

The Toronto World

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FRIDAY MORNING, OCT. 13, 1912.

BULLYING POLICEMEN.

Are Toronto policemen becoming uncivil? For a long time the local force has enjoyed the reputation of being polite and considerate in its treatment of the citizens. But as the city has increased in size, this condition has changed. Many officers have an idea that it is part of their duty to shout, threaten and bully. An incident which was brought to our attention recently illustrates this.

A small team block occurred on a downtown street. It consisted of a street car, a motor and two or three trucks. An officer was summoned to untangle the vehicles. He began by ordering in a most offensive way the motorist to turn out to one side of the road, and when the latter politely pointed out that one of the other vehicles ought to move first, the officer told him he had no time to listen to him and threatened to "pull him out of his car" if he did not move immediately. Now, this kind of thing may do for police-ridden cities like New York and Chicago, but it won't do in Toronto. The police are public servants, paid by the citizens, and from them even the humblest citizen has a right to expect fair and civil treatment. London, England, has admittedly the best police force in the world and an officer who shouted or grew abusive while regulating traffic as some of the local men do, or who spoke as the officer quoted above, would be severely reprimanded.

Police tyranny is a most dangerous and offensive thing, and must not be allowed to gain a foothold in Canadian cities.

TORONTO TO OTTAWA—A LONG, DEAR AND ONE-HORSE SERVICE.

North Toronto to Glen Tay ... 19 1/2 Miles. Glen Tay to Smith's Falls ... 19 1/2 Miles. Smith's Falls to Ottawa ... 45 1/2 Miles. Total distance ... 84 1/2 Miles.

A passenger leaving North Toronto at 11.40 at night is booked to be in Ottawa at 7.50 in the morning, a period of eight hours and ten minutes, rate of travel about 22 miles an hour. This is a journey unnecessarily long in distance, unnecessarily long in time. It could be reduced by 25 miles by short cuts, and the trains could be run at 50 miles an hour, inasmuch as all local business is or could be done by local trains.

But the Canadian Pacific Railway have for 25 years refused to either shorten this line to Ottawa or improve the service. They have had a monopoly. Competition now seems in sight, and some little improvement may be expected. For instance, they propose to lay a double track as far east as Agincourt (some 12 miles or so from North Toronto), and at Agincourt, or just beyond it, they are now building their lake front line thru Cobourg and Belleville to Glen Tay, where the main line is joined. It is possible to build a direct line from Glen Tay or from Perth into Ottawa, and thereby reduce the distance by 25 miles or so, bringing the total mileage down to 230 miles; and the time could be greatly accelerated. But at the present moment there is no prospect of the short line between Glen Tay and Ottawa. It is at best a round-about line. It was inferior in construction until recently, as compared with other portions of the system, and has been run as a second-class branch line; and, as a consequence, people average from seven to eight hours in the unnecessarily long journey between Toronto and Ottawa.

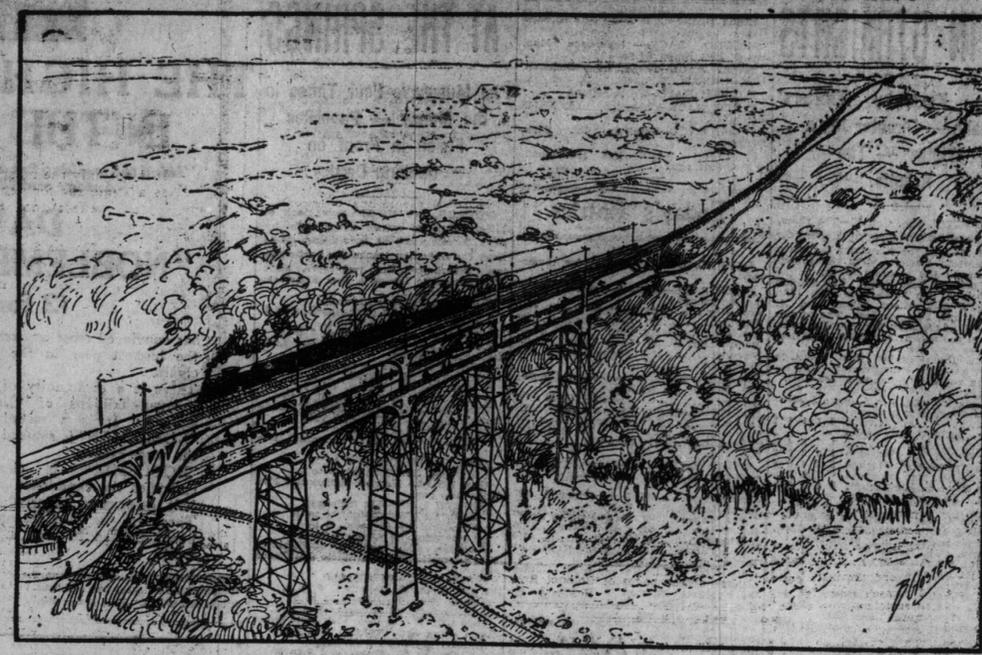
Furthermore, parliament has voted on several occasions a subsidy toward a line to shorten this route. There is also a subsidy supposed to be awaiting the Grand Trunk when it builds an air line service between Kingston and Ottawa, and in this way give the best possible service between Ottawa and these two cities.

The Canadian Pacific does not want to see a quick thru line between Toronto and Montreal. It would prefer to have a short line between Montreal and Ottawa, and to have Montreal influence more predominant at Ottawa than the influence of Toronto. "You go to Ottawa from Montreal in three hours' time, and in two hours when they want to do it; but it takes eight hours from Toronto, and often more, and in winter the trains are frequently stalled.

Every passenger who goes this round-about way pays unnecessarily 60 cents to a dollar of unfair tolls. Not only is unnecessary money taken from him, but traveler's time is unnecessarily used in making the journey, and for

THE EVENING TELEGRAM, WEDNESDAY, OCTOBER 16, 1912.

DOUBLE-DECKED BRIDGE FOR THE DON VALLEY



If a diagonal road is laid out, as W. F. Maclean proposes, the Laird of Donlands will try to have it carried across the Don ravine on a deck bridge over the old Belt Line. The York Township Council has received a request to this effect. The picture shows the possible bridge of the future, with possible street cars running below the railway tracks.

The World is indebted to The Telegram for the above illustration and comment on a letter sent by W. F. Maclean to York Township Council, suggesting to that body, that, inasmuch as the Canadian Pacific and the Canadian Northern Railway were now engaged in building a new joint section from Upper Yonge street to the crossing of the West Don, beyond Leaside, the council should ascertain from the railway whether it would not be possible to have side decks or under decks put on the three new bridges that are to be erected on the joint section so as to allow residents of the city and township and their vehicles to get over the Reservoir Park Ravine, the Belt Line Ravine and the crossing of the West Don, a mile, beyond Leaside.

As a matter of fact, the present line of the Canadian Pacific from North Toronto northeasterly to where it crosses York and Scarborough townships at Westford is the one diagonal high-level grade that leads out of Toronto eastward, and if a driveway parallel with this were laid out, using the

same bridges, it would be Toronto's leading thoroughfare east and northeast. The township council decided to write to the railway, and it is believed that the Canadian Northern are working at the same proposition themselves from the point of view of giving a quick connection between their subdivision at Leaside and Rosedale.

The Don and ravines and that they will all carry four tracks. The great merit of the under-deck bridge is that it saves all vehicles from crossing the railway tracks once they are over. That is, if anyone crosses the Belt Line Ravine on an under deck the vehicle would turn to the right or to the left without having to go over the railway tracks to go north or south.

It is also understood that the Civic Guild, under the direction of Mr. J. B. O'Brien, is having plans made of bridges of a somewhat similar character in dealing with this great problem and that a conference between the railway, the city, the Civic Guild and the township will soon be in order.

parallel facilities, and are like the Rafflebank, and are co-operative principle, but under government supervision. It is certain that before long mutual credit and mortgage credit banks for the benefit of farmers will make their appearance in the United States.

THE CHORUS FOR ENGLAND.

Editor World: Efforts are being made, I believe, to raise a guarantee fund of some \$50,000 to meet the cost of sending the National Chorus to England. I have no doubt that a singing organization of such general excellence could secure from London a most welcome. The imperial and patriotic aspect of the tour would be to the fore, and from a mere advertising standpoint it is desirable always to keep Canada's name and Canada's spirit before the eyes of the imperial metropolis.

LOANS TO FARMERS.

In a recent letter to the state governors, President Taft directed attention to the need in the United States of agricultural credit organizations enabling farmers to borrow money they need at the lowest possible rates. The subject has been under discussion for some considerable time and was mentioned in the platforms adopted by the three parties now contending for political supremacy. President Taft, of course, recognized that conditions in the United States differ widely from those of European countries, but he indicated his opinion that it should be possible to adapt institutions like the German Rafflebank to the special circumstances of America. These banks are on a co-operative basis and accept deposits carrying interest while they lend money to their members on personal credit for comparatively limited periods. Behind them, as a rule, is a co-operative central association controlling the whole organization.

HYDRO POWER'S CHEAP RATES.

Brantford seems likely to succeed in its effort next Friday to obtain the service of the hydro-electric system. The Cataract Power Co. of Hamilton, under one of its previous forms, has a contract with the city to supply power at ten per cent below the prices paid by any other place using hydro power, provided the power is not sold below cost. This seems fair, but it does not work out so, and Brantford can get no reduction in rates.

TRINITY AND WYCLIFFE AGAIN.

The progressive rector of this city mentioned in the article on the first page of this morning's World has again been "pulling the leg" of your reporter or is exceedingly ignorant as to the matter of which he speaks.

BOYS' WATCHES.

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one is high and the other is low." As a matter of fact, the fundamental teaching and great governing principles of the two institutions are as wide as the poles asunder. And that these principles are those of the vast majority of the laity of the church, is evidenced by the fact which has been so often pointed out, that the churches of Toronto which supply an overwhelming large proportion of the sinners of the city, are those of the church of the Holy Trinity, and of those whose principles are identical with those for which Wycliffe stands. It is perhaps worthy of comment, too, that apart from church government, and in all essential matters, the teachings of those of the Holy Trinity, and of those of Wycliffe, are in the nature of a positive weakness, and in the nature of its ever coming to pass.

At Osgoode Hall

October 17, 1912. Judges' chambers will be held on Friday, 13th inst., at 10 a.m.

ANNOUNCEMENTS.

Peremptory list for divisional court for Friday, 13th inst., at 11 a.m.: 1—Eadie-Douglas v. Hitch (to be continued). 2—Gray v. Buchan. 3—McKinnon v. Ottawa. 4—Boyd v. Philip.

Master's Chambers.

Before J. S. Cartwright, K.C., Master. Mape v. Bruce—McDonald (Day & Co.) for plaintiff. Motion by plaintiff on consent for an order appointing John Keeler special examiner to take examination for discovery of defendant Jacob at Montreal. Order made.

Divisional Court.

Before Falconbridge, C.J., Britton, J., Sutherland, J. Bonnard v. Keeler—H. Ferguson for defendant. A. C. McMaster for plaintiff. An appeal by defendant from the judgment of Meredith, C.J., of May 3, 1912. An action to recover \$1300, amount of three promissory notes given by defendant to plaintiff in payment of 18 shares in plaintiff company, which plaintiff thru its assignee now alleges to be ultra vires. At the trial judgment was awarded plaintiff for \$1258.88 with costs.

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At Osgoode Hall ANNOUNCEMENTS. October 17, 1912. Judges' chambers will be held on Friday, 13th inst., at 10 a.m.

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