

The Toronto World

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WEDNESDAY MORNING, MARCH 5, 1913

SUBURBAN FRANCHISES.

A somewhat easy passage through committee was given the bill giving a charter to the Forest Hill Railway Company. Toronto is vitally interested in such projects and as all the newspapers are now anticipating a population of 1,000,000 in 15 years the legislature should consider the rights of such a body of people before creating millstones to hang round their necks.

A very plausible—we shall not say specious—plea may be made for the granting of electric road charters around Toronto. Hundreds of working men, we are told, have to walk to their work, and the city cannot build a line, and this was described by Mr. Glover, one of the promoters, as an outrage. It is almost equally an outrage for Mr. Glover to tell the public that he expects to build an electric railway on the patronage of hundreds of workmen. Capital is not so considerate of workmen as all that. The workmen would find themselves in poor case if a charter were granted to a company which might ally itself with other electric corporation systems and combine to shut the workmen out from the single fare journey on the city car lines which must be kept in view as the essential basis of all Toronto street car traffic.

Such an important thoroughfare as Eglinton avenue should not be alienated from the city, as it practically would be under the grant of a franchise to a company which might be incorporated at any moment with the octopus radicals that now embrace the city.

The legislature may grant a charter, but the question of a franchise should be left to the vote of the people, and there should be such terms included as would ensure to the city the opportunity of making the road a part of the city system when that becomes possible. It is incredible that a road of a few miles should be built without alliance or connection with any other system, and in view of this the city should have the refusal of the road on terms which would now be formulated before any other company might be permitted to acquire it. Dr. Godfrey was right to insist on the expenditure clause. There is no reason for giving a charter to be hawked about until the speculative fever rises high enough to give it value. But in justice to the "hundreds of workmen" present, and thousands of workmen in the future, the legislature should go slow about tying up the main roads about Toronto with vague franchise proposals.

CANADIAN INLAND WATERWAYS

In the report issued in December, 1909, the British Royal Commission, appointed to enquire into the waterways of the United Kingdom, it is very clearly shown that a period of railroad construction has led to the neglect of water transit. That was the experience of England, Germany, France and Belgium, and it was not till well on in the eighties that the three latter countries began to improve their waterways and begin a system of canal development involving large expenditures. As a consequence the growth of tonnage conveyed by water transport increased by leaps and bounds. Not only this, but the encouragement of waterways resulted in a marked reduction in freight cost, whereas railway rates have shown a constant tendency to increase.

No country has a more valuable natural system of waterways than Canada, and no country has been more disregardful of the opportunity they offer. This indifference to the value of water transportation has been fostered to the utmost extent by the railways that owe so much to the lavish help accorded them by the Dominion and provincial governments and legislatures. Now that the railroad companies are seen to be much more concerned with stock manipulation than with efficient public service the matter of effective water competition has assumed new importance. Transportation by water is cheaper and often quicker than by rail.

What Canada urgently needs is the development of a really valuable system of water transportation. This can be obtained most easily and cheaply by an enlargement of the carrying capacity of the existing routes. In this connection the Great Waterways Union of Canada is doing praiseworthy work by urging upon the Dominion Government the primary

need of deepening the Welland-St. Lawrence system and opening up that other and equally valuable chain connecting Lake Superior with the grain growing provinces. Canada has the real key to the transportation situation in her own hands, but her governments refuse to open the door. There has been much disputation over the relative merits of the present ocean waterway to Lake Superior and that proposed by the construction of the Georgian Bay Canal. It is not necessary to decry the possibilities of the latter scheme, and they may ultimately require its construction. But at any particular moment the value of a canal must be judged by the saving of time and expense, and the report on the Georgian Bay Canal distinctly admits that as compared with an improved system of St. Lawrence canals no practical benefit can be claimed.

Looked at without controversial animus all the weight of argument seems to be on the side of those that advocate the development of the present waterways. Their value is already proved and their carrying capacity can be easily and profitably increased. To launch into new schemes of problematical advantage before the existing routes are fully opened seems unwise, more especially when these mean encouragement to many harbors and distributing points on the lower lakes. Expert opinion agrees that the opening of the great lakes by means of a deep waterway on the St. Lawrence is perfectly feasible and it is a Canadian national necessity.

OUTSIDE THE DOOR.

There is one flaw in the Jeffersonian simplicity of President Wilson. It is stated that "it is his custom to leave his shoes outside (his bedroom door) not only in his own house, but in the houses of his friends." It is used to be a proud boast of Americans that every real democrat brushed his own boots, or they remained unbrushed. President Wilson may be great, but he has lowered the democratic standard by placing his boots outside the door. No longer will English visitors feel alarmed lest they have made a faux pas when they place their extra heavy soled on the mat, nor wonder if the master of the house has retired to the cellar with them for the unwelcome cleaning. There must be some one who removes President Wilson's shoes from the outside of his door and returns them before the break of day. Who is relegated to this degrading duty? And what will become of the pocket shoe-shine outfits and the imported Greek if the new order of things takes hold of society. It is an ominous sign when men take to leaving their shoes outside to be polished, and Mr. Wilson is rocking the foundations and does not seem to know it. Perhaps it is on account of his academic training. And then follows the horrid suspicion—Does he wear goshoes? Or spats?

PROVINCIAL FINANCES.

Hon. I. B. Lucas made his financial speech in the legislature under well-known disadvantages, the cause of which has been widely deplored. No doubt the late Col. Matheson had his plans for the future, and his budget was probably well advanced in his mind. Mr. Lucas, however, has had no data to go upon beyond what is generally available, and only five weeks to formulate his proposals. Naturally his address took a retrospective turn.

After eight years, he pointed out, the Whitney administration has had a revenue of \$65,000,000, and there has been an expenditure of \$64,000,000. This comes well within the Micawber limit of happiness and contentment. The present deficit of \$245,000 is but a nominal one, he explained. Had the senate not held up the T. & N. O. Railway grant passed by the house of commons there would have been no deficit, as it was composed, less \$74,000, of payments on interest for the English loan and railway certificates.

The loyal opposition naturally endeavored to prove that the province was going to the dogs under Premier Whitney. The fact is that Mr. Froude, in Mr. Lucas' place would probably have made identical explanations. Mr. Lucas made a businesslike and satisfactory address under the conditions, and we hope to hear him when more permanent arrangements afford him the opportunity to dilate upon a budget all his own.

BRYAN ON WILSON'S NEW BOOK.

In the last issue of his weekly paper, "The Commoner," Mr. William J. Bryan, the new United States secretary of state, has this to say concerning President Wilson's book, "The New Freedom":

Those who would calculate with accuracy the course of the ship of state under the pilot who takes his find in "The New Freedom" can find during the next four years. Progressives will welcome the book as renewed evidence of the author's task of popularizing the government and putting the people in the control of the government. Those who have from lack of information viewed with alarm the changes that are taking place will be instructed and, to a large extent, relieved of their fears by the definitions given and the distinctions drawn by Gov. Wilson.

Hamilton has good reason to be proud of the Elgar Choir. Its reception in Detroit on Monday night was most gratifying, and Mr. Bruce Carey, its talented conductor, has brought his chorus to a point of perfection only surpassed in Canada by the Mendelssohn Choir.

Good Health will be yours

if you drink



Pilsener Beer
"GOLD LABEL" ALE

YOU can almost FEEL your strength coming back, as you enjoy a bottle of this rich, creamy, old ale.

Before meals, with meals and after meals—take it as you prefer. It will do you good anytime, and all the time.

SUN LIFE ASSURANCE COMPANY

In another column will be found the very gratifying report submitted by the directors of the Sun Life Assurance Co., at the annual meeting of shareholders. The record for 1912 is one of all-round increases, fully warranting the statement made by the company's premier position among Canadian life assurance offices, and acted much greater than that of any other Canadian company, but it is, we believe, greater also than that of any British Empire, which does not issue industrial policies.

At first reading this seems something of a boast, but an examination of the figures shows that new policies show an increase over the previous year of no less than \$4,377,628.45, and the year increased by \$18,160,247. These figures are reflected in the income, higher by \$1,775,746.08, and in the assets, which stand better by \$5,704,780.51. That a purely Canadian institution is able to advance these remarkable results and to occupy so pre-eminent a position in the management of the Sun Life Assurance Co., and its shareholders and policyholders, but to all patriotic Canadians.

SETTLERS' EXCURSIONS TO ALBERTA AND SASKATCHEWAN.

Commencing March 11 and continuing every Tuesday thereafter until April 29th inclusive, the Grand Trunk Railway system will issue one-way Settlers' tickets to stations in Ontario, Peterboro, Port Hope and Port Clinton in Alberta and Saskatchewan at exceptionally low rates. Through coaches and Pullman Tourist Sleeping cars will leave Toronto 11 p.m. for Winnipeg without change on above dates, via Chicago and St. Paul. Bertha may be secured in Tourist cars at a nominal charge.

The Grand Trunk Pacific Railway is the shortest and quickest route between Winnipeg-Saskatoon-Edmonton-Trains now in operation Winnipeg to Regina, Yorkton and Canora, Sask., also to Camrose, Mirror and Edson, Alta.

Timetables, Land Pamphlets and full particulars relative to the Grand Trunk Pacific Railway may be obtained on application to Grand Trunk agents or write to C. E. Horning, District Passenger Agent, G.T.R., Toronto, Ont.

C. N. R. LOCATES ITS NEW B. C. STATIONS

Fourteen in Hundred-Mile Stretch From Port Mann—Provincial Work.

The Canadian Northern Railway, came out with the announcement yesterday of the location of fourteen new stations to be constructed along the main Transcontinental line. These are to be erected from Port Mann, B.C., east and will be six miles apart, beginning with Port Mann, and ending at Kamloops, B.C. The stations are: Langley, Glen Valley, Mount Elmo, Matsqui, Samas Mountain, Chilliwack, Rosedale, Popkum, St. Yalo. The steel along this section of the line, covering a distance of about a hundred miles, has already been laid and the construction of the stations following their completion, a service on that section of the line is to be inaugurated early this summer.

Grading of the C.N.R. British Columbia, from Yellowhead Pass to Port Mann terminals, according to a statement issued by the company yesterday, is now more than half finished. The percentage of grading finished here is 80 per cent, and remaining portion of the line in B.C. 35 per cent. The work on the tunnels between Port Mann and Kamloops is 25 per cent, complete.

The Philosopher of Folly

By Sherwood Hart

THE SHACKS.

The tempest often whacks the little wooden shacks that cluster round the edges of the town; the blizzard often roars around the flimsy doors and tries to blow the makeshift houses furiously sail at all the little shacks in its path; with sullen roar and hiss it smites 'em thigh and hip, and worries at the paper and the lath. Thru crevices and chinks, thru cracks and kinks, the stormy winds and water often blow and snow drift on days when it is ninety-nine times out of a hundred that the little wooden shacks still poke their sturdy chimneys towards the stars. Harcourts has been their fight they follow one another in a sort of orderly double-barreled jars. We've mostly always found them held their bit of ground—it takes a lot to wipe them off the map. They are long, but still with courage strong and flap. And since they will not yield their foe will leave the field; the battalions for a little while will cease; no more the wind will batter at each door—the little chimneys soon can smoke in peace. When pointing out our sights to dukes and earls and nobles, an Easy Street we had to the run, when we might better like show them how the business is begun. We oftentimes despise these little homes which rise; their architecture queer and quaint and they may be for paint—yet pretty plucky people live inside! Sherwood Hart.

FOUND 24 STOWAWAYS

NEW YORK, Mar. 4.—(Can. Press.)—Twenty-four struggling and kicking stowaways were dragged from the hull of the Star Line, Cedric, shortly before it sailed today. They were members of a small army of foreigners, en route to Italy, who were unable to obtain passage on their steamship and sought to smuggle their way across. They were arrested, and the line said that this was the latest stowaway list on the steamer they had ever known.

Headache Over the Eyes? Look For Nasal Catarrh

Catarrh Never Stops in One Place—It Spreads Rapidly—Often Ruins Health Completely.

In this changeable climate it is the little colds that drift into Catarrh, passes rapidly from the throat or nose to the bronchial tubes and then to the lungs. You can't make new lungs any more than you can make new fingers or toes, but you can cure Catarrh.

The surest cure consists of breathing in the healing balsamic essences of a medicated vapor so full of rich Catarrh vanishes before it. "The soothing piney vapor of Catarrh is the most powerful medicine I ever used," writes Mrs. Edmond Lehn, of Saskatoon. "Every breath drawn through the Inhaler brings a grateful feeling through the Catarrh cured me of the nose and throat. I am now free of the headache over the eyes, relieved me of a stuffy feeling in the nose, and an irritable hacking cough that had been the bane of my life for a year. My general health is greatly improved, my appetite and digestion are considerably better than before. Catarrh has been the means of giving me such health as I always desired. Even though Catarrh has a firm hold on you, and affects your throat, nose or ears, you can be thoroughly cured with Catarrh. Large size, guaranteed, costs \$1.00; smaller size, 50c; sample size, 25c. All storekeepers and druggists, or The Catarrh Co., Buffalo, N.Y., and Kingston, Canada.

At Osgoode Hall

ANNOUNCEMENTS.

4th March, 1913.
Motions set down for single court, for Wednesday 5th inst. at 11 a.m.
1. Re Nichols-Hall v. Wildman.
2. Re Nichols-Hall v. Wildman.
3. Re Nichols-Hall v. Wildman.
4. Re Nichols-Hall v. Wildman.
5. Re Nichols-Hall v. Wildman.
6. Re Nichols-Hall v. Wildman.
7. Re Nichols-Hall v. Wildman.

1. Re Moulton Estate, (to be continued).
2. Re Moulton Estate, (to be continued).
3. Re Moulton Estate, (to be continued).
4. Re Moulton Estate, (to be continued).
5. Re Moulton Estate, (to be continued).
6. Re Moulton Estate, (to be continued).
7. Re Moulton Estate, (to be continued).

Master's Chambers

Before J. H. G. Smith, Master.
Brownie v. Timmins—J. G. Smith for defendant, R. McKay, K.C., for plaintiff. Motion by defendant for order setting aside statement of claim, as being filed without leave, and therefore irregular under C.R. 205, the time not having been extended under C.R. 352. Judgment: While the statement of claim may be properly validated, as of this date, it would seem fair that the question of interest on any sums that plaintiff may ultimately recover, should be left open to the trial judge, in the similar case of Finkle v. Leitz, if it appears right to so direct. Costs of motion will be to defendant in any event, and the trial should certainly not be any longer delayed, as the interest on the sums claimed is nearly \$2000 a year.

Cantlin v. Clarke—H. J. Martin, for defendant, obtained on consent, order allowing parties to withdraw pleadings filed, and to allow new pleadings in their stead.

Whiele v. Foster—R. G. Smythe, for plaintiff, moved for order allowing amendment of statement of claim and record. K. Lennox, for defendant. Order made. Costs in cause to defendant.

Hawker v. Taylor—Macdonnell (Dewar & Co.), for plaintiff, moved for a judgment for possession. Hett (D. O. Cameron), for defendant. At defendant's request, motion enlarged for two weeks, pending negotiations for settlement.

Phillips v. Monteth—F. Aylesworth, for plaintiff, moved for judgment under C.R. 603. T. H. Pewe for defendant. At plaintiff's request, motion enlarged for a week.

Toronto Lumber Co. v. Hough—Crichton (Smith & G.), for plaintiff, obtained an order vacating lien and dispendence.

Bank of Ottawa v. Altink—H. C. Macklem, for plaintiff, obtained order for issue of writ and service of notice of same on defendant, in the United States.

Judges' Chambers

Before Latchford, J.
Re Simon—F. W. Harcourt, K.C., for infants, obtained an order directing account to discharge mortgage upon payment of \$4273.50.

Re Panton—F. W. Harcourt, K.C., for infants, obtained order allowing payment into court of \$450.

Re R. A. Hood—F. W. Harcourt, K.C., for infants, obtained order for payment of \$75 a year, for maintenance.

Re Chewett—F. W. Harcourt, K.C., for infant, obtained order allowing payment into court of \$100, to credit of infant.

Re Stritch—F. W. Harcourt, K.C., for infants, obtained order allowing payment of boy's share for maintenance, to Elizabeth Stritch, and for payment of girl's share to Margaret Stritch.

Thompson v. G. T. Ry. Co.—F. W. Harcourt, K.C., for infants, obtained order amending judgment so as to judgment and allowing maintenance to be paid quarterly.

Re Henderson—F. W. Harcourt, K.C., for infant, obtained order allowing payment into court of \$300, and releasing land.

Re Vorusso—F. W. Harcourt, K.C., for infant, obtained order allowing payment into court of \$300, to credit of infant.

Re Hamilton—F. W. Harcourt, K.C., for infant, obtained order allowing mortgage of infant's land to secure purchase money on lands bought by infant's father.

Re Brethour—F. W. Harcourt, K.C., for infant, obtained order allowing payment into court of \$1047.48, for infant.

Ash v. G. T. Ry. Co.; Anderson v. G. T. Ry. Co.; O'Connell (Peterson), for Ry. Co., moved for mandamus to Hon. Mr. Justice Britton, to compel him to tax costs in arbitration proceedings. J. G. Smith for land owners. Motions refused with costs.

Single Court

Before Middleton, J.
Re Lydia Phillips Estate—J. H. Spence for executors, G. H. Kilmer, K.C., for nephews and nieces, W. A. Lewis (Brookville) for other legatees. Motion by executors for an order construing will of Lydia Phillips, late of Village of Athens, Leeds County, Ontario, deceased. Judgment: There remains an amount of \$2800 to be paid to the legatees in question. The proceeds of a parcel of land to which the testatrix died intestate.

question is, is this sum divisible among the nephews and nieces or the legatees. The order will declare that the fund in question be divided amongst the nephews and nieces, and that the costs of all parties be paid out of the estate. As the testatrix died intestate with respect to a parcel of land, the proceeds of this land will bear the cost.

Before Falconbridge, C. J.
Hubbard v. George—S. F. Washington, K.C., for plaintiff, W. T. Evans (Hamilton) for defendant. Action by one real estate agent against another to recover commission in alleged sale of land by plaintiff for defendant. Judgment: Plaintiff is not a mere agent. He had an option from defendant in his own name, accompanied it is true by a letter whereby he was to get a commission if option accepted. This option expired. The property was subsequently sold under another option given to H. S. Lees by the owners of the property, not by the defendant, who only had a proxy from them, but who made an option out of the transaction. The plaintiff will be paid the commission, with costs. I refer to the appellant's division his application for leave to amend. Ninety days' stay.

Appellate Division

Before Mulock, C.J.O.; Clute, J.; Riddell, J.; Sutherland, J.; Leitch, J.; Ramsay, J.
Toronto Railway Co. v. P. MacCarthy, K.C., for defendant, D. L. McCarthy, K.C., for plaintiff. Appeal from judgment of the Division of the Court, dated Jan. 8, 1912. Action by James Jamsay, administrator of the estate of Jean Spence, to recover damages caused by being struck by a car of defendants while crossing the 27th ult.

Before Mulock, C.J.O.; Clute, J.; Riddell, J.; Sutherland, J.; Leitch, J.; Ramsay, J.
Toronto Railway Co. v. P. MacCarthy, K.C., for defendant, D. L. McCarthy, K.C., for plaintiff. Appeal from judgment of the Division of the Court, dated Jan. 8, 1912. Action by James Jamsay, administrator of the estate of Jean Spence, to recover damages caused by being struck by a car of defendants while crossing the 27th ult.

To sit with Wifie by the fireside on a winter's night,
With a good pipe and matches, is my great delight,
Because I know the matches, Eddy's Silents, are
alright.
They're Safe, Sure, Silent—each time I strike I
get a light.

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TUBERCULOSIS EXPERTS TO MEET IN OTTAWA

Thirteenth Annual Convention—Duke of Connaught Will Be Present.

The thirteenth annual convention of the Canadian Association for the Prevention of Tuberculosis will be held under the presidency of Hon. Adam Beck on March 12 and 13, 1913, in Association Hall, Ottawa. The Duke of Connaught has consented to be present.

During the convention the gift of Hon. George H. Perley, will be officially opened.

Experts and social workers from various parts of Canada will take part in the proceedings.

Builds New Blood Cells

It is estimated that there are over 75,000,000,000 red blood cells in the human body. These red blood cells move in the blood currents, carrying through the arteries each its little load of oxygen, which it transports to the distant tissues, that they may be invigorated and vitalized anew.

When the red blood new, and waste, weakness and disease result. It is by forming new blood cells that Dr. Chase's Nerve Food restores strength to the weakened and worn-out body.

Miss Marie Voigt, Midway, Ont., writes: "Dr. Chase's Nerve Food has proven worth its weight in gold to me. I was pale and thin and nervous, and my system was run down in every way. The skin became a yellow color, and I suffered great misery from piles. By the use of Dr. Chase's Nerve Food my health has been fully restored. I have a good appetite and now feel strong and happy. Working hand in hand with Nature, Dr. Chase's Nerve Food is the surest means of building up a run-down system."