

ARTHUR S. GOODEVE DEAD IN TORONTO

Railway Commissioner Was Recently Engaged in Telephone Rate Case.

WAS HIGHLY ESTEEMED

Sudden Demise in Hospital Comes as Great Shock to Numerous Friends.

Arthur Samuel Goodeve, member of the Dominion Railway Commission, died in the private pavilion of the Toronto General Hospital yesterday morning. He underwent what was considered a slight operation a little over ten days ago. His sudden death will come as a shock to many who saw him sitting in the Toronto court house but two weeks ago as one of the board dealing with the telephone case.

The late Mr. Goodeve was born at Guelph, December 15, 1860. He graduated from the Ontario College of Pharmacy and subsequently went west. He was mayor of Roseland, 1889-1890. Entering British Columbia politics, Mr. Goodeve was made provincial secretary in the McBride administration in June, 1903, but was defeated in his constituency and resigned. He was returned to the house of commons as Conservative member for Kootenay at the general election in 1906. He served as a member of the timber and forestry commission for British Columbia in 1909, and was Conservative whip in 1910. He was appointed to the railway commission in 1912.

The deceased was a member of the Rideau, Ottawa and Roseland, B.C. clubs, prominent in the Masonic order, and a Presbyterian. Mr. Goodeve is survived by his wife (formerly Miss Ellen Elizabeth Spence), two sons and one daughter. Many will remember the distinguished service his daughter rendered at the front during the war. He underwent great hardship at Salomon during the early stages, when things were not going very well. Mr. and Mrs. Goodeve gave up two of their sons in the service of their country. News came of the death of one son very shortly followed by an announcement that a second son had been killed. During these trials Mr. Goodeve "carried on," trying hard to ease his part, and was always considerate with those around him.

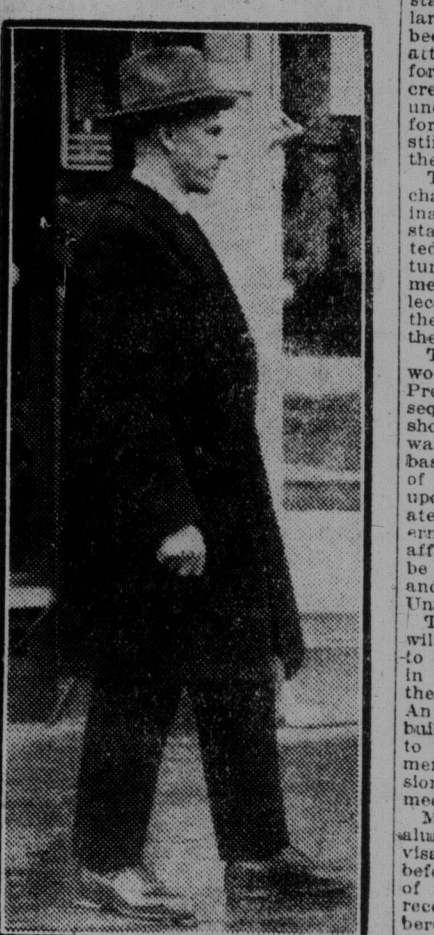
Distinct Loss to Country. The commission and the railway board, which was known as everybody's friend, beloved by the whole staff. All those around him were anxious to assist him, and in doing so did not consider it work, but pleasure.

"His strength on the board resulted from his being broadminded, and while trying to hold an even balance between the public and railways so often a difficult task, he always reasoned out matters with his colleagues in a give and take manner, trying to arrive at a unanimous judgment. These unanimous judgments always carry more weight, but with a board of six members, there is always required that accommodation of views, and it was with this object in view Mr. Goodeve always approached any difficult subject.

"Mr. Goodeve lived in Ontario many years ago, but went to British Columbia, where he took an active part in public affairs. He took a great interest in everything that had to do with the welfare of British Columbia, and had a good deal to do with fostering the great fruit industries of the fertile valleys, which, when he went there, were almost unused. His knowledge of British Columbia affairs and the needs of those who settled on the Pacific coast and in the valleys, served him greatly when discussing with his colleagues matters affecting that part of Canada.

MEN YOU HEAR OF Seen as Their Friends Know Them

No. 40.



MR. W. H. BELL, 1178 West Bloor street, who has been in business for himself as a furrier for nine years, and was previously nine years with the T. Eaton Co. He was born in Toronto, and was educated in the public schools of this city. He is interested in photography and art, as well as in fishing and hunting.

INSIST ON TORONTO MEN FOR SHIPYARD

Conference at City Hall Makes Request to Minister of Marine.

ASK FURTHER ORDERS

Labor Men Fear Proposal Is to Bring Workers From Outside Points.

Pressure is now being applied at Ottawa to induce the government to complete the steamships now in the yards of the Dominion Shipbuilding Company with Toronto labor. News has come from Ottawa that there was a proposal to bring in outside labor, possibly the Collingwood Shipbuilding Company, to complete the boats.

A conference was held in the city hall yesterday, attended by the board of control, Toronto members of the federal parliament and heads of the Shipbuilders' Union, after which the following telegram was sent to Hon. C. C. Ballantyne, minister of marine and fisheries, Dr. Sheard, M.P., and Thomas Foster, M.P.:

"At the meeting of board of control and city members, held at the city hall in conference with representatives from labor organizations of the city, we were requested to wire you as to the imperative need of embodying in any contract relating to the completion of the construction of the steamships now on the ways that city of Toronto labor only be employed thereon, and also to draw your attention to what in our judgment appears to be an unjust proposal to employ outside labor in connection with this work when a local organization is already at hand competent to complete the same without any such bonus."

Herbert Wright, president of the Shipbuilders' Union, commented on the telegram from the conference of Toronto M.P.s, who was a director and also solicitor for the Dominion Shipbuilding Company.

The conference was unanimous in its conclusion that only Toronto labor should be used on the boats which were under construction for the government when the company went into liquidation. Mr. Wright's direct work would cost from \$150,000 to \$200,000 more if done by outside labor than if completed with Toronto labor. The work, he said, had only been 30 per cent completed, the advances up to 70 per cent had been made. Controller Ramsden thought that fact required explanation.

E. L. Cousins of the harbor commission said it was customary in all shipyards to make payments in advance of the work. The quantity of material paid for was the value of the yards gave the government some protection. Dr. Sheard said he had not heard it suggested that the Collingwood firm might do the work until he entered the room yesterday.

It was proposed also to try to get more orders from the government to keep the yards in commission. Mayor Ferguson said the business agents of the union concerned declared they have not yet been communicated with in regard to the securing of men for the plant, and the opinion is prevalent that out-of-town men are to form a large percentage of the employees.

Business Agent Herb Wright of the Shipbuilders' Union stated that the contract for the completion of the ships was understood to have been given to the Collingwood Shipbuilding Company. He declared that there was no opposition locally to the employment of outside men, but that the union could further see no justification for the awarding of the liquidation. Mr. Wright's direct work would cost from \$150,000 to \$200,000 more if done by outside labor than if completed with Toronto labor. The work, he said, had only been 30 per cent completed, the advances up to 70 per cent had been made. Controller Ramsden thought that fact required explanation.

It is hoped that you will co-operate with this branch in securing this long-delayed return to work conditions, and that it will not be necessary to take any stringent measures to enforce the observance of this law.

Mr. James Dempster of the Dempster Bakery stated his opinion that it would be impossible to carry out the order which was legislated without understanding of sympathy with the industry. "Those who are carrying this law have forgotten that besides the mere making itself are a number of processes to be carried out as part of the bread-making process, and the end result is another. The bakerman has to prepare the bread in a time for its delivery by the distributors," he said.

Tom Watt, one of the most indefatigable workers on behalf of the abolition of both night and Sunday work, stated that the first step in the right direction had been made. The thin end of the wedge had been applied in the enforcement of the law, which he and other labor men brought about before the war.

THIEF IS CHARGED. Charles Webber of Buffalo, N.Y., and Robert Burns, Toronto street, were arrested last night by Detectives Sullivan and Waterhouse on a charge of theft. The former is alleged to have stolen 20 pairs of socks from the Brass store, Yonge and Adelaide streets, while Burns is alleged to have stolen a fur cap from a wagon at King and Yonge streets.

HAS LEG BROKEN. When he fell from a five-foot verandah while playing at his home yesterday afternoon, Donald Holland, age three and a half years, of 48 Seymour street, had his left leg broken. He was removed to the Hospital for Sick Children.

CROSSED BAY OF FUNDY IN A TERRIFIC GALE. Yarmouth, N.S., Nov. 22.—The steamer Prince George, from Boston, which arrived here late this afternoon, experienced terrific weather crossing the Bay of Fundy. A piping gale of wind was blowing, which kicked up such high seas that the speed of the ship had to be reduced to seven knots.

Shortage of Thanksgiving Turkeys in the Middle West. Chicago, Nov. 23.—A shortage of turkeys has increased the price of the official Thanksgiving bird five cents a pound in middle western states, over the usual price, and as a result many housewives will substitute chickens, geese and ducks in the Thanksgiving menu, reports from the "turkey centers" indicated tonight.

Chicago's supply of gobblers today was many carloads short of the number needed, according to dealers, with the retail price ranging from 55 to 65 cents a pound.

LUXURIOUS TORONTO REQUIRES THE BEST

Bacon and Pork Dear, While Citizens Demand Finest Cuts, Say Packers.

EVIDENCE CONTINUED

A quarter of a million dollars was the figure estimated by Mr. McKay, counsel for Hydro, when asked yesterday afternoon by The World to give the probable cost to the province of the new commission on Hydro radials.

This figure, which is a low estimate, is based upon the commission sitting six months, and includes all the costs of counsel at \$1,000 per day, attendance fees of witnesses, and the payment of the engineers sitting on the enquiry. Further, it was gathered that up to the present time, the commission has cost the province over \$75,000, and they have only been in session a matter of eighteen days.

Lines Need Repairs. C. E. Friend, controller of the Canadian National Railways, resumed his evidence after lunch, and said that the average passenger earnings on the Port Dalhousie, Niagara Falls, St. Catharines, Welland and Lake Shore lines were \$9,648 per mile, while the average freight earnings were \$4,324, and miscellaneous \$1,503, or a total of \$15,920 per mile.

Mr. Robertson then questioned witness regarding the Toronto and Eastern line, one of the lines Hydro wanted, and the witness admitted that this line needed repairs.

Replying to Mr. McKay, witness agreed that it would be fair to let out the Lake Shore in computing the freight earnings, as the freight on this line was only 1 per cent, which kept down the average per mile. The line was a dead horse.

Mr. Helmutz: "Perhaps the government would like to let that line." Witness: "Yes, I believe they would."

Not Holding Business. Mr. Friend would not admit that the terminal at St. Catharines was keeping ALEXANDRA & MAT. TODAY WALTER HAMPDEN

TODAY, "THE TALKING OF THE SHREW." Also Fri. Evg. TONIGHT, "HAMLET." Thurs. Evg., "The Merchant of Venice," Also Sat. Evg.

The Funniest Comedy on Record. NEXT WEEK SEATS TOMORROW H. H. Frazee offers JACK NORWORTH And an Exceptional N. Y. Cast in "MY LADY FRIENDS"

The Greatest of All Comedy Hits. EVE'S.—50c to \$2.00. WED. MAT.—Pop. \$1.00. SAT. MAT.—50c to \$1.50.

Important Announcement! The Seat Sale for FLORODORA

Which Plays the Royal Alexandra WEEK BEGINNING DEC. 6 OPENS MONDAY, NOV. 29

Nights, 50c to \$3.00. Sat. Mat., 50c to \$2.00. Wed. Mat., 50c to \$1.50. WARNING:—THE DEMAND FOR THIS EXTRAORDINARY ATTRACTION IS THE LARGEST IN HISTORY OF THIS THEATRE. BUY YOUR SEATS EARLY AND AVOID DISAPPOINTMENT.

GOING TO THE RACES? Woodbine in its palmiest days never saw races more thrilling, nor closer "nose-finishes." Rain or shine, daily, four snorting, straining, steaming, pure white steeds, lashed to the limit by dare-devil demon drivers, tear their way at break-neck speed right across the Strand stage, in an actual chariot race, that would make Nero himself turn green with envy. All in a prolog that has set Toronto agog.

MADONNAS AND MEN With its Real Actors, Living Dancers and Beautiful Slave Girls came to Toronto in a storm, and has taken the town by storm ever since.

NOON TILL 11 P.M.

After Tomorrow WHAT?

WILLIAM L. GIBSON AND REGINA CONNELL WILL J. WARD AND GIRLS THE GREAT LESTER CLAUDIUS AND SCARLET Meredith and Snooty, Scanlon, Dennis and Scanlon, Kohn, Jags, Vera Salinas, Shear's News Review.

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