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chiefs, pure Irish ers, neat hand-worked and small butterfly, Gift box.....88

"Initial" Fine Sheer small hand-embroidered edged with a dainty Thursday, 3 in Xmas ..1.00

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It \$15.00. gray. It is made two-way collar, ggs. Price \$15.00

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TERS. warm and dressy es long, two-way eat Winter coat ..25.00

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It fell flat. Ald. McBride, Ald. Burgess and Ald. McBride, the three members of the city council most active in supporting Controller Church and Controller Foster in an opposition to Mayor Hocken's plan, were much in evidence among those who assembled to see the bombshell exploded. They slipped away when the bombshell proved to be a squib.

A special edition of The Telegram, giving the harbor commission proposition, was sent, hot from the press to the board of control room a few minutes after the proposition was sneaked under Mayor Hocken's nose

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The Toronto World

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GERRARD STREET. We offer 575 feet on this leading thoroughfare, east of Main Street, Grand Trunk Railway line along rear, sand and gravel on the lot. Price \$40.00 per foot, easy terms. TANNER & GATES, Realty Brokers, Tanager-Gates Building, 26 Adelaide W.

THREE GLARINGLY WEAK SPOTS IN HARBOR BOARD'S PROPOSALS CONCERNING RAILWAY PROBLEM

What Was Intended for a Bombshell Turned Out to Be Only a Squib—Mayor Hocken Astonished at Action of Harbor Commission—A Poor Substitute for the Mayor's Plan to Clean Up All the Toronto Franchises.

What was intended for a bombshell, but was only a squib, went off in the board of control yesterday. Controller Church sneaked the squib on the table, right under Mayor Hocken's nose, and gleefully waited for an explosion that would send Mayor Hocken sky high. When the infernal thing went off Mayor Hocken was certainly surprised, but not a bit alarmed. The squib was a proposition from the harbor commission (it was not signed, but Controller Church vouched for it as coming from the commission) to bring a provincial hydro radial system into the business centre by a line along the waterfront and a tube down Yonge street, and to make civic car lines of standard gauge and operate them in close connection with the hydro radial system.

In presenting this proposition the harbor commission not only allowed itself to be drawn into an inexcusable position towards the civic government that appointed it, but showed an egregious incapacity to deal with the transportation problem of the city. There are three glaringly weak spots in the proposition.

Probably the weakest spot is the recommendation to change the civic car lines to standard gauge, so that they could be operated with provincial hydro radial lines of standard gauge. This recommendation, if carried out, would force the city in a little over seven years from now to change the gauge of all the tracks of the Toronto Railway Company's system. In no other way could the civic car lines and provincial hydro radials be operated on the Toronto Railway Company's lines when the franchise expires in 1921. The city would have to face an enormous additional expenditure for change of gauge when the time would come to take over the Toronto Railway Company's system at the termination of the franchise. Just how much that would be an influence for an extension of the franchise is readily understood.

Had the harbor commission not been secretly and hurriedly preparing a bombshell to hoist Mayor Hocken, it is just possible that a little more consideration would have been given to the fact that the only reason for radials being of standard gauge is when they interchange haulage of freight cars with steam railroads. None of the present radials entering Toronto except the Metropolitan out Yonge street, is standard gauge. All except the Yonge street line are the same gauge as the street railway. Toronto is so well served with freight service by the steam railroads that there is no necessity for the radials being of standard gauge. Furthermore, the gauge of the Metropolitan could be made to conform with that of the street railway by simply drawing spikes and shifting the rails on one side, and by changing the axles on the cars. The expense of that would be a mere bagatelle compared with the cost of changing the gauge of the street railway.

Another weak spot in the harbor commission proposition is that a unified street railway service on a one-fare basis is not only not provided for, but consideration of so essential a factor in the transportation problem is actually ignored. Certainly the harbor commission was in a big hurry to prepare a bombshell to blow up Mayor Hocken. Or is the game to be the extension of the franchise in 1921?

Another weak spot in the harbor commission proposition is that it is a very poor substitute for Mayor Hocken's plan for the solution of the transportation problem. It would commit the city to an expenditure of \$15,000,000 for simply an extension of the present civic car lines, which are now run at a heavy loss of money. It would also incidentally give the Humber valley subdivisions a monopoly in the real estate market.

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(Continued on Page 2, Column 1.)

MEANS TWO FARES FOR MAJORITY OF PEOPLE

Harbor Board's Street Railway Scheme, as Analyzed by Controller McCarthy, Would Benefit Only a Few Property Owners and Would Mean Litigation.

That the proposals of the harbor commission to obviate Toronto's transportation difficulties by the establishment of civic lines over the harbor commission's right of way possessed several weak points, and that the city must take over the railway company, were statements made by Controller McCarthy at a meeting in the North Toronto town hall last night. The controller went thoroughly into the street railway problem and directed the attention of the audience to the obstacles in the way of the commission's suggestions and the feasibility of the railway purchase.

Controller McCarthy dealt with the whole railway situation. The first good reason for the city taking over the line, he said, was because they were getting value for their money. The second reason was that the railway could and would be efficiently managed by a commission.

The third reason was that the deal included all franchises, lines and business owned or operated by the Toronto Street Railway; and it was a complete system. Will Show a Surplus. The net good reason, said Controller McCarthy, was that the railway would pay for itself and all extensions and then leave a fine surplus in the days to come. Controller McCarthy next dealt with the charges that in the Arnold report the value of the revenue to be collected in the years to come had been overestimated. He quoted statistics to show that in the cities of Boston, Chicago and San Francisco the gross revenue of the railroads had increased with the population.

Proposals Analyzed. After showing the various features in favor of the railway purchase Controller McCarthy analyzed the harbor commission's proposals and soon had the scheme disintegrated. Before the plan could be put into operation the city would have to beat the railway in the courts. It was extremely doubtful if the city could secure the power to run the new lines and even if they could it would take years to get the matter settled by tribunals.

Once the city started to use the new lines, declared Controller McCarthy, it would mean two fares for many of the citizens. The scheme would also discriminate against other properties which were not situated near the civic line. Citizens who were fortunate enough to own property or live near the waterfront would have to pay two fares if their work lay near the southern portion of the city, while those who owned the property would get single fares and the value of their lands would be increased tremendously.

Before closing Controller McCarthy pointed out to the meeting that there was only one way to rid the citizens of the street railway abuse and that was by taking the system over completely.

C.P.R.'S BIG REVENUE IN WEST DUE TO EXTORTIONATE CHARGES VIGOROUS SLASHING REQUIRED

Should Cut Western Rates

OTTAWA, Nov. 26.—(Special.)—That the railroads of Canada are charging higher rates in western Canada than operating expenses warrant is the contention of J. P. Muller, United States expert. Taking the C.P.R. as a standard, the rates suggested on a 50 per cent. gross profit basis showed a decrease in the present rates of from 27 to 44 per cent., and on a 30-2-3 gross profit basis of from 19 to 25 per cent.

MINE STRIKERS EXPLODED BOMB

Attempt Apparently Made to Destroy Lives of Guards of Michigan Copper Mine.

CALUMET, Mich., Nov. 26.—(Can. Press.)—The Michigan copper mine strike took a serious turn again tonight when an attempt was made to blow up the compressor house at the Ahmeek mine. A heavy charge of dynamite was exploded by a time fuse, but the force of the explosion was spent outside the building, and the most serious damage consisted of shattered windows in the compressor house and at No. 1 and No. 2 shafts one hundred feet distant.

Both shafts resumed operations this week. It is believed that the compressor machinery was unharmed. Within two hundred feet of the explosion is a bunk house occupied by mine guards. Officers think that those who planned the dynamiting expected the explosion would destroy the bunk house as well as the compressor.

The explosion occurred about the time of changing shifts of underground men. As the Ahmeek compressor house is almost on the boundary line of Houghton and Keweenaw counties the sheriff's forces of both counties are investigating. Application was made tonight by the sheriff to Governor Peris for martial law at Ahmeek township, Keweenaw county, as there has been considerable shooting thru the district.

SIR JAMES TAKES A HOLIDAY

For some time past Sir James P. Whitney, prime minister of Ontario, has been ill and during the past few days has absented himself from his office. Last night the following statement was given out by Sir James: "I have not been well and I have taken recreation and a holiday and I feel that I have benefited considerably by them. So much so that it is my intention to take some more without any particular notice being given. With regard to the nature of my proposed recreation, I would not care to say anything."

CANADA'S NEED, SAYS BOURASSA IS LAND, NOT NAVAL DEFENCE

Absurd to Contend That Example of Maritime Country Like New Zealand Should Be Followed by Continental Country—Bilingualism Safeguard Against "Penetration of Yankee Ideals."

SMITH'S FALLS, Nov. 26.—(Can. Press.)—Henri Bourassa, the Nationalist leader, addressed a large attendance of the local Canadian Club here this evening on the subject of Nationalism. After defining his idea of Nationalism as opposed to imperialism, which he said tends to make Canada a nation in the true sense of the word, he touched on the defence problems. "In matters of defence," he said, "each self-governing colony should take the most effective means of protecting its own territory in maritime countries, like New Zealand or the Straits, national defence is primarily naval. In continental countries, such as Canada or India, the first object should be land or coast defence. It is absurd to pretend that any given policy of defence should be adopted in Canada, because it has been accepted in New Zealand, or vice versa.

As to the general defence of the empire on the high seas, its burden should continue to rest on the people of the British Islands so long as they insist on exercising absolute and exclusive control of the naval and military forces and foreign affairs of the empire, and on regulating the sea-carried trade of all British possessions. Bilingualism Only Right. Touching on the language question Mr. Bourassa said that no government

No Election for Two Years

LONDON, Nov. 26.—(Can. Press.)—The chief Liberal whip, P. H. Bellingham, addressing the National Liberal Federation at Leeds tonight, said there would be no general election prior to 1915.

REBEL TRIUMPH WAS COMPLETE

Villa's Troops Returned to Juarez Laden With Spoils and Held Parade in Celebration.

EL PASO, Nov. 26.—(Can. Press.)—Villa's army, returning from its battle at Mesa, began arriving in Juarez shortly before noon, the men in good spirits and well supplied with ammunition which they had captured from the federals.

Fifteen captured federal field pieces and 15 machine guns were brought to Juarez at about the same time the rebel army commenced coming in. A troop review, which was in the nature of a triumphal parade, was at once started and was reviewed by Gen. Villa from an automobile.

Four trainloads of federal prisoners numbering more than 400, it was said, were brought to Juarez at 11 o'clock, Gen. Villa accompanying them in a special car. It was stated that all former rebels who were found among the captives were executed on the field of battle. It is claimed most of the cars used in transporting the prisoners to Juarez were captured from the federals.

There were no volunteers or irregulars among the prisoners. No executions took place in Juarez this morning.

Promotion for Dr. W. W. Dunlop

It was announced last evening that Dr. W. W. Dunlop, chief accountant of the hospital and charitable branch of the provincial secretary's office has been appointed inspector of provincial hospitals and charitable institutions. Dr. Dunlop succeeds C. W. Postlethwaite, who some time ago went west in an effort to regain his health, and who has decided to remain there. The newly appointed inspector will start in immediately. He has been connected with the provincial secretary's office for some time.

ELECTRIC IRON CAUSE OF FIRE

Ten Thousand Dollars' Damage Result From Blaze Last Night in the Maitland Apartments.

Fire caused by an overheated electric iron left standing on a table in the apartment of Mr. and Mrs. Barbour in the southwest wing of the top floor of the Maitland Apartments, 42 Maitland street, did approximately \$10,000 damage to the building and contents at 8.30 yesterday afternoon.

Mrs. Barbour had been ironing on the table during the latter part of the afternoon. She went out to a nearby store, forgetting to turn off the electric current from the iron. The heat first ignited the wooden table, then caught the curtains and soon the whole room was in flames, which eventually worked up thru the roof of the building.

The fire was first discovered when another roomer on the same floor smelled smoke. Upon investigation it was found that the flames had gained good headway in the southwest corner of the building.

Half of the damage is to the building, which is owned by Robert H. Dunlop, contractor, of 79 Wilton avenue. Mr. Bullen last night estimated his loss at \$5000. The contents of the Barbour apartments are a total loss, while practically all the rest of the fittings and furniture on the top flat are damaged by smoke and water.

The loss to the building is wholly covered by insurance.

REBELS MAY TRY EXPLOSION OF OIL TANKS

Federal Commander at Tampico Told That Gunboat Must Be Removed or Widespread Disaster Will Follow—Garrison Able to Hold City Against Armed Assault.

MEXICO CITY, Nov. 26.—(Can. Press.)—"Remove the gunboat Bravo or we will fire on the oil tanks in the City of Tampico and along the banks of the river above." This threat, according to private information received here today, was sent by the rebels to the commander of the federals at Tampico yesterday. So long as the garrison at Tampico is aided by the guns of the Bravo, which is anchored in the river just off Fiscal Pier, there appears to be little chance for the rebels to capture and hold the city. But they might easily devastate the entire region by carrying out this threat to shoot up the tanks and fire the oil, estimated at 100,000 barrels. Should the oil in the tanks up river be fired the floating flame would be carried into the heart of the city, most effectively removing the menace offered by the gunboat, destroying all shipping and probably a fair part of the town.

That the rebels will carry out their threat is regarded by some of the officials here as by no means improbable, altho foreigners owning property in the neighborhood of Tampico are depending upon the promise of the rebels not to molest the well-to-do.

Directed Against Tampico. Advances from Tuxpan and Tampico are meagre because the lines of communication are cut.

(Continued on Page 7, Column 7.)

NOT DREADNOUGHTS BUT FOOD IS WHAT THE PEOPLE WANT

New Note in Liberalism Was S truck at Hamilton Banquet Last Night When Laurier and Rowell Spoke—"Throw Open Wide All Avenues of Trade."

By a Staff Reporter. HAMILTON, Wednesday, Nov. 26.—Canadian Liberalism is stirring up her loins and launching bravely into a revolutionizing of her political existence. With a new and firmer grasp on the opposition battle-ax, and amid the swelling chorus of the rank and file, the party chieftains are sounding the bugle calls for progress and consolidation. This was the temper of the Liberal Club Federation banquet held here tonight in honor of Sir Wilfrid Laurier and N. W. Rowell, K.C.

Out of the declarations of well recognized party slogans issued something of a new note on this occasion. It might, perhaps, more aptly be described as a swerving in the line of attack upon the benches of the administration. It was a cry for cheap food and the cutting down of food tariffs in general to combat the soaring figures which feature the present cost of living.

Not the price of dreadnoughts was the concern of the householders these days, but the feeding of the family, declared Sir Wilfrid. "Free foods, absolutely free foods," was the appeal, thundered out, to be echoed from the mouths of his successors on the rostrum. "Throw open wide all the avenues of trade."

Once more the traditions of the Liberal party and its more recent history were produced and wielded in oratory to show a party rampant in the provinces and Dominion. The righteousness of autonomy was defended and the action of the Borden Cabinet and their entire administration subjected to ruthless censure. The navy question was branded as a football which the government had bandied about with careless abandon. The emergency was characterized as non-existent. It had been the Liberals to a man would have voted for the passing of the \$30,000,000 subscription.

The ideal of provincial legislation was presented in passionate utterance by Mr. Rowell. The workingman and his wife and daughter, who labored in store and factory, should be conserved as the very life of the nation. Defend the woman from the nefarious grasp of the white slave.

Young Men the Backbone. In felicitous manner W. B. Prentiss advanced the toast to the guests and welcomed the occasion as one marking the adaptation of historic principles to

(Continued on Page 7, Column 8.)

