipalities are becoming alive to their own interests. These complaints also fear, in such case, the distrust of the innocent investor. But private enterprise that gets away with \$16,000,000 at the expense of stockholders and the public is not of a kind whose effacement should be deplored.

COMPULSION MAY HELP.

Without governmental compulsion it is doubtful if many people would pay the taxes necessary to secure public improvements. It is a question if that compulsion in some form or other should not be exercised to compel backward municipalities to keep their highways in a condition at least approximating to modern standards. It is not a pleasant thing for a family to find themselves quarantined when some infectious disease breaks out in the home, but the public welfare demands it. Some municipalities may be so penny wise that their pound foolishness may call for the exercise of pressure.

Toronto is the centre of one-sixth of the population of the province. The good roads movement should start right here, where most of the people are interested. The roads of York County are a disgrace, and the newspaper which joins in the good roads agitation with the proposal to establish a good roads zone around Toronto, has added a suggestion to the discussion that is really worth while.

The more The World studies the advantages of central administration the more convinced it becomes that this is the proper policy for the provincial government. Many municipalities have many councillors with a multiplicity of ideas which result in conflicting and unsuitable methods. Central administration of the leading highways will result in a comprehensive and well defined policy, under expert direction. The work will be accomplished best and most economically along standardized lines and in accordance with proved and accepted modern methods.

ASHBRIDGE'S MARSH.

Editor World: I understand that the injunction Mr. J. Ross Robertson has secured from the courts, restraining the mayor from signing the agreement

with the Cawthra Mulock Syndicate, covers only two points.

(1) That the area of the property in question is larger than was supposed when the agreement was first entered into.

(2) That the agreement to deepen the channel at the south so as to provide water communication may be looked upon in the nature of a bonus.

I take it for granted, therefore, that the question is sub judice only so far as these two points are concerned. While leaving these phases of the question entirely for the courts to consider, I think it is an opportune time to discuss the settlement of that part of the city, in its general aspects.

It is a well known fact that for a number of years past there has been a good deal of talk of locating industries in the Ashbridge's Bay district, but, up to date, The British American Oil Company and the Don Foundry Company are the only two concerns that have been able to locate there. The fact of this matter seems to be that while Mr. Forman and other civic officials have been properly seized of the situation, and have been doing their best to get the matter settled in their locality, they have always been blocked by members of the city council, or by some of the newspapers, who did not fully understand the situation. That district has been lauded by these "unreasoning" blockers as a sort of Queen's Park property, and that soared every time they talked about it.

The writer remembers distinctly, some five or six years ago, when he was very old, that he had been granted to the Mulock Syndicate, a friend of his from the United States, who wished to locate a certain industry in Toronto. He was unable, however, to make satisfactory arrangements with the city for the property, and turned his attention to some miles east of Toronto, where the municipality gave him a lot on the waterfront, and he has been busy there, and on which he has founded a very successful industry that, had it been located in Toronto, would have meant much to the city.

The fact of the matter is that we have been too long pursuing a "dog in the manger" policy. It would pay the city handsomely to surrender a certain industry, if necessary, to manufacturers who would locate proper industries there, safeguarding, of course, all the city's interests. The city is not in a position to be used for foundries, oil refineries, paint and varnish works, ship building works, and such industries as require a great deal of inexpensive ground space. However, all such industries usually employ men only, who are generally paid large wages. The city would therefore gain immensely by having such industries locate there, and should be prepared to make the necessary arrangements with any concerns that can use to advantage the land in that locality.

Mr. W. F. Maclean, M.P., recently gave a valuable address before the Riverdale Business Men's Association, showing what might be done in the way of development in the east end of the city, and pointing out the advantages of the Don Valley, and also a proper settlement of the Ashbridge's Bay district. Mr. Maclean is a statesman of wide outlook, and sees very clearly that the east end only requires building up with proper industries, and to the public spirit, to make it equal to any part of the city. If we were to build up Toronto and make it a great centre, we must have manufacturing industries, and in order to secure them, must be prepared to treat them with a certain amount of liberality.

Member of the Riverdale Business Men's Association.

Editor World: Of course the reduction of 40 licenses in Toronto, done thru the alliance, has been the drinking fountain at the corner of College and Spadina, and away! Now the thirsting souls that pass the Broadway Tabernacle have no means of quenching their thirst. Surely the whole town, for I understand it was because Broadway tabernacle objected that the fountain be removed. Won't someone take pity on the dogs, the horses and the humans at the corner of Spadina and College?

Reggie.

FARMER'S ADVICE.

Editor World: So the bakers really have reduced the size of bread loaf and advanced the price per dozen goods. I really thought it a false alarm, but I know that the bakers have made the change. Of course the former profits were small on a few mixtures, but most paid well, at least fifty per cent. As to bread, four bushels has been high before, in 1898, being \$6.12 a barrel strong bakers, and the highest bread was selling for \$16 for 40 pound loaf. Now a four pound loaf would cost 20c, and flour only \$5.40 to \$6.00 for the best, and a 40 lb. of flour will make 65 loaves, weighing 4 lbs. each, or 140 loaves weighing 2 lbs. each, which at 10 cents would be \$14 for a barrel of flour after baking. It is a case of much wants more, and I guess mothers or daughters had best give the family a treat of real home baked bread, and cakes, at less than half-cost since the raise.

Brndale, July 28.

Regatta and At Home at Port Sandfield by Muskoka Lakes Association, Aug. 2.

For the accommodation of patrons of the Grand Trunk Railway System attending above, arrangements have been made for special boat to leave Port Sandfield 11.15 a.m. for Muskoka Wharf, connecting with train reaching Toronto 7.15 a.m., carrying special Pullman car, which may be occupied at Muskoka Wharf on arrival of steamer. Trains leave Toronto for Muskoka 12.05 noon and 2.05 a.m. (sleeper open at 8.30 a.m.). Tickets at single fare good going July 31, Aug. 1 and 2, return limit Aug. 3, 1909. For tickets, illustrated booklet and further information, call at city ticket office, north-west corner King and Yonge-streets, Phone Main 429.

An American who paid \$2500 for a bulldog in London must be very fond of bulldogs or not very fond of money.

IN THE LAW COURTS

Osgoode Hall, July 28, 1909.

ANNOUNCEMENTS FOR THURSDAY.

Single Court.

List of cases set down for hearing before Mr. Justice Burton at 10 a.m.:

Allan v. Hammer Mill.
Woods v. Baxter.
National Trust v. Miller.
Schmidt v. Miller.
Re Hospital Trust and Cullen.
Chapman v. Wright.
Walsham v. Collins.
Clarkson v. Rosenberg.
Chisholm v. Herkimer.
Robertson v. Toronto.
Con. v. Whitridge.
Judge's chambers will be held immediately after single court.

Master's Chambers.

Before Holmsted, Senior Registrar.
Seagram v. Egan—A. B. Hassard, for Mary Egan, obtained on consent order of dismissal of action.
McCully v. McCully—J. A. Macintosh, for defendant, moved for order for particulars of certain paragraphs of statement of claim.
Re Jones and Mutual Life Insurance Company v. New York—K. C. Arnold, K. C., for company, obtained order allowing payment of \$2000 insurance money, to be paid into court.

O. A. C. FINALS

Teachers Who Took Elementary, Agriculture and Industrial Arts.

Under the regulations of the department of education, a number of normal second class certificates on the result of the normal school examination, April 28, 1909, were awarded. Agricultural College, Guelph, for course in elementary agriculture and horticulture and elementary industrial arts. The following are the names and addresses of those who completed the course and passed the final examinations.

Elementary Industrial Arts.

Miss L. E. Abbott, Lucan; Mr. G. K. Casselman, Williamsburg; Miss Mollie E. Cluff, Clinton; Miss Edna Copp, Clinton; Miss Agnes A. Curran, Brockville; Miss E. E. Daniels, Alvinston; Miss N. B. Gibbons, Leamington; Miss E. E. Gott, Amherstburg; Mr. F. H. Haggart, 199 Broad-st., Sarnia; Miss Haggart, Athens; Miss A. E. Hamshaw, 202 Pacific-ave., West Toronto; Miss F. E. Jamieson, Stansfeld, Que.; Miss J. E. Jones, 46 Ashkin-st., London; Miss Alice Jull, Norwich; Miss Maude Johnston, Cornwall; Miss Minnie E. Kelly, Clinton; Miss Catherine Kennedy, 289 Broad-st., Sarnia; Miss G. P. Keys, Blake; Miss Annie C. Laing, St. Mary's; Miss Etta Lane, Sherburne-st., Toronto; Miss Isabel Leaw, Drumheller; Miss MacKenzie, Rathburn; Miss Margaret March, Dutton; Miss Annie M. McArthur, 1000 St. George-st., Toronto; Miss McLeod, Star; Miss Annie Moran, Essex; Mr. E. W. Moss, Wales; Miss Josephine Murray, Wilton Grove; Miss D. D. Medcote, Hollofer; Miss Clara Neelands, Woodford; Miss Emily M. Park, 18 St. James-avenue, Toronto; Miss Addie M. Phillips, 15 Margaret-st., Toronto; Miss Lila Russell, Walkerville; Miss Jean Sivell, Owen Sound; Miss Mary Smith, Parkhill; Miss Nellie M. Spear, Sarnia; Miss C. C. E. Thomson, Aylmer; Miss Juanita Thomson, 74 Pembroke-st., Toronto; Miss Cora Tiffin, Thamesville, Elementary Agriculture and Horticulture.

Laura E. Arnold, Kilmichael; Ella E. Baker, Littlewood; Emma Batterman, Williamsburg; Annie M. Bell, Glenora; Station; Frances A. Bennett, Hamilton; Annie M. Boal, West Montrose; Anna Catherine Brown, Fergus; Charlotte M. Casey, Fergus; E. E. Christie, Chislelaw, Blind River; Irene May Clark, Simcoe; May S. Cody, Embro; Elma E. Daniels, Alvinston; Ella M. Deane, 1000 St. George-st., Toronto; Alice Dunning, Cumberland; Irene Dunning, Cumberland; Jessie R. Eakins, Port Burwell; Mabel A. Edmonds, Balaam; Gertrude K. Elliott, Lucan; Gretta E. Fahey, Dundas; Edith C. Fetterley, Cornwall; Lena M. Fields, Smithville; Mary Fitzgerald, Hagersville; Evelyn Ford, Galt; Laura G. Frazer, Brockton; Lena Fuller, Stratford; Grace Gilmour, Doe Lake; Bella E. Groves, Fergus; Mary G. Groves, Fergus; Maggie G. Hamilton, Wychemo Park; Jennie L. Jones, Irena; Olive E. Hodgins, Lucan; Helen Johnson, St. Thomas; E. Gertrude Jones, Ottawa; S. Louise Jones, Whitby; Grace E. Jones, Whitby; Lucy A. Kenna, Princeton; Margaret Kenna, Plattville; M. C. Lloyd, West Toronto; Clara Loveless, Fanshawe; Mabel McCune, Cayuga; Annie McDonald, Wychemo; Eliza S. McLaughlin, Milbourne; Elma McLean, Chesley; M. Cleland, Air Line Junction; Myrtle B. Matthews, Acton; M. Florence Millen, Fordwich; Fanny Montiel, Stratford; Margaret K. Murray, Aylmer; M. B. Nicholson, Beaverton; May A. Nolan, Fingert; Adele O'Neill, Suiger; Kattie O'Reilly, Eganville; Margaret Padfield, Gortie; L. E. Patmore, Elora; Mabel Patterson, Laurel; Eleanor Perrott, Alliston; Lizzie A. Rankin, Nipissing Junction; May Riddell, London; Blanche A. Robertson, Dundas; Edna M. Root, Rockport; Elfreda Roy, Georgetown; Violet M. Savage, Ridgeville; Jean Schiele, West Lorne; M. M. Sharrard, Uxbridge; A. M. Sillars, Walkerton; Lizzie K. Smart, Veatch; Ty M. Spence, Eden Mills; Gertrude M. Sprague, Queensville; Nellie A. Stewart, Blyth; Maud Tanton, Byron; Lizzie H. Taylor, Smithville; Myrtle M. Trainor, Binbrook; E. Gertrude

EATON'S FRIDAY BARGAINS

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

The initial Friday Bargain Day of a new business half-year brings these economy chances to you:

Men's Clothing

COLORED WORSTED SUITS—Imported English cloths, in medium and dark fashionable striped colors. Coats are cut 3-buttoned single-breasted sack shape. Sizes 32 to 42. Greatly reduced for clearance Friday at, each, \$7.95.

2-PIECE SUMMER SUITS—Some made in New York from American homespun, others of English tropical worsted in smoke greys, olives and browns, coat half lined and single breasted. Trousers have belt loop and cuffs. Sizes are 35 to 44. Were \$10.00 to \$15.00, Friday, \$5.95.

TROUSERS—Imported English worsteds, in medium and dark striped patterns, side and hip pockets; sizes 32 to 42; regularly \$2.50 and \$3.00, for \$1.95.

WASH VESTS—In plain white, also white ground with figured and striped patterns; detachable buttons; sizes 34 to 40; half price Friday, each, 50c.

Boys' Clothing

HIGH-GRADE SUITS—Two-piece Norfolk style; fashionable long double-breasted coats with belt in loops; best Italian body lining; bloomer trousers; sizes 2 to 12; regularly \$6.50 to \$7.50, for \$3.95.

CHILDREN'S WASH BELTS—Made from light and dark patterns of English galathea; box pleated back and front; belt at waist; deep sailor collar; braided trimmings; sizes 2 to 4 years; half price, each, 50c.

AMERICAN WASH SUITS—In Russian and sailor blouse styles; in plain blue, chambray and light and dark striped galathea; sailor and military collar; separate fronts; nicely trimmed with braid; knee and bloomer pants; sizes 21 to 26; regularly \$1.19 to \$1.25, for 75c.

Our Annual Shirt Sale

Regular prices for Friday tell more of the story of big savings than anything we could say; add to these savings the fact of such fine shirting material and good styles and you've as good shirt values as we've ever offered; colored negligee shirts, separate or attached cuffs; in most desirable patterns; sizes 14 to 18; prices from 75c, \$1.00 and \$1.25, for 50c.

BOYS' SHIRT WAISTS—Of fine material; in assorted colorings and patterns; the popular summer garment for boys; sizes 12 to 13-2; regularly 44c, 50c, 75c, for 33c.

Men's Underwear

SHIRTS or DRAWERS—Fine Balbriggan, lisle thread and checked; long; drawers ankle or knee length; long or quarter-sleeve shirts; sizes 32 to 42 in the lot; regularly 39c, 50c and 65c, for 25c.

Headwear

MEN'S STRAW HATS—Boater shapes; in latest styles; sunlit and split brims; English and American make; black silk bands and call leather awnings; regularly \$1.29 to \$2.00, for, each, 85c.

CHILDREN'S SAILORS—In crash linen and duck; wide stitched brims and round crowns; silk ribbon or cord bands; dressy and cool for summer; regularly 30c to 65c, for 20c.

Footwear

"Remainder," mostly from the summer's selling; don't want them in stock any longer; these bargain prices should see to that.

WHITE CANVAS BOOTS AND OXFORDS—Best fitting styles; leather soles and heels; well made; all Blucher style; sizes 11 to 13 and 14 to 15; regularly \$1.15 to \$1.50, for 75c.

BOYS' OXFORDS—High grade makes; best up-to-date styles; in patent colts, donkey kid, box and velours calf; Goodyear welted soles; perfect shapes; very dressy; sizes 2 to 5-1-2; regularly \$2.25, \$2.50 and \$2.75, for \$1.50.

WOMEN'S FINE BOOTS—Specially made for dressy street wear; donkey kid and patent leather; plain and dull kid tops; Blucher style; extension sewn soles; also fine kid elastic-side boots; turn soles; patent toe caps; sizes in all 2-1-2 to 7; regularly \$2.45 and \$3.00, for \$1.50.

CHILDREN'S SHOES—Clean-up of summer stock; slippers, low laced shoes and button boots; fine quality; best makes; chocolate, tan, or blood and black kid; sizes 4 to 7-1-2 and 8 to 10-1-2; regularly 95c to \$1.75 pair, for 50c.

VELVET POLISHING PADS—The most suitable and satisfactory article made for polishing shoes, furniture, etc.; regularly 10c each, Friday 2 for 5c.

Hosiery

MEN'S FANCY Lisle THREAD HOSE, in all the newest shades and patterns for this season; best dyes and finish; all sizes in the lot; regularly 35c to 75c, for 25c.

Hammocks

FULL SIZE CORD HAMMOCKS—White or colored; regularly 75c and 85c, for 50c.

Free Delivery

On most goods in orders of \$25.00 or over, going forward in one shipment to railway stations in Ontario and Eastern Canada, WE PREPAY FREIGHT.

ELECTRIC IRON

Convenient size; all ready for attaching, \$4.75

THE T. EATON CO. LIMITED

TORONTO CANADA

MOTORMAN BLAMED

For Killing of Two Men Standing on Devil Strip.

WINNIPEG, July 28.—The adjourned coroner's inquest on Enoch Rees and Ernest Illette, who were crushed between street cars on the devil strip at the corner of Logan and Main-streets on Sunday, blamed Motorman Taylor for moving his car when the other car was already on the curve, and declared him to be grossly incompetent. They censured the street railway for employing incompetent motormen and for not having a standard examination.

Both Taylor and the other motorman, Herbert, were detained by the police, and in the ordinary course will appear before the magistrate on Wednesday.

Burning issue in Iowa seems to be: Does the governor wear a celluloid collar? Even if he disproves this, some malicious enemy may charge him with wearing a made-up necktie.

Nineteen Stitches in Willie. Willie Virgin, 9 years, was run over in front of E. Nuttall's restaurant, Adelaide and Simcoe-streets, yesterday morning. The child lives with his mother and grandparents, the Nuttalls. Nineteen stitches were put in a bad gash in the back of the child's head and his right arm was fractured. His condition is critical. The child was taken to the Hospital for Sick Children. His grandmother says it was a milkwagon that ran over the child and that the driver carried him into the house, leaving him in her care.

Electrical Pump Tenders. Building permits issued at the city hall for the week ending July 27, total \$278,150.

The specifications of 16 electrical pumps for the waterworks system have been completed and will be advertised in Canada and abroad. The cost will run about \$260,000 and the installation will be effected early next year.

C. I. Teacher Resigns. WINDSOR, July 28.—D. M. Eagle of the Windsor Collegiate Institute teaching staff has tendered his resignation, to accept a position as principal of the schools at Nelson, B. C.

COMMENDADOR PORT WINE. The port of olden time—Tawny—sustaining. 25 years old. John Robertson & Son, Limited, Montreal. CANADIAN AGENTS.

For the accommodation of patrons of the Grand Trunk Railway System attending above, arrangements have been made for special boat to leave Port Sandfield 11.15 a.m. for Muskoka Wharf, connecting with train reaching Toronto 7.15 a.m., carrying special Pullman car, which may be occupied at Muskoka Wharf on arrival of steamer. Trains leave Toronto for Muskoka 12.05 noon and 2.05 a.m. (sleeper open at 8.30 a.m.). Tickets at single fare good going July 31, Aug. 1 and 2, return limit Aug. 3, 1909. For tickets, illustrated booklet and further information, call at city ticket office, north-west corner King and Yonge-streets, Phone Main 429.

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"AZOL," the new plate, film and developer; just add water. Per bottle 35c

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