

The Toronto World

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TUESDAY MORNING, DEC. 21.

Objectors to the Bylaw

Several elements, not at all harmonious with each other, are striving to bring about the defeat of the hydro-radial bylaw. One of the least justifiable of these is the attempt of Mr. R. C. Harris, the commissioner of works. As an official of the city he is at least should be judicial in his attitude, but there can be no mistaking the tone of his address to the board of trade on Saturday. The confusion of the two plans, which should not have been brought on together, and which would not have been brought on together had the engineers engaged on the transportation problem brought in their report on schedule time, is likely to mislead many of the voters.

The plans have very little to do with each other and could be and should be studied apart. We are not sure that there is any vitality in the transportation report, but whether there be or not, this is not the time to judge it, and it is not before the citizens at the present moment. We are prepared to give it impartial consideration when the time comes, but just at present the way should be left clear for the radial bylaw. There is nothing in the radial bylaw which would interfere with the transportation plans should they finally meet with public approval. There are weak points which we did not wish to emphasize at present, but for Mr. Harris' attack on the bylaw.

The obviously weak point was the ending of the Teraulay street tube at Queen street in the report, while the plans accompanying the report indicated a further extension of the tube to Richmond east and west and down Church and York streets to the terminal on the Esplanade. This, it was explained by Mr. Harris, under questioning of Ald. Ramsden, was due to the disagreement of the engineers on the point of control, and, we believe, of expense. They agreed to leave this part out of the report. At any rate, it only comes up now as an appendix which may or may not have to be amended. Undoubtedly it gave rise to inflammation.

Mr. Harris, however, makes his main movement on the point in the bylaw which appeared, as we pointed out immediately on the publication of the bylaw, to give control of the city streets to the Hydro-Electric Commission. Sir Adam Beck at once explained that the section must be read as a whole, and that the clauses objected to were limited by other clauses confining the control asked for to the railway over which the proposed radial should pass. This route would pass over no city street in Toronto; but the loop line on Richmond, Church and York to the terminals would have been a route for radial cars, and the question arose here, also, and may have been additional grounds for the squabble among the engineers.

On both these points Sir Adam Beck has given the fullest and clearest assurances. The radial line will not run over city streets, but as the bylaw must be uniform, so that the other thirty odd municipalities voting upon it shall have the same terms as Toronto, the clauses remain, since they affect and are required by these other municipalities. To protect Toronto, Sir Adam Beck stated that in the enabling legislation there would be ample interpretation of the clauses. Where the radials run over the city tube lines they would have to do so on a mileage

If honest, fearless work in the matter of civic financing and expenditure of public money is appreciated by the tax payers of the City of Toronto, then the re-election of Tom Foster to the Board of Control on New Year's should be made certain.

or passenger basis to be settled with the city. Mr. Harris scarcely acts fairly by the bylaw in not making all this clear, but carries on the attack as the Sir Adam Beck had never spoken. Sir Adam must make this and other points clear to the board of trade today, and to the citizens generally in the next few days, and Mr. Harris owes it to his own reputation for fairness to put himself right with the public in his attitude to the bylaw. There should be no small-mindedness about men in public life, and merely because two different schemes are before the public which have no immediate connection, there is no reason why they should not be considered dispassionately.

Ex-Mayor Hocken has written a letter to The News, pointing out, as he had a perfect right to do, that his purchase scheme of two years ago was a cheaper and more comprehensive plan than anything now proposed. We can find nothing to disagree with in his letter, except the time of its publication. By a series of intrigues and the apathy of the public, the purchase scheme was delayed until the war made it impossible, and now it is not before the people. Another plan is, which makes a beginning on what Mr. Hocken's plan would have carried a long way to completion. But why confuse the minds of the public at present, and perhaps still further delay the settlement of the bylaw of this kind may lead to its defeat, and strengthen the chances of the renewal of the street railway franchise, which is the real objective of all the genuine opposition. Why should Mayor Hocken, and Mr. Harris and the board of trade join with Alderman McBride and The Telegram to defeat the Beck radial bylaw, and play the game of the corporations?

In such public life as we have in Toronto it is perhaps too early yet to expect any very whole-hearted devotion to the public interest. There is much greater concern in the city, and little community sense in the city, and too much faction and section feeling. But we do not despair of getting the citizens together on an issue which so closely affects their own welfare and so intimately concerns their pockets. The hydro radial bylaw means an immense saving to the city, not only in the immediate object concerned, but in many other ways, one of the most important of which will be the immense cheapening of electric power and light to the citizens generally.

The Merger Question

The Globe tried to make out yesterday that the question of the proposed merger of the Manufacturers' Life Insurance Company with the Sun Life Assurance Company is one that concerns the policy holders alone, that the say as to whether the merger should or should not take place rests, with them. Perhaps it does, and perhaps not. But the general public have a much greater concern; in that a principle of public policy is involved in this proposed merger or any other of a similar character—whether of banks, or insurance companies or any other corporations generally—and that is, how does it affect the public welfare and public policy?

It would not be a good thing if all the banks in this country were consolidated into one bank and the control of this one bank put in one city; nor would it be a good thing if the insurance interests were centred in one company and practically in the hands of one man.

So serious has become this question in the matter of insurance companies that in the State of New York, consolidation is prohibited and even the amount of business that a company can do is limited. Nor are the public in favor of the consolidation of all the railways in this country into one system unless it be a state system. Nor should a man who has \$150,000, or even \$250,000 invested in an insurance company have, because of his investment, supreme control of \$100,000,000 of policy holders' money, especially when this consolidation was effected by buying up stock holders' interests at a big premium—in fact, at five times what the investment is really worth—because it gave absolute control over enormous blocks of trust funds.

And men have put their money in the way of premiums into an insurance company largely on the representation of the company, namely, that it was more than careful in the selection of its securities. There may be another company that had taken great risks in the kind of securities it bought for trust purposes. Cases are known of trusts managers who have bought bonds that could not be sold in the market except when accompanied by large bonuses of free stock that went with the bonds, and sometimes the public have been given to understand that some of this free stock intended for the company did not get to the company, but to persons who had assisted in the deal. The World therefore begs to say that it is a matter of the greatest interest to the public, from a business point of view, that these deals should be scrutinized and the public interest properly protected.

The responsibility of the deal is therefore on the Ottawa authorities more than on the policy holders of the company concerned. The day has gone by when to quote Sir Alan Aylesworth in the house of commons, the public had no concern in the capitalization, or the consolidation of

QUEBEC WOLVES ARE STILL A MENACE



public service corporations of any and all kinds.
The public has the supremest concern.

The Juvenile Court

No great expectations of success were aroused when the present occupant of the commissionship of the juvenile court was appointed. The complaints that have been multiplying since then have reached a crisis, and it looks as though something should be done by the authorities. Elsewhere juvenile courts have been a great success, and under proper control there is no reason why similar success should not be attained in Toronto, as indeed it was under the first commissioner. The position is not one for a lawyer at all. The same errors of red tape and technical humbug which have destroyed the usefulness of the Ontario Railway Board are made in the juvenile court, besides others peculiar to the place. The court, as it is, is worse than a failure.

No Better Than Men

Polite and respectable and genteel grafting has been going on to such an extent in connection with war funds since the Boer campaign and at the present time that it is not perhaps remarkable that there should be some indications of its presence in Toronto. We hear of it in vague ways, and get suspicious of the complaints that are made, but what really annoys is the squabbling such as the incident of Mrs. McClung's Massey Hall lecture has disclosed. There have been letters of defence and letters of accusation, resignations which to an outsider appear to be entirely honorable and justified. Mrs. McClung may have made a legitimate bargain, and she may be right in exacting her Shylock's pound of flesh, but what a spectacle for the neutrals or the alien enemies! We had hoped our women, and especially our literary women, had bigger methods in their policies, but bigger incidents show them to be little better than men.

EXPENSE OF TORONTO FOR PURPOSES OF WAR

Statement Carefully Guarded, But Amount Said to Be Over Million Dollars.

There is a statement somewhere within the precincts of the city hall showing the amount of money that the city has expended for war purposes since the war began, and which has been charged to the war fund.

The statement is carefully guarded is evident from the fact that no particulars of the figures it contains have appeared in the newspapers, and it is rumored that the publishing of same would create quite a furore in municipal circles.
The total expenditure is said to be something over a million dollars, but just how much over could not be ascertained. Part of the amount is made up of the following items: Premiums on soldiers' insurance, \$500,000; amount paid to civic employees who have enlisted, being the difference between their war pay and pay from the city, \$150,000; grant to the British Red Cross Society, \$50,000, and \$40,000 to the patriotic league. The amount paid out for music in connection with the meetings of the recruiting league is said to be very large but no figures were obtainable.

CADET ROBERT McLEAN GAVE ALARM OF FIRE

In Doing So, He Probably Saved Twenty-Six Lives at S. A. Training College.

Twenty-six cadets attached to the Salvation Army Training College, Sherbourne street, had a narrow escape from burning when fire broke out at three o'clock yesterday morning and gutted the interior of the building in the three-story annex. They probably owe their lives to the prompt action of Robert McLean, who, alarmed by the smell of smoke, jumped from his bed, sounded the alarm, raced thru the twelve rooms, and roused the sleepers who made their way to the roof in night attire. They sat there until the firemen arrived, when they were brought down by the fire engine. The building has been caused by a defective furnace pipe which had been purchased by the Army to replace the old one.

McLean, who is now a hero among his fellow-cadets, had his right leg badly lacerated and his ankle sprained. The annex, which is the main building, is the school proper, was formerly a residence which had been purchased by the Army to accommodate the increasing number of pupils.

LAND OF SUNSHINE.

The reduced rates to Florida, offered by the Lehigh Valley Railroad will no doubt prove a great attraction to tourists this winter. The fare by rail to New York, Philadelphia and Baltimore, thence by steamer, rate including meals and berth on vessel, only \$56.40, while the all-rail route has been reduced to \$52.40, with privileges of stop-overs at Philadelphia, Baltimore, Washington and other important points. The rail route lies through some of the most beautiful country in the United States, while the ocean trip is really delightful under the warm tropical breezes in the southern country, and turn winter into summer. For tickets and full information, write, call or telephone Grand Trunk railway ticket agent in Hamilton; or W. J. Hamilton, the Canadian passenger agent, 63 Yonge street, Toronto. Go to the land of sunshine and oranges for your holidays by the Lehigh Valley Railroad, the route of the Black Diamond.

BRITISH AND FOREIGN MAILS.
Next British and foreign mails via England will close at the postoffice at 6:00 a.m. Thursdays 23rd inst., with supplementary mail at 10:30 a.m., same date. Regular mail at 6:00 p.m. Thursday, 23rd inst., and supplementary mail on Friday, 24th inst., at 6:00 a.m.

RAILWAY CONTRACTOR DEAD.

CORNWALL, Ont., Dec. 20.—D. G. McDowell, assistant town clerk and collector of taxes and water rates, received a telegram today announcing the death of his cousin, D. A. McIntosh, of the firm of McIntosh Brothers, railway contractors of Milwaukee, at Los Angeles, Cal. Mr. McIntosh had been ailing for a month and although hopes were entertained for his recovery, he passed away suddenly on Saturday night. The remains will be taken to his old home in Milwaukee for interment.

TRIAL OF E. L. BAUGH OPENS IN SESSIONS

Charge of Fabrication of Evidence Against Montreal Broker Has Been Withdrawn.

Edward L. Baugh, a Montreal broker, was placed on trial before Judge Winchester and jury in the sessions yesterday. Baugh is charged with theft and conspiracy against Col. George A. Stimson, local broker. The greater part of yesterday's session was taken up by the crown, and the evidence of the complainant, Mr. Stimson. Court adjourned at five o'clock and will continue this morning.

Crown Attorney Greer stated that the charge arose out of an attempt to substitute falsehoods for truth, and an attempt by false evidence to pervert the course of justice. Five years ago Stimson bought an interest in a Porcupine mine in which Baugh later became interested. Things did not run to suit both parties, and Stimson followed before Justice Middleton. Judgment was handed down in favor of Stimson, who was awarded \$50,000 against Baugh.

Baugh had Stimson summoned to court in Montreal charged with obtaining money by false pretences. When placed on trial Stimson was shocked when shown a letter book and letters bearing his signature. Mr. Greer said that these letters were forgeries. At the preliminary of the case heard in the police court Albert Gariepy, stenographer, for Baugh turned "kings" evidence and told of entering the vaults in the colonel's office and stealing letter books containing letters which he sent by express to Montreal, and after many unsuccessful attempts forged copies of the letters were made by Baugh and the stenographer and placed on file in books. Col. Stimson's evidence was the same as he gave in the police court.

T. C. Robinson, counsel for Baugh, produced a letter dated November 9, 1915, which contained an agreement whereby Stimson agreed to deposit \$1000 in the hands of the Toronto Trust Company for Gariepy for giving crown evidence against Baugh in the court and before the grand jury. The charge of fabrication of evidence was dropped by the crown because the trial in which the alleged charges were made was in the courts at Montreal and is not legal in the courts of this province.

BRITAIN IS NOT READY TO DISCUSS PEACE YET

Premier Asquith Not Impressed by Reports of Reichstag Debates.

LONDON, Dec. 20.—Premier Asquith declined to be drawn into any discussion of the subject of peace this afternoon in the house of commons when Sir Wm. Pollard Byles, member for North Salford, in a question, suggested that recent debates in the Reichstag indicated a disposition to transfer the issues of the war from the battlefield to the council chamber. Sir William was anxious to know if the government could see its way to suggest any form of response to this disposition. The premier told his questioner that the latter was quite as competent as the government to draw inferences from Reichstag debates, but intimated that the government's position was unchanged on the matter of peace.
"I can only refer to the public statement I have made," added the premier, "and particularly to the answer I gave on Dec. 8."

"If proposals of a serious character for a general peace are put forward by the enemy governments either directly or through a neutral, I will discuss the matter," said the premier on Dec. 8, "they will first be discussed by the allied governments."

RED CROSS BAZAAR.

The Red Cross bazaar held in Clinton School, Saturday afternoon and evening proved a decided success. Some special features were the doll show, the men's bazaar, the exhibit of war trophies. The proceeds totalling about \$500 are to be spent in the purchase of yarn and cotton which the staff and pupils will manufacture during the coming months into clothing for soldiers at the front.

PASSPORTS TO EGYPT REFUSED TO WOMEN

British Press Bureau's Announcement May Indicate Fighting is Near.

SITUATION IN HAND
If Rising Should Occur, It Will Be Suppressed in Short Order.

LONDON, Dec. 20.—The official press bureau issues the following: "In view of the large number of ladies who have proceeded to Egypt, it has been decided to request the general officer commanding that unless further notice no more passports be issued to ladies to enable them to travel or winter in Egypt. Possessors of valid passports will be warned that they will not be allowed to disembark without permission from the general officer commanding in Egypt."

JAP FLEET ON HAND.
LOS ANGELES, Cal., Dec. 20.—A. M. Papajian, former minister of the interior in Egypt, who is at present in Los Angeles, says: "Great Britain realizes that she cannot lose the canal, which is a vital element in her life as a unified empire. For that reason the canal has been remarkably fortified, and a Japanese fleet is on hand ready for business. Every effort has been made to keep the news of the presence of Japanese battleships at the canal from spreading, and I have heard nothing of the fleet in this country. They are there nevertheless."

In speaking of conditions in Egypt, Papajian says: "The situation may and probably will break out almost any day in Egypt. However, it will not be successful. There are about 60,000 Egyptian troops in the interior there are several regiments of blacks, who are fine fighters, and who fight for the empire."

Papajian says that the idea of a German invasion of Egypt.
"Only in January and February, the last hot months, is it possible for an army to cross the desert sands between Turkey and Egypt," he asserts. "Then, too, the Red Sea forms a natural barrier, as efficacious as an army. Many ships and transports would be needed, and Germany could not produce them."

Special Train Service from Parkdale, West Toronto, Sunnyside, and Don Stations for Christmas Traffic.

According to the present indications the Christmas traffic will be unusually heavy this year, and in order to eliminate as much as possible the congestion at the Union Station, special trains will be operated by the Canadian Pacific from Sunnyside, Parkdale and West Toronto stations as follows:

From Sunnyside Station.
5:29 p.m. for Hamilton, Welland and Buffalo.
Train leaving Toronto 7:15 p.m. Sunnyside 1:24 p.m. will carry thru coach to Brantford.

From Don Station.
5:12 p.m. for Lindsay, Peterboro, Tweed, and intermediate stations. Thru coaches for Lindsay branch on this train.

Train leaving Toronto 5:20 p.m. Don 5:31 p.m. for Trenton and intermediate stations will run thru to Belleville, December 24th and 25th.

From Parkdale and West Toronto Stations.
From Parkdale 4:55 p.m. West Toronto 5:05 p.m. for Brampton, Fergus, Elora, Mount Forest, Huronia, Wingham, Teeswater and intermediate stations.

From Parkdale 5:35 p.m. West Toronto 5:45 p.m. for Orangeville, Owen Sound, and intermediate stations.
Train leaving Toronto 2:30 p.m. for London and intermediate stations will carry parlor car, December 24th only.

All regular trains will carry extra equipment.
Those residing in the vicinity of Parkdale or Don stations should take advantage of above service, and avoid the rush at Union Station. Return tickets will be issued between all stations in Canada, Fort William, and east, as follows: At single fare, good going December 24th and 25th, return limit December 27th; also good going December 31 and January 1, return limit January 3, 1916. At fare and one-third, good going December 22, 23, 24, 25, return limit December 28, 1915. Also good going December 29, 30, 31, and January 1, return limit January 4, 1916.
Particulars from any Canadian Pacific ticket agent.

An Ideal Xmas Gift

A delightful and very useful present for your older relatives or friends is a modern spectacle or eye-glass fitted by a skillful Optometrist, such as we have. Eye-glasses, chains, longettes, readers, or any other article in Optical Goods are presents to please and to last.

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JAP SILK Fine range signs, in assortment best regu each.

JOHN Q 55 to 61

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SECOND A Celebration ing With

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A musical I. J. Luges Gwain, Ber Harry Benn W. Retford.

ROUMAN DIS

GENEVA Much new nounce the commanding army corps, general, and was brided by o sister of war suspicions li officers to the result hours later self.

LEADING HA

LONDON despatch to pany says: "The Lok has hitherto official org of the regul sheet anno of the new ed."

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