

The Toronto World

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A Morning Newspaper Published
Every Day in the Year.
WORLD BUILDING, TORONTO.
40 WEST RICHMOND STREET.

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THURSDAY MORNING, OCT. 24, 1912

OPERATE THE CIVIC LINES.

The Globe very properly warns
Medicine Hat against the folly of
yielding its street railway franchise to a
private company, and offers the hor-
rible example of Toronto as a deter-
rent. The Globe also points out care-
fully that when an agreement is made
with a company by a municipality, the
company lawyers introduce a "joker,"
which enables the company to break
as many of the ten commandments as
it pleases without leaving itself legal-
ly liable.

In spite of this well-advised warn-
ing, The Globe elsewhere seems to
think that Toronto should still further
daily with the corporation whose hor-
rible example it holds up to Medicine
Hat. The Globe is willing to confer
with Mr. Fleming and to agree with
him about running the civic car lines,
and to make an arrangement, and prob-
ably draw up documents, for no com-
pany can agree to arrange without
legal documents. By and by these
legal documents will go before the
privy council, and then it will be the
turn of Medicine Hat to hold up To-
ronto as the horrible example once
more of a city that could never learn
sense.

The burnt child dreads the fire, it
is said, but the city council will be
worse than a set of children if they
consent to make any further agree-
ments with the Street Railway Com-
pany.

The lofty condescension of Manager
Fleming's statement yesterday that he
would run cars on the civic lines, and
let the city know by and by on what
terms, ought to be sufficient for the
council. The city can run its own cars
as The Telegram agreed last night, and
we trust Mayor Hocken will carry out
what we believe to be the wish of the
citizens in this respect.

There are still nine years of the
street railway contract to run. In that
nine years the city can build up as big
a street railway system outside the
old city boundaries as the company
now operates inside. The company,
no doubt, would be glad to run the
civic lines and weaken the initiative of
the city in extending its lines out-
ward. But the city must beware of
giving way in any particular to the
sly rapacity of the corporation,
which aims at the extension of the
franchise for another 20-year period.

The only practical barrier the city
will possess nine years from now
against the street railway company's
encroachment will be the civic rail-
way system, independent, self-sustain-
ing, netting the whole area of outer
Toronto; and the present civic lines
are the nucleus of that future compre-
hensive and efficient system.

Commissioner Harris must keep his
eye on the mark nine years ahead, as
well as his foot on the brake today,
and we believe Mayor Hocken will be
able to carry out a satisfactory meth-
od of operation. Until the experts
engaged upon it have rendered their
report, it is unwise to anticipate their
suggestions, but least of all should the
city council anticipate that report by
any hasty or ill-considered action in
falling in with the plans that the
street railway company no doubt has
prepared.

BRANTFORD'S OPPORTUNITY.

Apart from the plea that the issue
in Brantford is a purely local one, in
which other municipalities have no
concern, and this, of course, is to de-
ny the whole principle of provincial
co-operation among the municipalities,
the only contention worth notice
brought forward by the anti-hydro-
electric party is the assertion that the
Hydro-Electric Commission is selling
power at a ruinous price, which will
involve enormous deficits, and that no
adequate provision is being made for
the future. In necessary charges for
sinking fund, maintenance, repairs, re-
placement, etc.

The one practical, undeniable answer
to all this is that the electric corpora-
tions with heavy capitalization charges
and dividends and salaries to man-
agers are able to pay dividends and show a
profit on rates which they claim are
not so cheap as they could make them
if they are compelled by hydro com-
petition. The corporations have no
wish to reduce rates. Even in Brant-
ford, where the Western Counties Com-
pany made a contract to give rates 10
per cent. below hydro rates elsewhere,
the company demurs, and requires legal
process before it is willing, or at
least before it will consent, to reduce
its rates. And its present rates were
only extorted by the former threat of
hydro competition.

But in spite of this main fact, that

the Hydro-Electric Commission with
its more economical outlay can sell
cheaper than the companies, the anti-
hydro pleaders declare that the com-
mission is not making allowances for
operating expenses and other charges.

One set of figures gives the cost of
horsepower to the user at \$5.97, a rate
which is made up of the cost at Ni-
agara, \$3.40 per h.p. on 24,000 h.p.; in-
terest and sinking fund on \$4,000,000,
the capital expenditure, \$9.68 per h.p.;
interest and sinking fund on municipal
expenditures of \$7,348,000, at \$21.12 per
h.p.; operating costs and maintenance
on Niagara system at \$7.91 per h.p.;
municipal administration and losses
in transforming at \$6.88 per h.p. This
sets the cost of power to the municipa-
lity at \$28.97 and cost of distribution
at \$28, and this figure to the
man who knows nothing about electri-
cal transmission looks like blue ruin.
But the facts do not call for apprehen-
sion. We can only hope that the anti-
hydro people are acting in good faith
and will take pains to verify their
"facts."

And the real facts are that while the
white coal bought at Niagara may only
be of 24,000 horsepower, the power sold
by the municipalities actually runs up
as high as 72,000 horsepower. This
may sound incredible, but electrical
experts are aware of it, the corpora-
tions have been taking advantage of it
for years, and their bitter opposition
to the hydro-electric system is on ac-
count of their knowledge of this huge
secret source of profit, which under
hydro competition is no longer avail-
able to bleed the public.

Instead of spreading the cost of
operation, interest and sinking funds,
that The Globe is willing to confer
with Mr. Fleming and to agree with
him about running the civic car lines,
and to make an arrangement, and prob-
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But in spite of this main fact, that

EMPIRE

NAVY PLUG CHEWING TOBACCO



The Captain.

What the Captain Says:
"When a man is in
charge of a ship he has
to keep calm under all conditions.
Empire Navy Plug Chewing Tobacco
is a great help."

FOUR RAILWAYS WILL MAKE OSHAWA A CITY

A Dozen Different Forms of Aimful Confusion Show the
Town's Development Toward a Big Factory Centre—
Industries Expanding Beyond the Town's Housing
Capacity.

OSHAWA, Oct. 23.—(Special).—Next
year—the City of Oshawa.
That's the ambition of this hurrying
town on the lake shore east. This fall's
census is 8000; the little settlements
clinging to the boundaries run a thou-
sand more. New families are coming
in daily. What with the railway de-
velopment and the factory extensions
all things are shaping up so that the
city fathers will be able to paint "City
of Oshawa" on the sides of the civic
motors, if they acquire any, next year.
Oshawa's hopes don't stop at be-
coming a city. This place wants to be
known as the biggest and liveliest
manufacturing centre between Mon-
real and Toronto. Oshawa won't mind
being called an industrial city; it's
proud now to be known as a factory
town, especially as it is getting such
cheap electrical power that the fac-
tories are dropping their coal plants in
favor of electricity and no smoke, and
the power company has had to double
its abilities. Moreover, the company
will be completely independent of the
Seymour people, who get their power
from Trenton—acres building in
Oshawa an auxiliary plant from which
power will be generated thru oil to
supply the whole system should ac-
cident befall the regular supply.

Four Railways Next Year.
By next fall Oshawa will be served
by three steam roads and a radial.
Few places in Ontario, and none of
Oshawa's size, will have such mag-
nificent freight facilities and such low
competitive rates. And the power
of the big centre of Toronto from whence
will come a great demand for factory
products.

There is nothing now in the way of
Oshawa's expanding without limit save
the high rents. Local builders have
done their best to cope with the hous-
ing situation. They have built over
200 homes so far this year they
have made hardly an appreciable im-
pression upon the demand, and instead
of rents remaining at least stationary,
they are soaring. As in the spring, 500
more houses are needed and could be
filled handsily. Land is low, priced
building materials are easily procurable
with the exception of brick, and a spur
line to be completed within a month
to a big brick plant on the edge of the
town will quickly put plenty of that
material in the hands of the builders.

Construction on All Sides.
On every side, on every street, but
particularly in the southeast section,
plain evidence of progress confronts
one. In roadway construction, railway
gradings, factory extensions, house
building and a half dozen other forms
of aimful confusion civic betterment is
exhibited.

The Oshawa Street railway is ex-
tending an industrial spur a mile and
one half along 15th to the north. To
Fine New Pavements.
Oshawa is spending \$75,000 on new
roadways and has to show for it the
two main streets splendidly paved with
"virified" blocks of asphalt and concrete.
Cement sidewalks are everywhere. The
town has entered upon a contract with
the city light company for 50 street
lights that will make the place as
lively by night as it looks by day.
Those surest of signs of commercial
prosperity, new store fronts, are show-
ing up everywhere, and among others
concerns the Woolworth Company, is
going to have a store shortly.

And just to show the progress in
figures: 1911's total taxable assess-
ment was \$2,482,716, and the assess-
ment made this fall total \$2,841,790—
an increase of 20 per cent. in a year.
Probably it is because Oshawa's sta-
ble wealth class is holding on too tight-
ly to its property to permit the as-
sessment retifiers to raise a line of
right valuations.

G.T.R. WILL NOT MAKE A RADIAL

President Chamberlain Says
His Company Will Not
Acquire Line Running
East From Toronto.

That the Grand Trunk Railway is
not, for the present at least, to go in
for the acquisition of electric lines in
Ontario, was the statement made to
The World by President E. J. Cham-
berlain arrived from the west in
his private car last night, and after a
stopover of about an hour, proceeded
on his way to Montreal.

The president's denial that the G.T.
R. intended embarking on a radial sys-
tem was in connection with a rumor
that this road was contemplating run-
ning a radial line parallel with the
steam road from the towns lying east
of Toronto, and thus competing with
the C.P.R. and C.N.R. in this regard.

Western Progress.
President Chamberlain is just back
from a three weeks' tour of the in-
terior of the line in the west, and
states that the progress being made
with the G. T. P. is most satisfactory,
the good weather now being experi-
enced in the west enabling construction
work to continue on a much more ex-
tensive scale than would otherwise
have been the case.

He had nothing further to add to
what he has already stated regarding
the G. T. R.'s attitude on the proposed
Union Station for Toronto. There had
been no new developments in connec-
tion with the matter, but on his re-
turn to Montreal he would again give
the question his attention.

WINTER ECZEMA CURED BY ZAM-BUK.

Mrs. P. W. Drummond of Thorold
writes: "Every fall, as soon as cold
weather set in, my little daughter's
face and hands would become
covered with rough watery patches,
which before long turned into scabby
sores. These would itch and smart
terribly, and would remain on her face
and hands until spring. This happened
for three years, and we could get no-
thing which did her any good, until a
short time ago I started using Zam-
Buk, and now, after using half a box
of same, the sores have entirely dis-
appeared, leaving her skin as smooth
and clear as it could possibly be."

Zam-Buk is also a sure cure for
ulcers, abscesses, ringworm, blood po-
ison, scalp sores, chapped hands, cold sores,
and all skin diseases and injuries. See
a box, all stores.

ICE NO BARRIER AT PORT NELSON

LE PAS, Man., Oct. 23.—(Can. Press).
At a complimentary banquet ten-
dered at the Hotel Victoria, Port Nelson,
on the occasion of his departure for
Vancouver, J. P. Gordon, assistant
chief of the Hudson Bay
Railway, made the statement that so
far as ice is concerned, there would
be no trouble operating a grain route
via Port Nelson. The ministerial party
found no ice in the Hudson Straits,
nor on the coasts of Labrador.

G. H. Halcrow, a retired factor of the
Hudson Bay Company, and a resident
for forty years in the district, ridi-
culed the statement made by eastern
press that navigation by the Hud-
son Bay route would be impossible for
the greater part of the year. From
personal observation he believes that
the route could be kept open eight
months in the year.

MAY ACQUIRE GAS PLANT

Galt Citizens Complain of Service
Given by Company.
GALT, Oct. 23.—(Special).—The nat-
ural gas situation in Galt has been
perplexing and aggravating for several
years. The supply in the cold season
is wholly inadequate, and the poor
service is a hardship and loss to many
consumers. The Dominion Natural Gas
Co. is apparently not making pro-
gress in increasing the flow and ex-
tending mains. Matters have now
reached a point when public feeling
against the company is at its height,
and the local press points out the in-
evitable outcome of the agitation to secure
ample and proper gas supply.

The Gas Co. must either meet the
public requirements or go out of busi-
ness as what consumers are saying.



Eddy's Matches

Here Since 1851—
The Very Best Full Count
Guaranteed in Every
Particular.

Always Everywhere in Canada. Ask for Eddy's

GLENERNAN

SCOTCH WHISKY

A blend of pure Highland
Malts, bottled in Scotland
exclusively for
Michie & Co., Ltd.
TORONTO

At Osgoode Hall
ANNOUNCEMENTS.
Oct. 23, 1912.
Motions set down for the court
for Thursday, 24th inst. at 11 a.m.:
1. Re Allen Estate.
2. Stoddard v. Owen Sound.
3. Re Seaton Estate.
4. Bank of Toronto v. House Cold
Storage Co.

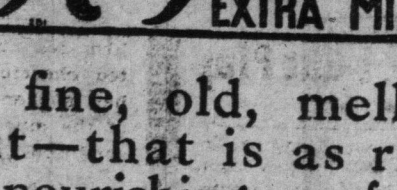
Divisional Court Sittings.
Sittings of divisional court for this
week closed. Counsel are notified that
the following cases, which for vari-
ous reasons are not ready for hear-
ing, will be called on Tuesday, the
25th inst., and unless satisfactory ex-
planation is given, they will be struck
off the list: (1) Berol v. Griffin, (2)
Diabli v. Toronto Railway Co., (3)
Thompson v. McPherson, (4) O'Connor
v. Buck, (5) Stamps v. City of To-
ronto, (6) Guise-Bagley v. Vigars,
(7) Cowan v. Conklin, (8) Jaynes
v. Hatfield.

Master's Chambers.
Before J. St. Cartwright, K.C. Master.
Stewart v. Henderson, J. G. Smith
for plaintiff; S. C. Wood for defend-
ant. Motion by plaintiff for an or-
der for further examination for dis-
covery of the defendant and to have
him answer certain questions which
he refused to answer on the advice of
counsel. Judgment: The questions as
to whether the secret process for-
mula was deposited with the Bank
of Commerce would at first be suf-
ficiently answered if put in the shape
in which Mr. Wood was willing to
have same answered. Then, if the an-
swer is in the negative, questions 3,
4 and 5, might properly follow, so
as to clear up what on the face of the
depositions is now obscure. The court
declined, whatever it was, made with
William Mackenzie, should certainly
be produced. (It was admitted that
such a document is in existence.) For
this purpose the defendant must at-
tend again at his own expense, if, on
the face of the contract with Sir Wil-
liam Mackenzie there is no mention
of any interest of Sir D. Mann, or of
the other business associates of Sir
W. M., and out of the case.

Single Court.
Before Middleton, J.
Cartwright v. Wharton, J. H. Moss,
K.C. for plaintiff; C. A. Thompson
for defendant. An appeal by defend-
ant from the report of the master in or-
der containing an injunction. On the
undertaking of defendant motion was
drawn.

Divisional Court.
Before The Hon. Mr. Justice Latchford, J.
Middleton, J.
The Keenan Woodward Manufacturing
Co. v. Foster—W. M. Douglas, K.C.
for plaintiff; W. S. M. K. Mining Co.,
K.C. for plaintiff. An appeal by de-
fendant from the judgment of Sutherland,
J., of the County of Grey, of July
28, 1912. Plaintiff brought action to
recover \$500 for money advanced to
defendant or \$500 damages for failure
of defendant to carry out his contract
with them. Defendant counter claim-
ed for \$65 for wood piled on shore and
not taken by plaintiff. At trial judg-
ment was awarded plaintiff for \$500
and costs and defendant's counter claim
was dismissed with costs. Ap-
pel argued and judgment reserved.

Colony Investment Co. v. English
H. King for plaintiff. Motion by
plaintiff for an order appointing a
new day for redemption. Order made.
Cowan v. Conklin, J. P. O'Connell
(Stouffville) for plaintiff. Defendant
in person. Motion by plaintiff for an
order for possession of land under or-
der of June 24, 1912. At defendant's
request, who states that his solicitor
is unable to be present, motion en-
closed.



All Real Men Drink

Keep's SPECIAL

EXTRA MILD STOUT

IT'S a fine, old, mellow
stout—that is as rich
and nourishing, as fresh
cream—yet won't make you
bilious because it's extra mild.

ORDER A CASE FROM YOUR DEALER.

JOHN G. New Suits

Fresh at-
tention styles
Suits, all
styles, espe-
cially
Full range
suits—\$12.50
\$20.00, \$22
Special "100"
and the 3-
serves, cham-
brails, tweed
each.

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An excel-
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fitted mod-
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suits, all
styles, espe-
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\$20.00, \$22
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Revers Coating

Big Spr-
Reversible
Coatings.
Children's
traveling
suits. Full
line of
wear.

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For eve-
ning wear,
in pattern
various
styles.

Ladies Skirts

In blue,
gray and
of material
ing clear-
\$2.50, \$3.00.

Taffets Snaps

We are
all good
Suits. Under
with hand-
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WORLD

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VOTES

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CALL

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