

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 3308—Private Exchange Connecting All Departments.
\$3.00

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

\$2.00
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Postage extra to United States and all other foreign countries.

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FRIDAY MORNING, JAN. 19, 1912

A TRAFFIC EXPERT.

Motor buses are the latest method of eking out the deficiencies of the street railway company. They would be operated also in conjunction with the new civil lines. There are a dozen other transportation problems now before the city. Belt line steam cars, tubes, all the street railway deficiencies, congestion, routing, overcrowding, Y-ing cars, and all the other miseries of the situation.

The trouble with the whole question is that the men who are supposed to settle these matters do not themselves suffer personally from the conditions, and, therefore, do not realize the evil state of affairs that exists. What is needed is a traffic expert, who will present the city, who will handle the problem as a whole, who will detect the weaknesses and supply the deficiencies, and who will unify the means at hand so as to get the best results out of them. What is being done should be done with a definite plan in view, and looking to a combination of the several transport facilities.

If the city hall is not working in this way, then a man should be appointed to conceive such a policy and carry it out.

NORTHERN ONTARIO.

Timiskaming is the subject of a new finely illustrated booklet containing the opinions of expert agriculturists on the northland, just issued by the T. and N. O. Railway Commission. Following the old statistics of the size of Ontario, it makes the dimensions of the province—260,862 square miles. Of this vast area the portion known as Northern Ontario is 20,000 square miles larger than the British islands. The suggestion is that we could truck the population of the mother lands up in the north and leave old Ontario as empty as ever. All that the land needs is development. Its climate is no worse than that of old Ontario a century ago, before the clearing of the forests and the accumulation of carbonic acid gas in the atmosphere began to modify the temperature. It is news to many that Cochrane is thirty miles south of Winnipeg and nearly 300 south of Edmonton.

In this north country there are a score of millions of acres of deep rich friable clay, with a vegetable mould of varying depth and fertile to the foundation. And in this clay there have been produced wheat equal to Manitoba No. 1 hard, with 40 bushels to the acre; oats up to 60 bushels an acre; potatoes 200 to 250 bushels, and clover and timothy of luxuriant growth. Mr. J. I. Hart of Orillia puts his name to the statement that he saw timothy hay growing six feet two inches high, and second crop clover two feet six inches high. Testimony to the fertility of the soil and the profusion of the crops is abundant.

But fair warning is given that plowing for the man with only an axe is stern work. It is the man with some capital that runs the best chance. For such a man there is no doubt that a settlement, convenient to the railway means prosperity. We still think, however, that inducements must be held out by government to attract this class of settler. A few independent men in each district give a backbone to the locality, afforded work for the less fortunate situated men, and furnish an immense stimulus to the general development of the country. We hope to see the government doing more than merely extending an invitation. It will not take much to start the food tide of immigration to northern Ontario, but that little has not yet been done, and the railway and the crown lands department and the province generally suffer from the delay.

There are several plans for doing the trick. Who is standing in the way of their adoption? The government wants settlement to proceed, else there is no sense in issuing such bogus as the present. Why, then, cannot the T. and N. O. Railway be allowed to do what co-ordinating railways in the west are doing? This is a question for the legislature.

TORONTO AN OCEAN PORT.

It is unlikely that there will be any delay about the development of the local harbor, now that the harbor commission has been organized and an engineer appointed. The federal government is practically pledged to the work, and on the recent visit of the cabinet ministers interested no doubt was left as to the conclusions—satisfactory to the city—then arrived at. Two points should be kept in view. The Welland Canal must be made part

of an ocean canal system with a 35-foot depth, giving access to the head of the lakes. The harbor in Toronto must be constructed on a similar scale. If Toronto had the energy and enterprise of Chicago this would now be an ocean port. The men on the harbor board, we believe, are big enough to understand that Toronto must be an ocean port. That means we must have an ocean harbor.

THE PARK COMMISSIONERSHIP.

What is the use of going to Baltimore or St. Petersburg for a man to be park commissioner in Toronto, who has no better reputation where he belongs, and perhaps not so good, than the man who fills a similar position here at home? Mr. Gwynne of New York thinks he could find as good a man in Toronto as elsewhere.

If the proposal is to go to New York or Chicago and hire the biggest man in the burgh at \$20,000 a year, well and good. But if the idea is to get a subordinate, no better than Charles Chambers, and put him over the local man because he comes from somewhere else, it is a poor idea.

If all we hear be true, Mr. Chambers has been doing all the work for some years he would be expected to do in future. As there are no other candidates in sight, the local press should not find it difficult to get the facts and be just to the native-born.

EXTRAVAGANT HUMOR.

The Globe has explained why it did not award its \$100 prize for a humorous article. The humor of the present day is too swift for it. It wants some of the leisurely horse-car, ante-telephone, pre-motor car humor, which speaks in slow, and begins to raise a laugh next day. With modern humor you get the effect of the \$100 worth too quickly. The jokes are too recklessly extravagant.

SABBATARIAN FANATICS.

Toronto is blessed—cursed properly—with a section of noisy fanatics who are not, and apparently can never be, satisfied unless they are restricting the liberty of other people. It is quite enough for them to see men, women and children enjoying themselves in a rational and innocent way on a Sunday afternoon to be roused to violent protest and to demand that the authorities interdict that particular harmless amusement. If they had their way, the citizens would be bound down with blue laws as absurd as those of Massachusetts and as futile.

This call for the prohibition of tobogganing in the city parks is unreasonable and should be turned down good and hard by the council. The constant effort to interfere with reasonable recreation, and if it is continued, will ultimately and soon provoke resentment and rebellion. Tobogganing in the parks annoys no one except those who want to be annoyed and the privilege is a boon of which those to whom Sunday is practically the only weekly holiday, ought not to be deprived. The electors will certainly mark those of the council that permit themselves to be influenced by bigots who ride round in motor cars to have their Sabbatarian feelings harrowed at the sight of innocent enjoyment.

WOMEN SUFFRAGE AND BRITISH PARTIES.

According to a recent cable despatch, the British Government, and particularly the prime minister, may come to grief during the coming parliamentary session over the question of woman suffrage. This supposition seems to afford some solace to the opposition press, which conveniently overlooks the fact that the Unionist front bench is just as sharply divided as is the ministerial. Indeed, from the point of view of the supporters of the women's movement, it is more hostile. Taking the more prominent of the Unionist leaders, those of the woman suffrage—Mr. Balfour, Mr. Bonar Law, Mr. Balfour, Mr. A. Lylett, Mr. George Wyndham and Lord Hugh Cecil. Among the opponents are ranked Lord Lansdowne, Mr. Austen Chamberlain, Mr. Walter Long, Mr. F. E. Smith, Lord St. Aldwyn, Lord Cromer, Lord Curzon, Mr. Henry Chaplin, Lord Balfour of Burleigh, Lord George Hamilton, the Duke of Norfolk and Viscount Ridley. The preponderance is distinctly against woman suffrage in point of numbers.

Contrastwise supporters of the cause are in the majority in the government ranks. Counted in its support are Sir Edward Grey, Mr. Lloyd-George, Viscount Morley, Viscount Haldane, Mr. Winston Churchill, Earl Carrington, Lord Beauchamp, Mr. Burrell, Mr. John Burns, Mr. Sidney Buxton, Mr. S. A. Pease and Mr. Walter Runciman. Against the cause stand the prime minister, the lord chancellor, Mr. Lewis Harcourt, Mr. Reginald McKenna, Mr. Herbert Samuel, Mr. C. E. Hobhouse, and Lord Pegganton. Earl Crewe, not having declared himself, is alone in the doubtful list. The line up, however, shows clearly enough how impossible it is in the meantime to have a woman suffrage bill introduced as a government measure, and that the situation would be worsened rather than bettered by a change of administration.

Mr. Asquith went as far as he could possibly in reason be asked to go when he stated to the deputation of women that waited upon him "some little time ago" that "the remedy lies in your hands and if you can persuade a majority of the present house of commons, either in regard to the conciliation bill or in regard to the reform bill, to introduce qualifications for the suffrage of women, I give you my assurance on behalf of the government that they will accept the decision thus come to, and will forward the measure in one case and give facilities for it in the other."

In reply to questions by Mr. Henry Fawcett, Mr. Asquith gave an explicit undertaking that the government would leave the matter to the house of commons and would regard any amendment enfranchising women, if carried, as an integral part of the bill and defend it in all its stages. It is difficult to see what more can be expected from the prime minister or the government in the circumstances.

Nothing panacea about our Thaw yesterday. Watch it settle the toboggan question.

"It looks like a warm fight on the toboggan question," says The Star. Well, something warm is needed on a toboggan.

The Star is out knocking the harbor commission constructed under the advice and assistance of the late lamented Laurier government.

The Telegram facts about a Belt Line railway suburban service on page 12 last night, do not harmonize with Telegram theories on page 10. So much the worse for the facts, of course.

Liberal newspaper men and some liberal politicians in view of the absence of any live issues are doing their best to resurrect that dead corpse—reciprocity. Joseph Fels laid another stone on the cairn when he said: "Between Canada and the United States that reciprocity treaty was a fraud on Canada."

It seems clear that the United States brand of Irishman has lost his sense of humor. G. B. Shaw never invented anything so paradoxical or more ludicrous than the opposition to J. M. Synge's comedy, "The Playboy of the Western World" in New York and Philadelphia. It is true some Dublin men took similar action, but they had local reasons.

GOOD MEN LET GO.

Editor World: May I be allowed to say a few words with regard to the running of the street railway cars. I waited on the 8th of this month at Queen and Dundas-streets, from 7:25 o'clock till 7:50 o'clock for a car going east on Queen-street, and the car did not come. I waited until 8:15 o'clock, and then a car came, and I got in. I waited until 8:30 o'clock, and then a car came, and I got in. I waited until 8:45 o'clock, and then a car came, and I got in. I waited until 9:00 o'clock, and then a car came, and I got in. I waited until 9:15 o'clock, and then a car came, and I got in. I waited until 9:30 o'clock, and then a car came, and I got in. I waited until 9:45 o'clock, and then a car came, and I got in. I waited until 10:00 o'clock, and then a car came, and I got in. I waited until 10:15 o'clock, and then a car came, and I got in. I waited until 10:30 o'clock, and then a car came, and I got in. I waited until 10:45 o'clock, and then a car came, and I got in. 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