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The Toronto World

TWELVE PAGES.—THURSDAY MORNING NOVEMBER 3 1910.—TWELVE PAGES

COLONIZING NEW ONTARIO

Some of the Problems Affecting the North Country, and Suggestions As To Dealing With Them.

Once more a denial is announced of the rumor that the provincial government had intentions of selling or leasing the T. & N. O. Railway to the Grand Trunk. It is impossible to say what is the object of those who circulate such a report, except it be to have the opportunity of recording the denial.

More and more will the provincial government be judged by its record in dealing with immigration and settlement matters. What the province needs above all things is population, and every false move, and every neglect and omission that interferes with the increase of the people locating upon the crown lands is a black mark against the policy of the department concerned.

But the T. & N. O. Railway was designed to further the settlement of the northern lands. It is frequently forgotten that this was its sole object. Since the discovery of Cobalt, many have imagined that the railway set out with that point as its objective. Cobalt was a gift of the gods, and as unexpected as any that ever descended. It made the progress of the railway northwards a much easier matter than was anticipated, and the construction of the national transcontinental line has also been a windfall for the provincial road.

But the T. & N. O. Railway is only a sectional road. It should possess running rights from North Bay to Toronto if a government line be not constructed all the way. Without this direct connection with Toronto, the rates for freight and express goods must be about double what they should be. Bitter complaints are heard from farmers along the line against charges, which are quite fair and reasonable under the conditions. The point has not been settled whether the conditions are as fair and reasonable as they might be.

The government road needs feeding. No one is more alive to this than the far-sighted and competent chairman of the commission. We believe that if he had his way he would carry out a much more active policy than the government seems willing to sanction. Such a policy would certainly provide for running rights to Toronto. It would also carry out the construction of the Charlton line to Elk Lake, and so on thru the Gowganda district to Sudbury. And it would look towards James Bay for a terminal point on tide water. Even if there were only ten miles a year constructed for the present the work should be put in hand, and the area under the control of the road extended.

It does not seem to many experienced men that the most and the best is being done that might be done to this end. A great deal of stereotyped work is being done in England, and excellent pamphlets are being circulated in thousands, but there is no such result as the proving vance requires. It is a question if English people are the best to settle this country. Certainly any who can be persuaded to go will be welcome. But the facts and the conditions are those in which the hardy people of the Scandinavian peninsula, the Danes, the Finns, the Icelanders, would find themselves absolutely at home, and in so much more fertile territory than their own countries afford, that they would be delighted with the change and would learn to love their new homes as the average English family would not for a generation.

There is no use trying to obscure the difficulties of the country. The fact that so many go west is clear enough evidence that difficulties exist. Whatever difficulties there may be, should be removed as far as possible. Even the \$75 charged against settlers in some of the northern townships should be remitted to bona fide settlers who take up their permanent residence on the land. The sum of \$75 is a considerable amount to most settlers, and it is nothing at all to the province in contrast with the value of a settler's family living on the land and developing the district, and serving as an inducement to others to follow.

The difficulty of clearing the land is too frequently minimized. It is argued that the early settlers in Old Ontario went thru as great hardships as could possibly be met in the north. But if they did it was under totally different conditions. They certainly had no \$75 to pay. They went where they liked. They took what they wanted. They lived on the game. They hewed and plundered and burned in a way that would not be permitted for a moment to the modern settler.

Clearing the land is a real obstacle on a great deal of the land in some of the northern townships. Much of this is covered with second-growth scrub timber, which might be utilized for pulp wood if it were near a mill. The freight rates make it worthless for this purpose. It is too soft for fuel, and there is nothing to be done with it but to cut it down, pile it in heaps, and burn it. After that the land has to be stumped, and this is a long and costly operation for beginners. A man cannot expect to live on less than fifty acres, and to clear fifty acres is a herculean task sufficient to fill two or three years, or even more, for the inexperienced.

What is he to do in the meanwhile? He can make nothing out of his scrub timber. He is not allowed to burn it down, which the forestry experts declare is the only thing to do with it under the circumstances. In fact, the government pays huge sums annually for fire-rangers to see that this worthless bush is not burned down.

This point should be clearly understood. There is no valuable timber on the districts referred to. The government has not set aside these districts as forest districts, but as agricultural districts. The mistake is in treating them as both at once. If they are for agriculture, then they should be cleared by the most expeditious methods and put in settlement. Hon. W. J. Hanna might organize a semi-military farm-clearing force out of his prison-reform subjects. Efficient gangs of clearing forgers could be organized with moneyed families of England might be induced to come out with a few thousand dollars are pretty certain to go west, where they can get their land cleared and ready to crop as soon as they arrive, rather than go to the scrub bush sections, where there is several years of hard work ahead before the ground is ready for the seed.

All these things depend upon the railway—the government colonization railway. It ought to be extended, and it must be extended if the settlement policy is to be a success. One of the questions of the road has never yet been taken up as it might. It is the operation of the road by electrical power. There is water power in the north country sufficient to run railways all over the territory. The reduction in the cost of operation by using this source of power would be very great. The Hydro-Electric Commission could give expert advice about the matter any time. The government should have it under advisement.

The World is desirous of approaching the question, which is admittedly a difficult one, in a spirit sympathetic towards the government, if the government make it clear that it is not intended to allow things merely to float along. There is a belief in some quarters that the government is standing in the way of settlement projects, in the fear that somebody might make money out of the country. It is absolutely sure that if people are not allowed to make money out of the north country they will go to a country where they can make money. All that the government can do is to see that the land gets into the hands of bona fide settlers who will spend their labor and their substance in developing the country. If the government cannot get such people on the land by its own exertions, it ought to enlist the assistance of those who can.

AEROPLANE FLIGHT OVER OCEAN
NEW YORK, Nov. 2.—(Special.)—On Saturday Aviator J. A. E. McCurdy will attempt a flight from the ocean liner Kaiserin Augusta Victoria from fifty miles at sea to New York City. Torpedoes will follow him. It is to test the capability of aeroplanes for receiving ocean mail without the usual delay at quarantine.

Added Manual Training Branch.
OTTAWA, Nov. 2.—The Children's Aid Society to-day decided to add a manual training branch to their department home. It was also decided to ask the Ontario Government to provide more accommodation for imbeciles, as there are a dozen here now in the jail.

NATIONALIST SPEAKER DISTURBS THE NAVY AND THE GOVERNMENT.
MONTREAL, Nov. 2.—"We need all our money to develop our country. England has allowed us self-government, but we are expected now to spend for a navy. We have already spent millions on a militia," said Albert Lavigne, speaking for the Nationalists, in the absence of Armand Lavigne, at last night's meeting at Warwick, when Mr. Lavigne named Mr. Monk as the leader whom he followed.

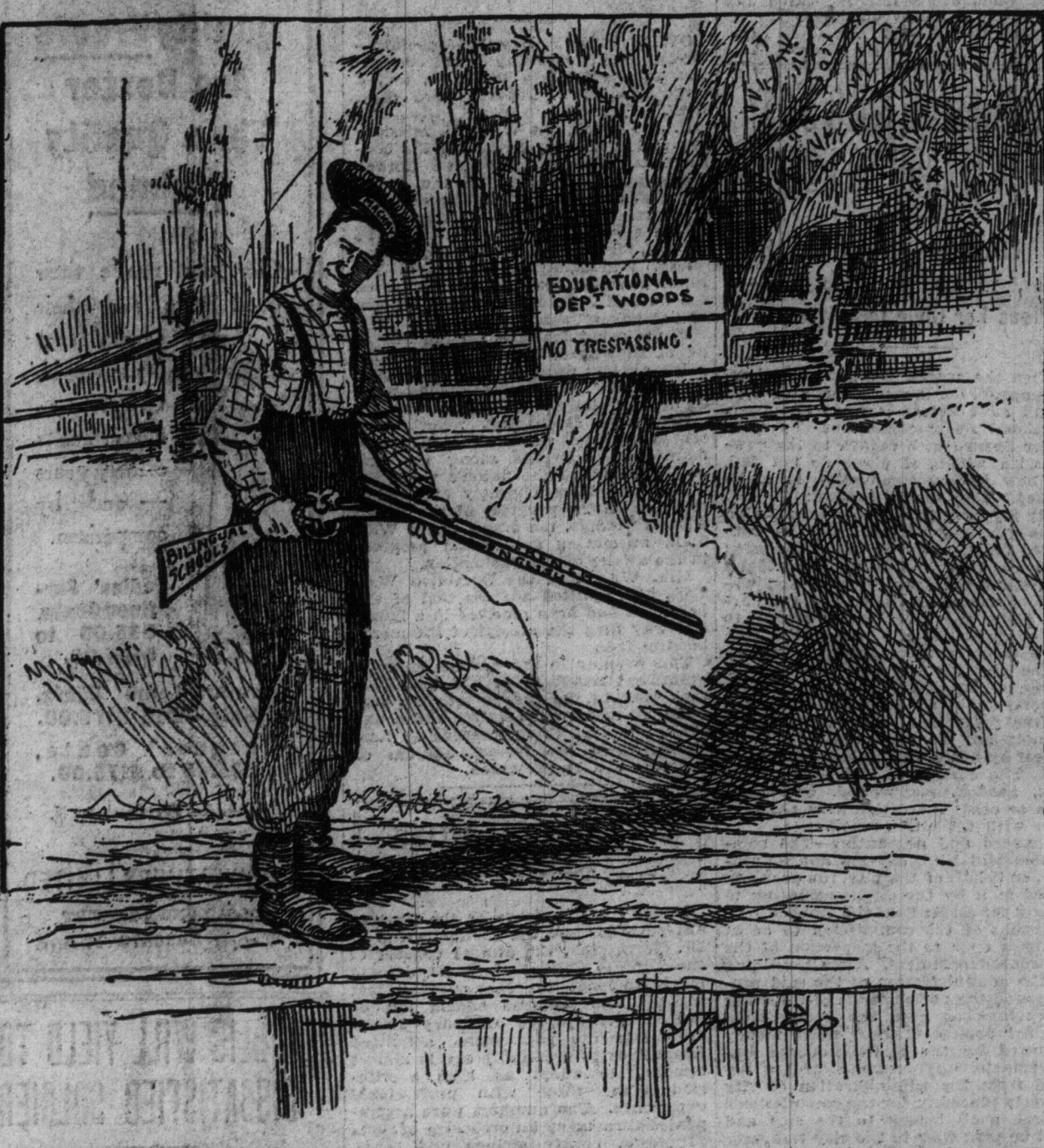
"Suppose the fleet were sent to war, and after parliament was called it was decided that the fleet should not have gone. What provision is there in the bill to recall the fleet?" He distrusted the sale of the Niobe to Canada. She was a ship which burned too much coal and was found too expensive to run, so the British Government sold her to Canada.

He was suspicious of the imperialistic movement. Canada would awaken to find herself in the grip of compulsory naval service, he feared.

Is Matrimony a Failure? If So, Why?
The majority of married people will say that matrimony is not a failure, but there are scores that hold the opposite view. The unfortunate females will claim that the sterner sex are to blame, and vice versa. However, there will be a thorough explanation of the much discussed question next week at the Princess Theatre. Go and see for yourself.

Thirteen Still Out at the Falls.
NIAGARA FALLS, Ont., Nov. 2.—(Special.)—Unemployed Grand Trunk Railway trainmen at this place to the number of thirteen were refused their jobs here to-day. The unemployed men remained within cell until midnight, in hopes that orders would be received, calling them back to work.

WHERE ALECK IS "SHY"



MR. MACKAY: I believe if a fella only hed some policy katridges he'd find game in them Pyne Woods.

APPEAL TO HON. MR. KING BY RAILWAY BROTHERHOODS TO HELP G. T. R. STRIKERS

Labor Minister's Assurance That Company Would Re-Employ All Strikers Led to Ending Strike—Time Expires With Some Men Still Disengaged.

MONTREAL, Nov. 2.—(Special.)—The majority of the strikers have been taken back by the Grand Trunk. The company stated to-night that all the men they required were now on the pay roll.

Altho, according to the terms of settlement of the G.T.R. strike, all the men should have been returned back to their former positions, there are still, approximately, 150 conductors, trainmen and yardmen still out on the system. There is bitter feeling amongst them, and Vice-Presidents Murdock and Berry, representing the Brotherhood of Trainmen and Conductors, are now in Montreal trying to fix it up. Originally 3800 men went on strike on July 19. Mr. Murdock was communicated with last night and declared there was no doubt that the matter would be ultimately settled to the men's satisfaction, but he strongly resented the "vindictive and retaliatory policy of the company" in delaying to live up to the understanding. Hon. W. L. Mackenzie King, minister of labor, has been appealed to, and it is from this quarter that Mr. Murdock hopes to obtain speedy redress. The labor minister again telegraphed to Messrs. Murdock and Berry on Aug. 17, when the settlement was made, assuring that all the men were to be reinstated. This was in reply to a demurring message from the two vice-presidents named, who wanted a strict interpretation of the words "as soon as possible," contained in the company's agreement to take back the employees.

The greatest obstacle in the way of re-engaging the men has come from Assistant Superintendent Bowker of London, it is reported. The men still out are practically all west of Toronto, viz., Stratford, St. Thomas, London, Palmerston and Windsor, and also at Allandale. There are also a few not reinstated on the Central Vermont Railway.

"I am writing every point on the line to-night," said Mr. Murdock "to ascertain the exact conditions, and when I receive the replies, I will take the matter again to the minister of labor. Mackenzie King has given us the most positive assurance that the men would be taken back, and I am sure everything will be all right."

A Montreal despatch of Thursday last said Mr. King had conferred with Manager Hays and that the Grand Trunk would make an effort to re-employ all the men still out of work.

Only Four Out of Jobs.
LONDON, Nov. 2.—Only four G.T.R. men are still out of jobs here, all being passenger conductors. It is expected they will have their runs before the week's end. None were taken on this morning.

GAS COMPANY'S FRANCHISE
It is Not Restricted to the Old City Limits.

Even civic officials are not infallible. Sometimes they fall into error and lead a whole committee of aldermen into the snare.

Thus it happened that when, on Oct. 19 last, Aid. McCausland, at meeting of the fire and light committee, asked whether dark streets in the outer districts could not be lighted with gas pending the advent of hydro-electric power, Secretary McGowan of the fire department replied that the gas company's franchise was like that of the electric light company, in that it was limited to older Toronto. The committee, believing that gas illumination could only be provided by extending the territory covered by the franchise, dropped the matter.

"Rather remarkable," commented Arthur Hewitt, manager of the Consumers Gas Co., last night. And it is considering that, when the company got its charter in 1853, it covered not only Toronto, as it then was, but Yorkville Village, and the whole Township of York, that, for years, there has been gas lighting in such districts as Dear Park and other suburbs annexed within late years, and that miles of gas mains have been laid outside the old city limits.

Another Local Option Contest.
NEWCASTLE, Nov. 2.—It is stated that the citizens of Newcastle will be given an opportunity to again vote upon a local option bylaw, the contest to take place in January.

\$15 PER MONTH
Office for Rent, 23 Scott St.
H. H. WILLIAMS & CO.,
24 Victoria Street, Toronto.
30TH YEAR.

TORONTO MAN IS A RAFFLES IN REAL LIFE

Geo. H. Barnette Wore Evening Clothes and Had Revolver and Jewelry on Him—His Companion, a Toronto Girl, Said to Be Victim of a Fake Marriage.

BALTIMORE, Md., Nov. 2.—(Special.)—George H. Barnette, alias Kemp, aged 23 years, 20 Christie-street, and Miss Florence Tomlinson, aged 18 years, daughter of Albert T. Tomlinson, 526 Delaware-avenue, both of Toronto, Canada, were arrested here to-night by Headquarters Detective Herman Pohler and locked up at the central station.

Barnette is a "Raffles" in real life. When arrested he wore evening clothes, carried two pretty domino masks, had a loaded revolver and \$200 worth of jewelry in his possession. He was arrested when about to enter a pawn shop. He has confessed to Chief of Detective McGovern the committing of a score of burglaries in New York, Philadelphia and other cities.

Miss Tomlinson, whose father is a car inspector of the Grand Trunk Railway, was made the victim of a mock marriage, when she was taken from home by Barnette. The couple went to Niagara, where a fake ceremony was performed. Miss Tomlinson shot herself accidentally thru the left breast with the revolver taken from Barnette.

After Barnette's arrest, he begged that a minister be sent for to marry him to the girl.

Police chiefs thruout the north have been notified of the capture of Barnette. He has confessed to a number of robberies.

Miss Tomlinson says that Barnette forced her to read "Raffles" to him, with stories of famous detective work. Tomlinson will be held by the authorities, pending word from her parents.

REGINA INDIGNANT

General Repudiation of Charges Made by Mr. and Mrs. Wright of London.

REGINA, Nov. 2.—(Special.)—Resentment grows on all sides in the city at the statements made by Mr. and Mrs. Gordon Wright of London, Ont., to the effect that Regina has a well-developed vice district, recognized by the authorities.

Mayor Williams, who is also chairman of the police board, has stated that Regina has or ever had a red light district. Magistrate Trant characterized the statements as lies. White Baccres, for two years president of the social and moral reform movement in Saskatchewan, stated to a reporter that the city was a "hotbed" of vice, and that he had never lived in, and to-night Mr. Keenleyside despatched a telegram to Mrs. Wright, suggesting that she had made a mistake, and that she withdrew what she said in St. Thomas in reference to this city. Meanwhile, The Morning Leader is offering to defray all the expenses of Mr. and Mrs. Wright to Regina and back to London, provided they can produce good statements that the city has a segregated area, in which vice is permitted by the authorities.

DRUGGIST'S STRANGE DEATH

Probably a Victim of Narcotic Poisoning, Jury Says.

ATWOOD, Nov. 2.—The coroner's jury empaneled to investigate the death of E. T. Foster, a young druggist of this village, who was found dead in bed on the morning of Oct. 19, to-night returned a verdict of death from unknown causes.

They added a rider that the circumstances seemed to point to narcotic poisoning.

Foster is survived by a widow and baby daughter.

ANOTHER SHELDON RUMOR

MONTREAL, Nov. 2.—It was reported to-day that Sheldon, the defaulting "blind pool" operator, had been arrested, but the Pinkerton Detective Agency, which has charge of the case, denied it.

DO YOU KNOW THIS SITUATION?

Something tells us that not every man is fully aware of the hat situation in Toronto. A few words might enlighten them. Conceding that the English-made hat is the best to get from the standpoint of both quality and style, you might ask which is the best English-made hat? We will assure you that the hat made by Henry Heath of London is positively the best in the world. Heath is hatter by Royal Warrant to His Majesty. The Dinsen Company are sole Canadian agents for the Heath hat. When you are there ask for a new fur catalogue.