

The Toronto World

FOUNDED 1880.
A Morning Newspaper Published Every Day in the Year.
WORLD BUILDING, TORONTO.
Corner James and Richmond Streets.
TELEPHONE CALLS:
Main 336—Private Exchange Connecting All Departments.
\$3.00

will pay for The Daily World for one year, delivered in the City of Toronto, or by mail to any address in Canada, Great Britain or the United States.

will pay for The Sunday World for one year, by mail to any address in Canada or Great Britain. Delivered in Toronto or for sale by all newsdealers and newsboys at five cents per copy.
Postage extra to United States and all other foreign countries.

Subscribers are requested to advise us promptly of any irregularity or delay in delivery of The World.

WEDNESDAY MORNING, NOV. 1, 1911

"GETTING INTO THE BUSINESS."

The best thing in Sir James Whitney's new pronouncement is his declaration in favor of expropriation as applied to electric power companies, in order to secure cheap energy for all the people, especially for the people who live extra to Toronto. The principle does not stop at power companies, but it must be applied to all corporations holding public franchises: it is one good way of securing service and cheap service to the public.

But there is another way and Sir James is the exponent of it and that is "getting into the business." Sir James is "getting into the business" in regard to power and the consequence is the power companies have had to cut their prices to meet competition of the public power commission. "Getting into the business" is the great thing. Sir James is in the railway business and his railway has prevented competition and now runs thru a territory in which there is only the government road. But did it ever strike Sir James that if he got into the railway business with a state owned road in Lower Ontario how the railways would cut their prices and improve their service; and did he ever think what could be done by getting into the business as against the telephone companies and the telegraph companies for that matter?

The new doctrines in this progressive province of Ontario is the principle of expropriation and the principle of "getting into the business" by the people thru their government organization.

No man should be elected to the legislature not pledged to these things, whether he be Liberal or Conservative. These two principles mean more for the people of Canada than any two principles enunciated in this twentieth century; but you have got to think about them a long time before you grasp their enormous significance, and it took Sir James a long while to see what they meant; and he is rather shy yet of seeing how far they go; but he is on the way and while he is on the way we propose to help him along.

THE PROVINCIAL ROAD.

There can be no doubt that the sensational feature of Sir James Whitney's statement was the announcement that an agreement had been made with the Grand Trunk Railway for running rights on the T. & N. O. Ry. The World understands that the agreement with the Grand Trunk is for 25 years, renewable for 25 years and 50 years, a century in all. This means that the T. & N. O. Railway is established as a public utility road, and there can be no doubt that the high standard of excellence maintained on the roadbed, and the improvements carried out in the grading have had much to do with the Grand Trunk's decision. It is not too much to expect that other railways interested in the district will seek the same privilege for which the Grand Trunk has arranged, rather than use their charter rights to build new lines thru the territory, which they now possess.

The conclusion of the agreement may be taken as a signal success for the chairman of the T. & N. O. commission, Mr. Englehart, who has spent himself without reserve in the service of the public in the discharge of his official duties. A great deal of the work of the T. & N. O. Railway is unheralded, as for example the settlement of two or three hundred families along the line in the present year. The road, in fact, stands as a fine example of what public ownership is capable. It is not too much to hope that the powers that be will see the desirability of extending the principle thruout the province. And why should not the federal government co-operate with the provincial in the creation of a national railway, efficiently organized under such a commission as Mr. Englehart's with the T. & N. O., the Intercolonial and the National Transcontinental as a nucleus?

Not only will the people hail the progress of the T. & N. O. Railway with pleasure, but the whole railway world will be interested in the conditions of labor and management on the road. The trains that go over the line will all be under the T. & N. O. superintendence, and a standard will, no doubt, be set in wages and efficiency, which must have a far-reaching influence.

A RARE EXAMPLE.

We do not know what truth there is in the writ issued against Mr. A. G. MacKay, late leader of the opposition in the Ontario Legislature, but we are of opinion that he did right in resign-

CANADA PERMANENT
FOR MORE THAN
FIFTY-FIVE YEARS
THE SAFE
DEPOSITORY
FOR YOUR
SAVINGS
Toronto Street, Toronto.
MORTGAGE CORPORATION

ing leadership, until the charge be tried in court.
It has been the rule for politicians in scrapes to call on party friends to see them thru, instead of resigning and relieving their party from the necessity of condoning the charge.
The corporation lobbyists have a knack of helping statesmen in trouble to get "settled." When they do that man's vote is solid ever after—for the corporations.

A REACTIONARY STEP.

"Let well enough alone," was the adage in general use during the late election, and the more The World considers the proposed change in the administration of the hydro-electric power policy in the province the less attractive it becomes, and the more does it seem wise that Sir James Whitney should have applied the adage in this particular instance.

To abandon government by commission is a distinct step backwards. Sir James has gained much popularity from the fact that he placed the power policy and the government railway in charge of commissions. There will be a fear in many quarters that the abolition of the power commission is the first step in a general policy of reaction.

The power policy has been successfully carried out mainly because under commission control it was possible to set with entire freedom and with all the advantages that accrue from direct initiative and official responsibility. It is safe to say that had the work been done by a government department the cost would have been much greater and the results less satisfactory.

Is it wise, therefore, while the power installation is incomplete, and while there is a larger staff occupied than even in the early days of construction, and while the extension of the scheme is proceeding in every direction, to take a step that may do much to throw the present system out of gear, and which might ultimately under a change of government or a change of personalities in the government lead to all the deplorable conditions of political patronage?

Perhaps there is no more intended than the creation of a portfolio of power with the minister of power as chairman of the present commission reconstituted as an advisory board. It does not seem clear, however, why Sir James, who is usually so averse from mere change for change's sake, should destroy an instrument which has so admirably fulfilled its purpose.

The Globe yesterday says editorially "Remember Lot's wife."

Is it not about time that the watchdog of the treasury was stirring in civic politics again? Ex-Controller Foster has been an excellent guardian of the city's interests, and there are many who would like to see him active again.

TORONTO GAS SYSTEM.

In another column of this issue of The World will be found the sixty-third annual report of the Consumers' Gas Company of Toronto, and a report of the proceedings at the annual general meeting of shareholders. The result of last year's trading, as will be seen from the report, has been remarkably profitable, and the output of gas has risen from 2,621,247,000 cubic feet to 2,843,041,000 cubic feet. Large additions have also been made to the manufacturing, storage and distributing plants, and the continual growth in the number of customers has necessitated corresponding alterations and extensions of the office premises.

In his address the president referred in congratulatory terms to the unprecedented increase in the number of customers and in the extent of the street mains system. Nothing could better illustrate the rapid growth of the city, and its satisfactory management of the gas company has been so willing to respond to the needs of the larger city area. This has resulted in the larger income on which the report lays stress and in the reduction in the price, of which consumers have had the benefit since Jan. 1st of this year. Every effort has been made to improve appliances and raise the standard of efficiency, and the directors in their report show themselves fully alive to modern improvements.

Daughters of Scotland Ball.
The 11th annual ball of the Daughters of Scotland took place last night in the Temple Buildings. Many prominent Scotch folk were present and the function was a great success.

OMEGA
The inducement of low price in a watch never equals the advantages of perfect service in an "OMEGA." The quality of the "OMEGA" is greater than the price.
ELLIS FROS, Ltd.
116 Yonge St.
Toronto
Diamond Importers

THE MOTOR CAR AND STREET ACCIDENTS.

We are having more and more accidents on the streets in connection with motor cars. The number of cars is increasing and apparently also the number of horse vehicles is increasing. The tendency therefore must be for accidents to continue to increase unless something be done to improve the situation. The question, therefore, is, what can be done?

But, first of all, we wish to discuss the contributory negligence of the ordinary pedestrian in regard to motor accidents. In 70 per cent. of the cases the person injured is largely to blame. Men, women and children are reckless in crossing streets. Thousands of people every day leave the sidewalk and step on to the smooth footing of the roadway and start across the street without looking in either direction. The smooth roadway today is a temptation and the public regard it as a continuation of the sidewalk.

Another thing is that the motor is noiseless. On the old rough roads every vehicle made a noise and the public crossing streets were consequently warned. And, moreover, when anybody stepped off the sidewalk into a rough or wet gutter, as was the case then, they had to look where they were going and in that way they were more at attention in regard to danger. Now, people walk recklessly off the sidewalk; they don't look either up or down the street and the noiseless motor on the noiseless roadway is upon them in a moment, even if the motor is only running at a moderate speed.

We have seen scores and scores of people intent on catching a street car think of nothing else. They suddenly jump off the sidewalk into the road and keep their eyes on the thing in view—the street car which they wish to catch and which may be already in motion. Intent on this one thing, they see nothing else and as a consequence are knocked down by a motor. We do not say that a motor or its driver is absolved from liability on this account. The motorist, like every other driver, is supposed to protect the ordinary citizen in crossing the road and therefore is held responsible. Nevertheless, we do say that the great bulk of the street accidents are caused by this widespread carelessness of the public in regard to the roadway set apart for vehicles. Exactly what will be done to decrease this danger we do not know, but certainly something must be done to make the public more careful. One thing we see is to compel all motorists to have some kind of buzzer on them that will force people to regard the noise when they hear it.

But are there no other things that can be done? We have a very clear idea, after a lot of experience on the streets both as to pedestrians and machines, that traffic congestion contributes a lot to motor accidents. Toronto has been cursed now for years with nearly every street being half the time under some kind of alleged repair. The street is torn up, piles of material are laid on the roadway, traffic is delayed, congestion occurs and motorists and other vehicles have a trick of making up for lost time by running faster. Traffic congests at points like the bridge we have at the Don and like the present one on Gerrard-street. The Gerrard-street bridge today is obstructed by an electric company digging a trench for wires. The bridge is narrow, and with the street cars and a slippery pavement like there was yesterday accidents are bound to occur. And so it is all over the city. The worst thing about civic management in regard to roads is that the worst possible roadway is at the worst possible point. Take the head of Broadview, where there is a Y and a great deal of traffic. The street railway tracks and the material filled in between them as a roadway are in bad shape. As a consequence, everybody has to wait there and traffic congests. Instead of widening the street and filling in the intersection with wooden blocks or block asphalt, a little macadam is put down; holes are allowed to remain, water collects, the street tracks are there and everybody is annoyed, and traffic delayed; and there are thousands of these spots in Toronto today.

One of the worst has just now been obliterated and that was the low level bridge over the Don at Queen-street. There never has been a day in twenty years when there was a good clear pavement on Queen-street east of the Don. Bay-street, in the centre of the city, has been torn up a thousand times since we first knew that street. All the downtown streets today are congested because of street railway tracks being put down and other improvements, so-called, being under way.

Is there then no cure for these things, and the congestion of traffic that follows? Yes. All these street improvements should be under the complete control of the city engineer. In the next place the work should be done in three shifts. Instead of one eight hour shift a day, there should be three shifts covering the entire twenty-four hours. The two other shifts could work by the aid of electric light. It costs more money, but it pays the public to have the work quickly done. In the next place no bad-spot should be allowed in any prominent street where traffic has

O'Keefe's
"Gold Label" ALE
The New O'K Brew.
A treat in hops and malt. Rich and old and creamy.
Remember to ask for O'Keefe's "Gold Label" Ale—O'Keefe's new brew.

a tendency to congest. Wipe out the bad spots first of all and get the best possible pavement put down.

Another thing that causes any amount of trouble is the loss in streets. These legs should all be gradually eliminated. Look at the mess there always is at Carlton and College-streets on Yonge-street. It is possible to straighten out this job, to substitute some kind of diagonal crossing if it were properly handled.

And as for building material that is carelessly piled on the streets; hundreds of accidents happen as the result of the congestion that this causes. Why should anyone be allowed to pile material on the street when he can pile it somewhere else, or why was the street ever invented as an aid to a man to build a house? Let him store his material some place else and draw to his building as it is needed. No advertising wagon should be allowed on the street. It tends to congest traffic and causes accidents. The sandwich men and the buses in the busy streets are nuisances and ought to be abolished. And, lastly the cause of many accidents in the city is careless drivers of horse vehicles. The motorists of Toronto and the men who drive the delivery wagons are a most careless lot; half the time they haven't got their horses in hand, they are smoking or stopped for gossip, and they have a knack of simply cursing anyone who comes in their way.

The police should have more jurisdiction in this matter and there should be better rules for the regulation of traffic. The police commissioners ought to make the most stringent rules and no city council should be allowed to interfere with these rules; and in other directions traffic should be better regulated, congestion avoided, and less accidents happen on the streets.

Our belief, therefore, is that unnecessary congestion of traffic must be prevented by improved street conditions and improved regulations of traffic and the public must learn more and more to take care of themselves on the street, and not to cross the roadway without first looking up and down the street and then being alert all the time they are off the sidewalk.

Make the motor man responsible for himself and his machine, but also make other people pay some attention too. We have this to say for the motorman. Outside of the reckless few, the motor man is always on the alert; he has his machine in hand; he can put it exactly where he wants to put it, as it is absolutely reliable, whereas a horse is unreliable and a careless person crossing the street still more unreliable. And the great thing about a motor is that it should be allowed to set away. It can clear out quicker than anybody in letting the motor set away, not in holding it up. Some day we will have better regulations in regard to these things and greater care exercised, and therefore, more lives and limbs protected. But when somebody says that the motor man should be prosecuted, somebody else says that traffic must be regulated and that the people must exercise more care than they do at present in handling themselves on a noiseless street, with noiseless vehicles coming their way.

THE CASSIDY MOTOR ACCIDENT.


Editor World: In your issue of Monday morning I read the account of the several unfortunate motor accidents that occurred on Sunday. Of one of them I was an eye-witness—that in which Mr. Diver's car hit little Miss Cassidy.

In my opinion the account you publish is distinctly unfair to Mr. Diver. I was on the north side of Bloor-st., at the corner of Park-park, and to the best of my recollection Mr. Diver's car was running parallel with the street car—both going east. It was very blustery and clouds of dust were flying in the air. The little girl, with her head down, made a dash across the street in front of the trolley. She cleared it and naturally was brought directly in front of the motor, when it could not have been more than a couple of feet from her. You will realize that it would have been utterly impossible to stop it in this distance, and I consider that great presence of mind and ability to handle a car were shown; otherwise a much more serious accident must have resulted.

The report that a spurt was made by the motor car is, I believe, quite untrue. I do not know Mr. Diver, but felt that having seen the whole occurrence, I should draw the matter to your attention.

DR. A. W. CHASE'S 25c CATARRH POWDER
Is catarrh the diseased part by the Improved Blower. Heals the inflamed mucous membrane, cleans the air passages, stops the drip in the throat and permanent cures Catarrh and Hay Fever. 25c a box; 50c a box. Accept no substitutes. All dealers or send direct to Dr. A. W. Chase, Ltd., Toronto.

CURZON BROS.
The World Renowned Measure Tailors
HAVE OPENED Permanent Location
AT
212 Kent Building TORONTO
Here full range of their wonderful all-British materials may be seen, and orders booked and measurements taken.



Suits and overcoats to measure, delivered in Canada, free of all charges, from \$8.60
Valued by thousands of our customers at \$20.00. Tailored by skilful craftsmen in either London or New York fashion.
Absolute satisfaction or money returned. Call or write.

CURZON BROS.
The World's Measure Tailors
212 Kent Building, Toronto
London, Paris, Brussels and Throughout Canada South Africa and Australia.

LAND FOR TECHNICAL SCHOOL.

At a meeting of the advisory industrial committee of the board of education yesterday afternoon, offers for the purchase of 15 properties, amounting to \$23,400, comprising about 80 per cent. of the proposed technical school site, were accepted as follows: Borden-street, W. G. Taylor, \$2200; Hugh Elkie, \$3500; Lippincott-street, Alexander Clark, \$2850; John Cameron, \$3300; Harbord-street, Sarah J. McKee, \$3800; Jane Stewart, \$2050; Goldwin Latam, \$3500; Joseph Wilson, \$3700; Sarah Kinzie, \$2400; Herriock-street, H. M. Slivits, \$4800; Lennox-street, Robt. Wedlock, \$2000; Emma Crandall, \$1800; Mrs. Elizabeth Clark, \$1800.

Customs Receipts Increase.
The customs revenue in Toronto for October is \$1,554,851, an increase over October, 1910, of \$202,974. This figure constitutes a new record for the month of October, and it is the largest gain recorded over the same month in the previous year since the March figures of 1910, October, being between the 1910 and 1911 figures of the revenue for the year ending Oct. 31 is \$1,527,712. Ten years ago the figure was \$5,000,000, and hence in ten years the revenue from the custom house has almost tripled.

Laymen's Missionary Movement.
The Toronto committee of the Men's Laymen Missionary Movement met yesterday at McConkey's, when ar-

GLENERNAN
SCOTCH WHISKY
A blend of pure Highland M. sits, bottled in Scotland exclusively for
Michie & Co., Ltd.
TORONTO.

Arrangements were completed for the Toronto delegates' trip to the Hamilton convention. N. F. Davidson, chairman of the Toronto committee, presided. Rev. A. J. Brice, secretary of the Hamilton convention, was present. The committee expects to send at least two hundred delegates to Hamilton.

TIED WOMEN
Many a woman is complaining of female troubles, rheumatism and other pains and aches, when her feet are entirely to blame. Throw away your headache, neuralgia, quit the thought of your shoes. The relief will be instant and startling. Even suppose you honestly believe you are sick, get a pair of Scholl's "Foot-Easors" and wear them for ten days. If you then feel that you have not solved the puzzle of aching limbs and back, tired body and general weariness, take the "Foot-Easors" back, and the price will be cheerfully refunded. Sold by all druggists and shoe dealers and made by The Scholl Mfg. Co., Ltd., 472 King Street, W., Toronto.

PRINTING
Let us quote you a price for the presswork on your large forms.
THE WORLD OFFICE
40 RICHMOND STREET WEST

Smart dressers do not buy expensive gaudy clothes. They keep clothes in perfect order by 24 sending to
FOUNTAIN "MY VALET"

Saved From Death.
NIAGARA FALLS, Ont., Oct. 31.—(Special).—Charles Mortimer, St. Catharines, was saved from a horrible death over the river early this morning, when Patrolman White found him asleep on the N. Y. Central bridge across the hydraulic canal. The officer had no sooner pulled the sleeper from the tracks than a passenger train sped by.