

The Toronto World

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MONDAY MORNING, APRIL 13

PUBLIC LIBRARY EXPANSION.

Whatever may be said of other branches of municipal service, there is no doubt whatever of the advancing success and prosperity of the public library. The main reference library and its thirteen branches constitute one of the most vital and active of the city's functions, and the recent report shows 130,000 volumes on the shelves of the circulating libraries and 50,000 volumes in the reference library. In 1902 there were 41,400 volumes in the circulating and 30,600 in the reference department. The retiring chairman, Mr. Thomas W. Self, who has served with credit and ability, bears witness to the phenomenal growth during the past year in all departments, including the opening of the Dovercourt branch and preparations for others.

He relates the facts in connection with the attempt, a secret attempt, to change the membership of the public library boards, and the result of the vigorous campaign against the bill providing for the removal of the control of the libraries from the people to that of the educational authorities. The section awaits proclamation of the lieutenant-governor in council before it can become operative. But Mr. Self thinks "some action will have to be taken to remove the bill from its present dangerous state of suspended animation."

From the report of Chief Librarian Locke, it is evident that more space is required at the big building on St. George and College streets. "The laws of business efficiency," he declares, "are being transgressed every day in our inability to handle the books in an economical and expeditious manner."

Also at Church street and Adelaide it is said that the purchase of books must be curtailed for want of room in which to house them. If it were not for the fact that new books go first to Church street, it is stated, the circulation would be lower than at any of the larger branches. The books shelved in this now neglected branch would be better off in other more easily accessible branches. Mr. Locke therefore insists on the necessity for accommodation for the administration departments, and of having a central circulating library. The limit of extension has been attained without the supply of these needs.

As the object of the library is not merely to acquire and house books, but to get them read, the methods adopted by Mr. Locke to this end are of high interest. Book bulletins are regularly issued, listing the additions of the month, and special attention is called to such volumes as bear on current topics of interest. Seventeen volumes are mentioned in the March bulletin out of the 300 odd volumes on the new list. A few of them are: "The Reign of Sir Edward Carson," "The Government of England," "The Governance of England," "Nature and First Principles of Taxation." The ever-increasing circulation of books is sufficient testimony to the wisdom with which they are chosen.

CITY TRANSPORTATION.

In a recent issue of The Municipal Journal of London, England, a summary appears of a volume issued during the last week of March by the tramways (street railway) department of the City of Manchester. The book is the result of an investigation made by Mr. J. M. McElroy, general manager of the Manchester city railways, assisted by Mr. Mattinson, permanent way engineer, on the instructions of the committee in charge of the undertaking, and deals with the matter of street congestion within the centre of the city. The enquiry originally made by a sub-committee was later extended to other cities in the United Kingdom and abroad, and in accordance with their instructions Mr. McElroy and his colleague visited New York, Philadelphia, Boston, Chicago, Pittsburgh, Newark, Montreal, Toronto, Paris, Berlin, Vienna, Hamburg, London and Glasgow. Part 1 of the book records the general observations of the reporters on the passenger transportation problem in large cities and the information obtained in the cities visited.

Some of the more important lessons drawn from the wide investigation are thus stated:

1. That in all cities and towns there

is an immense potentiality in the riding habits of the people. Everywhere there is a continual growth in the number of journeys per head of population, and the provision of new or improved transit facilities accelerates the growth in a very marked degree.

2. That in planning city transit facilities a wide outlook is all important; any schemes carried out on narrow or confined lines ultimately result in serious losses to the community from every point of view.

3. It is essential that every city should have a permanent authority directing the initiation and carrying out of all schemes for new transit facilities in order that there may be continuity of policy and that future needs of the city and the surrounding districts over a wide area are properly looked after. It is also desirable that all the means of passenger transportation—both surface and rapid transit—should be centralized under one management. If the management is not that of the city itself then it should be subject to control and regulation by a permanent authority appointed by the city.

4. That in planning underground lines for rapid transit, the aim should be to supplement the surface transit facilities; that the rapid transit lines should be laid so as to follow as closely as possible the direction of the flow of the greatest volumes of traffic; and the surface lines should be adapted so as to act as feeders to the rapid transit lines at all convenient points.

5. That on account of the large initial cost the construction of underground rapid transit lines cannot be justified unless there is a very large volume of traffic to be dealt with; that speaking generally underground subways for tram cars are an unjustifiable expense, owing to the comparatively small number of passengers it is possible to pass thru them by single or double deck cars. Underground lines, if they are to be placed on a paying basis, must be worked by high-speed trains operated at a very close headway. This demands a great density of traffic.

6. The motor buses have proved themselves to be an exceedingly valuable means of surface transit—especially under conditions such as exist in London and Paris; but the question of their general adaptability for conditions which exist in other cities and the part they will play in the future, either in supplementing or supplementing the existing tramway facilities, calls for a careful analysis of their advantages and disadvantages from the local point of view.

In applying the lessons of the investigation to the local situation in Manchester Mr. McElroy has no doubt that the time is fast drawing near when the city will have to be provided with rapid transit facilities. But he again emphasizes that the rapid transit system must be so laid out that it can be "doctored" into the street railway system and the two worked as a combined system. Hence the necessity of the scheme being prepared by the city itself.

IRREGULAR BELT LINE SERVICE.

It was in December, 1912, that we last called attention to the irregular nature of the Belt Line service going south on Sherbourne street about seven in the evening. The company protested at the time that there was a three-minute headway, and specific complaints were either denied or explained away. We have as many complaints registered as ever, and there appears to be no change in the conditions. Why should five cars go south in regular order at Sherbourne and Queen streets before one comes north, as happened one evening last week, and as constantly happens? It is a regular thing to have such a hiatus at this point sometime between 6.30 and 7.30. All the cars would appear to have "run in" at a certain stage, but this explanation is repudiated by the company. Passengers who meet with this gap in the service two or three times a week would like to know if it could not be regulated for a certain hour, or avoided altogether.

EXTRAVAGANT MILLINERY.

Controller Church, not admiring extravagant millinery, is the subject of an evening paper cartoon on the evening of the day that the investigation

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Those who can least afford to lose their money frequently are those who have had the least opportunity for acquiring the knowledge necessary to enable them to invest it safely. Their first consideration should be the safety of their investment. Trustees and Executors are hedged about by legal limitations in the investment of trust funds. They are, however, expressly authorized by law to invest these moneys in the Bonds of the Canada Permanent Mortgage Corporation. These Bonds are, therefore, a most satisfactory security for those who should invest only where their money will be absolutely safe.

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THE TITLE AND TRUST COMPANY TORONTO.

of a \$12,000,000 indebtedness run up by the administration of which he was a leading feature was announced. The most extravagant millinery Toronto wears is the controller and his disciples of false economy. They could not raise the money to pay their \$12,000,000 bill.

COLOMBIA AND CANAL TOLLS.

Supporters and opponents of President Wilson's Panama Canal toll policy alike profess to find material aid in their respective points of view in the proposed treaty between the United States and Colombia. Its professed object is to redress the wrong done Colombia in 1903, when President Roosevelt promptly recognized the Panama revolutionaries, prohibited Colombia from employing force to quell the insurrection, and thereupon made the deal with the new republic, by which, in his own words, he "took the canal zone and let congress debate the question afterwards." His critics were not slow in affirming that the United States administration of the day was privy to the little rebellion—that it had, in fact, been engineered by agents acting with its express or, at least, tacit approval. This has been denied, but wherever the truth rests the transaction left Colombia with a real grievance, and deepened the distrust with which the Central and South American republics regard the policy and motives of the United States.

The understanding now reached with Colombia is understood to contemplate a payment of \$25,000,000, as compensation for the loss of the rich province of Panama. But it also provides that the free use of the canal is granted to war and service vessels of the Colombian Government. It further appears, from Secretary Bryan's announcement, that in 1909 the United States Government asked for and received the consent of the British Government to a similar clause in a treaty then pending with Colombia, and it is now assumed that this consent remains good for the latest arrangement. If the United States in 1909 deemed it necessary to obtain Britain's assent to the exemption of Colombian Government ships from tolls, it certainly appears to have then conceded in effect that exemptions must in all circumstances be subject to the approval of the British Government. This seems to be a strong argument in favor of President Wilson's stand.

WOMAN'S CENTURY.

In the most recent issue of The Woman's Century there is evidence of a more united and sympathetic effort than has yet been apparent in the woman's movement in Canada. The fact that the periodical has been adopted as the official organ of the National Council of Women of Canada lends it an added weight of influence and importance, and the reorganization of the suffrage movement is another sign of vitality among supporters of the cause. Reports of the work of the Housewives' League is still another indication of the influence exerted by women in the social economy. Special articles on "The Shop Spirit" by Miss Edna Dingwall, and "The Humane Society" by Mrs. Grasett are included in the contents.

Guelph \$1.95 Return via Canadian Pacific Railway.

In connection with the Guelph Horse Show the Canadian Pacific Railway will issue return tickets, good leaving Toronto afternoon trains April 13, and all trains April 14 and 15. Tickets valid returning up till and including April 16. Full information from C. P. agents, city ticket office, southeast corner King and Yonge streets.

AND HE DID

BY GOLLY-I THINK I'LL TAKE A LITTLE TRIP TO CALIFORNIA!



AT OSGOODE HALL

ANNOUNCEMENTS.

April 11, 1914.
Judges' chambers will be held on Tuesday, 14th inst. at 11 a.m.

Peremptory list for appellate division for Tuesday, 14th inst. at 11 a.m.:
1. Watson v. Jackson (to be continued.)

2. Bolton v. Smith.
3. Scrimageour v. Scott.
4. Bilton v. McKenzie.
5. Maher v. Roberts.
6. McCall v. Perth Felt Co.

Master's Chambers.
Before George M. Lee, Registrar.

Rudd v. Smith.—G. Cooper, for defendant, moved for order extending time for appearance two weeks longer to allow affidavit of defendant to be procured from New Brunswick. Notice directed to be given to plaintiff.

McMillan v. C. P. Railway Co.—S. Denison, K.C., for defendants, moved for order postponing trial at London on 14th inst. E. C. Cattaneach, for plaintiff, stated that notice served after 4 p.m. Thursday, that he had not yet been able to get instructions from his principal and asked enlargement. Enlarged before the trial judge.

Stewart v. Downey.—J. G. Smith, for plaintiff, moved for order striking out defence of defendants for non-attendance on examination for discovery. Rutherford (Day & Co.) for defendant. On plaintiff filing affidavit showing that examination was for 10.30 a.m. and that defendant was not arrested until 2.30 p.m. order to go striking out defence and allowing plaintiff to note pleadings closed. Costs of motion to plaintiff.

Judges' Chambers.

Before Latchford, J.
Re Swastika Mining Co.—E. W. Wright, for F. P. Weaver Coal Co. petitioner, moved for winding-up order. McPherson (W. D. McPherson & Co.) for the company. Order made. Trusts and Guarantee Company appointed interim liquidator. Reference to master in ordinary.

Single Court.

Before Falconbridge, C. J.
Mitchell v. Sandwith, Wingard and Amhurstburg Railway Co.—F. McCarthy, for plaintiff, obtained injunction restraining defendants from proceeding with work complained of on Perry street and Victoria avenue. Windsor, until Wednesday, 15th inst.

Before Lennox, J.

Murdoch v. Kilgour.—W. E. Raney, K.C., and E. F. Raney for plaintiff. J. Haverson, K.C., and L. B. Spencer (Welland) for defendant. Motion by plaintiff for an injunction restraining the returning officer, Hugh A. Rose, from making a return to the secretary of state under the Canada Temperance Act of the result of the election, and for an order of prohibition to the county judge, Livingston, from making a certificate of the result. By consent, turned into motion for judgment. Judgment reserved.

Trial.

Before Britton, J.
Soady v. Soady.—W. K. Murphy for plaintiff. R. D. Moorhead for defendant. Action by plaintiff an insur-

EDDY'S FIBREWARE

TUBS AND PAILS HOLD THE HEAT OF THE WATER MUCH LONGER THAN THE WOODEN OR GALVANIZED IRON TUB—ARE CHEAPER THAN THE LATTER—AND WILL NOT RUST THE CLOTHES.

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PUBLICITY TO AID ENTIRE PROVINCE

Representatives of Cities of Alberta Agree Upon Co-Operative Plan.

ance agent, to recover from defendant, plaintiff's brother, a doctor of medicine, \$2384 for money paid by plaintiff for defendant, money loaned to defendant and for board, etc., of defendant. Defendant counter claimed for rent paid for plaintiff and for amount expended by defendant in support of plaintiff's family. Judgment: There is a bitter feeling on the part of each brother toward the other, and my conclusion is that the claim of the plaintiff has not in any part been proved. Action and counter claim each dismissed with costs. Twenty days' stay.

ST. CATHARINES PREPARES FOR VISIT OF ROYALTY

Various Municipalities in Niagara District Asked to Join in Celebration.

ST. CATHARINES, April 12.—The various municipalities of the Niagara district are being asked to join with St. Catharines in a joint civic and military reception to be tendered the Duke of Connaught and Princess Patricia here on May 11. The duke will spend considerable time in a visit to the scene of the construction operations on the Welland Ship Canal.

Women will find more news of interest to them in The World's magazine page every morning than in any other paper.

MEDICINE HAT, April 11.—At a meeting of industrial and publicity representatives of several Alberta cities held today an organization was formed to be known as the industrial publicity association of Alberta. The object of the association is to "standardize, modernize and vitalize industrial publicity as it affects this province," and by so doing advance all worthy honorable methods of promoting civic, commercial and industrial development of Alberta. The organization includes representative publicity men of Edmonton, Calgary, Lethbridge, Medicine Hat, and in future the publicity efforts of these centres will be along lines of co-operation leading towards the greatest benefit to the whole Province of Alberta. The association is now considering whether Alberta should engage in an exhibition at San Diego, running concurrently with the Panama Exhibition at San Francisco.

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