

The Toronto World

A Morning Newspaper Published Every Day in the Year.
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TORONTO AND A SUBURBAN SERVICE

Our recent front page articles must have convinced every reader that there is a marked distinction drawn by the Grand Trunk and Canadian Pacific Railway companies between Toronto and Montreal in the matter of suburban service. No cause exists in the general circumstances of the two cities why that difference should be made. Both are important and rapidly-growing centres, and cities in the United States that are not so large as either possess an excellent suburban service, making for the benefit of all the cities and towns that are linked up by it. There is no reason to doubt that the same results would follow from the introduction of a good and convenient service of the kind indicated in the case of Toronto.

Railways can do much to aid or retard the growth of cities, and it is their duty to act impartially as between one centre of population and another. That Toronto has remained so long unprovided with a proper suburban service can only be attributed to the fact that it is treated by the head offices without regard to its size and importance. This is only to be expected since the Toronto end of the office has no power to initiate reforms, and the general management in Montreal knows little, and apparently cares less, about Ontario and its requirements. Yet a suburban service such as Montreal has been accorded would be as profitable for the railways as it would be convenient and advantageous for Toronto and its neighboring towns and cities.

SEVENTEENTH CENTURY MAYORS.

Historical researches in unexplored regions are often fruitful of surprises, and this is true in local affairs quite as much as in national. Mr. and Mrs. Sidney Webb, well-known for their joint investigation into local administration and social questions, have been engaged in exploring this region from the time of the revolution down to the English Municipal Corporations Act of 1835, and have unearthed some curious and instructive details. Mayors in the end of the seventeenth century probably differed as much in individual temper and devotion to their public duties as do their representatives in the twentieth, but some of them could not easily be duplicated in these later times. Here is a description of one of these who must in his far-off day and generation have been of notable account among his fellow-citizens:

"He was a spy upon all base practices, as amongst attorneys, sergeants, notaries, stewards, wardens, jailers, tollers, keymasters, chamberlains and collectors. He was a terror to those who corrupted the meanness of office. He took order about abuses of bread and delivered no less than Minutius, by preventing the frauds of forestallers and regraters. No fish or flesh was brought to the shambles but what was wholesome.

"Provision was made for the poor, there was no inequality of rates, the parish were eased of foreigners and vagrants, public buildings kept in good repair, cazenage banished from the market, ale-houses limited, hospitals put under the tuition of honest, discreet overseers, public charities applied to the uses they were intended for, and the coal trade put into such a method with the keener and sterner that the public had long after found the benefit of that regulation."

Mayors who could do this must have been autocrats in large measure, and indeed, local authorities in the seventeenth century appear to have acted in a wide range of affairs very much at their own pleasure and discretion. Mr. and Mrs. Webb show very clearly that the disintegration and decay into which English local government fell in the beginning of last century was mainly due to the multiplication of boards, each charged with separate services and duties. With the establishment of a strong central local governing body came a steadily rising standard of administration, and the point is full of instruction for Canada in the beginning of her century.

AUSTRALIA AND THE PACIFIC.

Neither the sun nor trouble sets over the British Empire. If an endless succession of delicate and difficult problems be the nursery and training ground of statesmanship, the United Kingdom should never lack masters of the craft. And as all really imperial questions touch some one or other, or more, possibly all of the self-governing imperial states, they, too, are compelled to deal with them, not only in their local interest and connection, but in their broad and general bearings. This alone is of inestimable value to public men who might otherwise become confirmed in that provincialism which is the bane of small self-contained communities.

Within the last few weeks the British government has shown its recognition of the changed conditions of the empire by formally reserving its right to consult them before entering into engagements affecting matters which directly concern them. And the matter in which such matters may touch the general foreign policy of the imperial government is also receiving exemption in connection with and present

future relationship between the British and Asiatic races. The Anglo-Japanese alliance, hailed at its inception as a master-stroke for the preservation of the status quo in Asia, and regarded at its renewal and extension as a bulwark against possible Russian or other aggression, has elicited growing disapproval from the Australasian states of the empire, and if this attitude as appears probable, is maintained it is bound to modify materially the future course of the imperial foreign policy.

Australia and New Zealand, at their own independent initiative, will during our summer receive a visit from the United States battleship fleet now in Pacific waters. The invitation, despatched thru the Imperial colonial office, was accompanied by appeals made to the personal influence of the United States ambassador in London and the consul-general in Australia, and the intimation of its acceptance was received with extraordinary and spontaneous public demonstrations. The exceptional warmth of the acknowledgment cannot be ascribed to sentiment created by the proposed visit of the fleet. It is beyond doubt due to the intensity of the conviction generally felt in the Australasian states, that sooner or later there will be a struggle to the death for the supremacy of the Pacific Ocean, and that their future is involved in the issue that will then be decided.

The Australian government has shown the extent of the national apprehension by its recent proposals, aiming at the creation of a local flotilla capable of acting in conjunction with the imperial navy, for the defence of the 800 miles of coasts of the commonwealth, and at the introduction of universal military training. The Australian people realize that single-handed they might be unable to cope with an Asiatic invader, and they look for assistance in the first place to the motherland. But they cannot forget the possibility that a combination of circumstances might arise which would necessitate the employment of the British fleet in protecting its home shores, and in securing the necessary food supplies. Therefore they look secondarily to the United States as another great power profoundly concerned in the destiny of the Pacific Ocean.

As one of the most influential of the democratic newspapers of the commonwealth put it: "Mr. Deakin's hospitable message was in the inmost sense an invitation to the people of America to admit the common trust of the two white races, whose destinies are bound up in Pacific dominion. Its acceptance implies a full confession of that trust and conveys an intimation that America is prepared to perform her part." It is impossible, and it would be imprudent, for the imperial government to remain indifferent to the strong and practically unanimous sentiment of the great Australasian dominions, shared in, as it is, by all of the South African states. If it persists it will in the end materially modify the foreign policy of the empire.

AT OSGOOD HALL

ANNOUNCEMENTS FOR TO-DAY.

Master's Chambers.
Cartwright, master, at 11 a.m.
Judges' Chambers.
The Hon. Mr. Justice Britton at 11 a.m.
Toronto Non-Jury Sittings.
Peremptory list for 10.30 a.m.:
1. Johnston v. C.P.R., to be concluded.
2. Haus v. Toronto.
3. Cummings v. Clark.
4. Green v. Michie.
5. Equity v. Weston.
6. Lang v. Williams.
7. Wilson v. Phillips.
Divisional Court.
Peremptory list for 11 a.m.:
1. Hay v. Imperial.
2. In Scottish Ontario v. Bayley.
3. Re Daney and A.O.U.W.
4. Rex v. Weatherall.
Court of Appeal.
Peremptory list for 11 a.m.:
1. Tinsley v. Toronto Railway Co. (continued).
2. Pitt v. Dickson.
3. Madell v. McConnell.
4. McLeod v. Crawford, Bedell v. McLeod.
5. Crawford v. Lawson Mine.
Promised to Marry.
Margaret Ann Walker of Toronto has instituted proceedings against Daniel Charles Wheeler of Toronto for damages for breach of promise of marriage.
Fell on the Ice.
William Mitchell Newman on March 16 last slipped upon a piece of ice on the sidewalk at the corner of Main-street and Park-avenue of that town and sustained considerable injuries. He has now begun an action against the town to recover unstated damages.

Services Unpaid For.
To recover \$531.75 for services alleged to have been rendered and for money paid, Evans and Laidlaw of Cobalt are proceeding against the Jackpot Cobalt Silver Mining Co., Limited.

Injured on the Railway.
For damages sustained by reason of injuries received while a passenger on the Grand Valley Railway Co. thru the alleged negligence of the company, Clarence L. Morris of Toronto has begun proceedings claiming \$1200.

Balance Owning on Account.
Baxter D. Whitney & Son have issued a writ against the Levy Weston and McLean Machinery Co. to recover \$54.36, the balance on certain goods sold and delivered.

Suing a Hospital.
The Toronto Free Hospital for Consumptives and Dr. W. J. Dobbie have been made defendants in an action at the suit of Edith Kernighan, who is claiming damages for injury to property and for trespass upon certain lands in the Township of York.

Meaning of the Will Plain.
The executors of the will of William Weaver, late of Toronto, asked the opinion of Chief Justice Meredith, sitting in single court, as to what parties were entitled to share in the distribution of the estate. His lordship held that the proper parties were not before the court and that it was

More About a Suburban Train Service

(Continued from Page 1.)

get a suburban train service with a commuter's rate between that town and Toronto, and I think there are many others who would use such a service." Brampton, he continued, is 21 miles from the Union Station, and the way he does at present is to purchase a commuter's ticket to and from Weston, which costs him five cents a trip, for a distance of 8 1-2 miles; and from Brampton to Weston he buys daily a return ticket, which costs him 70 cents; the round trip from Brampton to Toronto costing him at least 80 cents per day. Any day he doesn't use the commuter's ticket it is a direct loss, as the condition of their sale is that they must all be used within a month. Some time ago he and a number of others who wanted a better service between Brampton and Toronto interviewed the Grand Trunk representative in Toronto, but they didn't get much satisfaction, as the railway seems to have a prejudice against an improved system, inasmuch as it might be used by people who lived further west, and who would, more or less, do practically what he does now, buy a commuter's ticket, for part of the way. The answer made to the Grand Trunk man at the time, and it was a sufficient answer, was that it would be much better for them, as they would have the trains full of people traveling at the reduced rate.

At present Brampton people coming to Toronto have to catch the early train at 6.55 a.m., and get into Toronto at 7.45, a little less than an hour. About 12 people leave Brampton every morning on this train, and about 30 get on at Weston, using the commuter's tickets at five cents a trip. This train, by which this suburban traffic is accommodated, is the regular express from Chicago, and as it is sometimes late it is not at all satisfactory to Brampton or Weston people.

On the Grand Trunk west within the suburban district, these people would like to see a train leaving Georgetown a little before 8, and getting the people into Toronto five minutes before 9, and which would be regular every day in the year, independent of the express or accommodation trains. With such a special suburban train devoted to suburban traffic, and with a reduction of rates, there would be enough people in Weston, Malton, Brampton and Georgetown to fill the train, and greatly increase the revenue of the road. This service might not be at the paying point for the first year, but the moment the people were assured by the Grand Trunk that they were in the suburban business for Toronto, like all the big American railways are for cities like Toronto, it is evident that the road-would soon build up a large suburban business, and find it profitable as well.

The same gentleman said that a number of people in Brampton were dissatisfied with the evening train home from Toronto, because there is no chance of leaving Toronto at 5 o'clock, the present regular trains leaving at 4.15 and 7 o'clock. The trains as now run are not suited to a daily suburban service.

Editor World: The World is to be commended upon its demand for a better suburban service out of Toronto. It seems fantastic, indeed, that no better service is given the residents of places near Toronto, than was given them 30 years ago.

At Pickering, which is 22 miles east of Toronto, on the main line, there are only three trains each way per day. And these do not permit of much convenience to the man who wants to do business in the city. No train stops here after 6 o'clock in the evening, and none leaves here for the city until about 9 o'clock in the morning.

Places situated a similar distance out of Montreal seem to have a much better service. If a like service were granted to this place, there is not the slightest doubt but that the volume of traffic would increase greatly. Many persons would reside here who have their business in the city, if better train service and rates were given them.

The question of rates is also a burden to parties resident here. It also looks like discrimination against Ontario, since Montreal gets their cheap commuter fares. At present commuter rates are given to Rosebank, a little summer resort five miles nearer the city. A 55-trip ticket is sold for \$6.60, and a 10-trip ticket for \$3. For one of us to get to the city we have to pay 25 cents for a return to Rosebank, and then use the commuter rate from there in. For any one going to the city daily, he finds that the fare for that five miles is greater than the fare for the balance of the journey.

If Pickering got the commuter rate, and there is no reason why it should not, the 55-trip ticket would be sold proportionately for about \$8 a month. Much business to the railway would result, as well as it being a decided convenience to our people. The people helped largely to build the road, which still enjoys a low tax rate. The World is to be commended in its enterprise in fighting for the people's rights.

Pickering, May 4. P.P.

Editor World: The Grand Trunk issues 10-ticket strip, good from May to October, to those who live in Lake Simcoe cottages, at \$8 for the strip of ten tickets from Toronto to Leffroy, where most of these summer tourists get off. The distance is 52 miles, and this is at the rate of about 1 1-2 cents per mile. Now I have a place in Hamilton, which is only 39 miles from Toronto, and I would go to Hamilton every day in the year, up and down, if I could get a 10-ticket strip at \$6, or 60 cents a trip, and there are hundreds of others like me in this city, who look with favor on your suburban train service campaign.

Can a railway discriminate in this way? I would like to know why the Grand Trunk gives a very cheap commuter's ticket to Oakville, 21 miles, and denies the same thing to people at Brampton, which is about the same distance.

Would-be Commuter.

Why is Oakville favored?

Editor World: We people in Oakville have long had a suburban commuter's ticket, and we decidedly liked it. It has helped to make Oakville a better place to live in. Here is what we pay: School children tickets, in and out, \$2.90 a month, or 10 cents a trip; 10-trip ticket (10 miles) \$3.25, or 32 1-2 cents a trip; monthly tickets (55 miles), \$7.15, or 13 cents a trip for 21 miles.

Halton.

not necessary to go to the expense of serving them as the meaning of the will was plain. The motion was therefore refused with costs fixed at \$10 to be paid by the executors to Mrs. Tovey.

Question of Constitutionality.

Hotelkeeper Spittal of Brantford was fined for selling liquor to an Indian as a breach of the Dominion Act. The constitutionality of this act is attacked by J. B. Mackenzie in a motion to quash the conviction, on the ground that the license issued under the Ontario Act compelled Spittal to sell to everybody.

Slander Action Dismissed.

The divisional court has dismissed

the slander action brought by Mrs. Isabelle Pherrill of Box Grove, against John Sewell and Wm. Jones, who petitioned the Township of Markham to have her removed from the house she was occupying. This reverses Justice Mabee's judgment for \$100 in favor of the plaintiff.

Stated Case Heard.

The stated case in the matter of the Bay-street crossing, in which the railways were indicted for maintaining a danger spot, was heard by the court of appeal yesterday. In support of the contention that the companies could not be jointly liable, a translation from the dog Latin of the Rolles Abridgement of 1649 was submitted by counsel.

At the Beaches.

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

Tilelayers Strike.

About sixty men are affected by the strike called by the tile-layers of the city.

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CIGARETTES
A delicious, delicate blend of Oriental Tobaccos.

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Our 16.50 Worsted Suit

From one end to the other quality sticks out all over this suit. It is a rich navy blue, double-breasted.



Our 16.50 Worsted Suit

The material is pure wool clay twill worsted and was made by the same English mill that makes our famous Etonian serge. It was bought—personally by our buyer—in such tremendous quantities as to warrant our securing the bed-rock price. It has a nice soft finish and will stand a great amount of hard wear without glossing. It looks like material for a twenty-five dollar suit.

The Suit was made by our own best tailors, and every inch of the making was carefully executed. In the important parts it has been hand-tailored. The interlinings were given special attention. There are work-people who do nothing else but put in the canvas and hair-cloth to give the coat its correct shape and hold it there. The hair-cloth runs into the edge of the coat; the button holes are worked through and the buttons sewn on and through the hair cloth, which holds the front where it should stay.

A Special Feature is the linen bridle stay which runs from the top of collar along the lapel roll to the top button. This bridle prevents sagging at the shoulder, and is put on by hand, not only on to the hair cloth and canvas, but right through on to the cloth itself.

The lining is the best Italian cloth, which will stand the maximum amount of hard wear. Our linings are left open at the bottom, courting inspection of the inner parts.

Even in a small detail like the pockets extra care is given; bar tacks finish the ends and strengthen the pocket-mouth, going through to the canvas, and a linen stay goes on the outer edge of the pocket-mouth.

The Lapels are long, broad and graceful, lying flat and are hand-moulded into shape. They are uniform, trimmed by a man who does nothing else.

The Shoulders are shaped to give concave effect, fitting close to the hollow of the shoulder, with a nice square effect to sleeve top which is not tacked to canvas, preventing puckering at the seams. The natural wool at the sleeve top leaves a desirable finish and the back of the under sleeve is made with a roll, causing the sleeve to hang as smooth behind as in front. The shoulder is basted in and felled; collars felled underneath and on top by hand. Even the hanger is sewn on by hand.

Nothing about the suit looks "ready-made"; all the work has been carefully and exceptionally well done.

The Trousers and Vest have had the same careful attention as the coat, and into them we have worked our strong desires to give the wearer satisfaction.

All the tailors, pressers and operators are paid by the day; they have plenty of time to do their work well; lots of light and room and nothing to prevent each workman from putting forth his best efforts.

COME AND SEE THIS 16.50 SUIT

Main Floor—Queen Street.

STYLE THE T. EATON CO. LIMITED QUALITY

RAILWAY FINED \$100 FOR CRUELTY TO CATTLE

Magistrate Kingsford Also Comments That the Law Isn't Strict Enough in Its Provisions.

Magistrate Kingsford has imposed a fine of \$100 and costs against the Grand Trunk Railway Company, the limit under the code, for cruelty to twenty-three head of cattle shipped in from Warton, and which, while in transit for more than 28 hours, were not fed or watered or given a chance to rest.

In part, he said: "This contract affects the civil relationship of the company and shipper. It cannot displace the liability of the railway company under the code. The cattle were in the company's cars. The railway company have the power under sub-section 4 of section 44 of feeding and watering the cattle if the owner makes default, and they can charge the owner with the expense of the necessary care. There is no reason, therefore, why, in this case, the railway company should not have fed and watered their cattle, even if the owner were in fault."

The case seems to me to require a fine which will be a deterrent. The code seems to allow a period of 28 hours during which the cattle can be without care, and not until that time elapses does any liability arise under the code. That is apparently the law. But 28 hours appear to be much too long a time to allow. Perhaps there

may be some explanation why 28 hours are named. One would think 8 hours were enough to go without food or water, but the code says 28 hours. As I have only to carry out the law as I find it, all I can do is to call attention to the state of the legislation."

The charge was laid by P.C. James Tinsley (58), who has a Humane Society gold medal for rescuing a boy from drowning, and a certificate for any other heroic deed. He is the officer on duty at the cattle market, and has done a great deal to prevent abuse of live stock.

WAS HURT IN WRECK BUT ABLE TO PHOTOGRAPH

Nathaniel Johnson, a farmer of the Township of Mulmur, Dufferin County, is trying to get \$5000 from the C.P.R. as a claim for alleged injuries received while traveling in the C.P.R. exhibition special, wrecked at Caledon Hill on Sept. 3.

Yesterday morning Johnson admitted having taken some pictures of the wreck, which were produced in court. He also admitted riding on a handcar to Cardwell, but he would not admit to working the car.

In the afternoon Malcolm Kirkpatrick gave evidence that Johnson had been working at threshing for a man named Irwin, some two weeks after the wreck. Kirkpatrick was with Johnson at the wreck, and he wasn't hurt.

The case will be continued to-day.

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Fears Physical Breakdown.

CHICAGO, Ill., May 4.—Fearing physical breakdown, Commissioner George A. Kibbey, the western head of the Salvation Army, has requested General Booth to relieve him of his command.

JOHN SEASON

Ladies' Sp. short, Tight plain clothes navy, black, tan linings, appropriate new design Regular v. \$35.00. For this \$22.50.

Long Two Ladies' and quarter Coat but the pop right for ste dressy garm and materia fawn, navy, etc., Regular. This week

Ladies' Tailor's Suits Panamas, broadcloths, effects—semi good colors, light silk linings in keep ship assured. Made to order. For this v. \$22.50.

More Four Our last offer girls was so have now set ing navy, b grounds in a etc., splendid well printed. 10 cents per

Muslin Dre Clearance of and white w 10-12-14-16-18-20-22-24-26-28-30-32-34-36-38-40-42-44-46-48-50-52-54-56-58-60-62-64-66-68-70-72-74-76-78-80-82-84-86-88-90-92-94-96-98-100-102-104-106-108-110-112-114-116-118-120-122-124-126-128-130-132-134-136-138-140-142-144-146-148-150-152-154-156-158-160-162-164-166-168-170-172-174-176-178-180-182-184-186-188-190-192-194-196-198-200-202-204-206-208-210-212-214-216-218-220-222-224-226-228-230-232-234-236-238-240-242-244-246-248-250-252-254-256-258-260-262-264-266-268-270-272-274-276-278-280-282-284-286-288-290-292-294-296-298-300-302-304-306-308-310-312-314-316-318-320-322-324-326-328-330-332-334-336-338-340-342-344-346-348-350-352-354-356-358-360-362-364-366-368-370-372-374-376-378-380-382-384-386-388-390-392-394-396-398-400-402-404-406-408-410-412-414-416-418-420-422-424-426-428-430-432-434-436-438-440-442-444-446-448-450-452-454-456-458-460-462-464-466-468-470-472-474-476-478-480-482-484-486-488-490-492-494-496-498-500-502-504-506-508-510-512-514-516-518-520-522-524-526-528-530-532-534-536-538-540-542-544-546-548-550-552-554-556-558-560-562-564-566-568-570-572-574-576-578-580-582-584-586-588-590-592-594-596-598-600-602-604-606-608-610-612-614-616-618-620-622-624-626-628-630-632-634-636-638-640-642-644-646-648-650-652-654-656-658-660-662-664-666-668-670-672-674-676-678-680-682-684-686-688-690-692-694-696-698-700-702-704-706-708-710-712-714-716-718-720-722-724-726-728-730-732-734-736-738-740-742-744-746-748-750-752-754-756-758-760-762-764-766-768-770-772-774-776-778-780-782-784-786-788-790-792-794-796-798-800-802-804-806-808-810-812-814-816-818-820-822-824-826-828-830-832-834-836-838-840-842-844-846-848-850-852-854-856-858-860-862-864-866-868-870-872-874-876-878-880-882-884-886-888-890-892-894-896-898-900-902-904-906-908-910-912-914-916-918-920-922-924-926-928-930-932-934-936-938-940-942-944-946-948-950-952-954-956-958-960-962-964-966-968-970-972-974-976-978-980-982-984-986-988-990-992-994-996-998-1000-1002-1004-1006-1008-1010-1012-1014-1016-1018-1020-1022-1024-1026-1028-1030-1032-1034-1036-1038-1040-1042-1044-1046-1048-1050-1052-1054-1056-1058-1060-1062-1064-1066-1068-1070-1072-1074-1076-1078-1080-1082-1084-1086-1088-1090-1092-1094-1096-1098-1100-1102-1104-1106-1108-1110-1112-1114-1116-1118-1120-1122-1124-1126-1128-1130-1132-1134-1136-1138-1140-1142-1144-1146-1148-1150-1152-1154-1156-1158-1160-1162-1164-1166-1168-1170-1172-1174-1176-1178-1180-1182-1184-1186-1188-1190-1192-1194-1196-1198-1200-1202-1204-1206-1208-1210-1212-1214-1216-1218-1220-1222-1224-1226-1228-1230-1232-1234-1236-1238-1240-1242-1244-1246-1248-1250-1252-1254-1256-1258-1260-1262-1264-1266-1268-1270-1272-1274-1276-1278-1280-1282-1284-1286-1288-1290-1292-1294-1296-1298-1300-1302-1304-1306-1308-1310-1312-1314-1316-1318-1320-1322-1324-1326-1328-1330-1