The Toronto World

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WEDNESDAY MORNING, OCT. 3.

The Strangle-Hold on Toronto.

Letters addressed to The World indicate some perplexity about the condition of downtown property is Toronto. There need be no perplexity, and there never should have been any difficulty had those who have assumed responsibility for the management of civic affairs paid any attention to the first principles of civic development. * It has been an obsession for years of certain interests that downtown property should have a wall built round it, that people should be compelled to live in the narrowest limits, and that business should be confined to certain streets.

They seem to have had the idea that Toronto inside the Belt Line should become a second Manhattan Island, covered with skyscrapers, with millions of people crowded into apartment houses, and minimum land values within the sacred precincts of the neighborhood of \$1000 a foot. To effect this all communication with, outer regions, whether by street car, by bridge or by steam railway was shut off, and the people were herded as far as possible south of Bloor and between Bathurst street and the Don. The policy could not be strictly enforced, and large numbers of people escaped with their lives. Jarvis street was abandoned and its inhabitants took to the Hill and to Rosedale, and the advent of the motor car assisted the exodus. But it was still hoped to hold the bulk of the people to Cabbage Town, and the proposals to extend the city boundaries were fiercely opposed. The building of street car lines was also opposed, and the whole force of the downtown interests was enlisted against the plan of unifying the street railway systems of the city, cutting out the double, triple and quadruple fares, giving free access to all eligible residential districts, and making Toronto a desirable and attractive place, not merely to visit, but to live and pay rent in.

The interests had their way. For a time apparently all went well. Land values climbed to incredible heights. Leases were renewed on terms that seemed to justify the policy of congestion. Those who had lived in other places than Toronto, and who knew what an inevitable reaction always followed any artificial attempt to force values beyond normal and reasonable limits, gave warning of the consequences to be expected. These have now made their appearance, accentuated by the conditions created by the war, and likely to grow worse on account of the constantly deteriorating conditions of transport.

People are the remedy.

without people. It is people that make business. It is people that add value to the real estate of a city. The more people live in a city the more business grows, and the more all the interests that depend on business

It is impossible however, to get people into a city which will not provide accommodation, which refuses proper transportation, which offers a congested area tion up Bay to the North Toronto station, and another as a suitable residential district. Toronto has a series one east and west crossing the foregoing at Teraulay of suburban residential districts encircling the city street car lines down town and return on a rapid transit which are as charming and attractive as any in the basis. The fifteen millions for this work, based on the country. But they are inaccessible to the people. Even security of the franchise, could be raised without any where there is a single fare car line as to the east end, or the west end, the journey is such a dreary affair, certainly by the time the equipment and rails could be hanging to a strap, packed in with other suffering citihanging to a strap, packed in with other suffering citi-cost of money and construction; but all construction is to zens, and so slow, that people prefer to live in Hamil-be higher for some years now. Even at higher prices it

The north end is wretchedly served. It is no farthan from King to Lawrence Park, yet one has to pay another way, one can only travel up Yonge street for with it. one fare half the distance one can go on Queen eastwards, or say to Leslie Park. Many people live up cases the obstacles become intolerable. The whole transit would help everyone; it would make business and attract population to the centre and to the outskirts—both city, however, west, north and east is ringed round with the same disability. People want to live in Toronto, but the conditions will not permit it.

The valuable real estate in the down town districts, ment streets; cannot hope to maintain its values unless the city be constantly fed by a stream of fresh poputhink otherwise, and who oppose all reasonable policies might come here. of civic expansion, are responsible for the failure to support the growth that would have given solidity and substance to the downtown district.

Manchester in England, and Chicago on this continent, are the two cities that Toronto should parlicularly study. In both instances an inland town has developed great maritime interests, and Toronto should have this continually in mind. In both instances canals have contributed much to their success. There is a canal on the horizon for Toronto, but as Liverpool fought tooth and nail against Manchester, so Montreal has done and will do more to oppose any assistance of this kind than any other agency.

Both Manchester and Chicago have considered their suburban residents, and as a consequence Manchester is the centre of the most densely populated district in the civilized world, twelve million people dwelling within a smaller area than elsewhere.

The great banking institutions, the railway centres. the vast shipping interests, all the various trade activities that grow up with such populations, depend on the transportation that enables such numbers to group together. They must have easy access to proper resi-

dential accommodation or the great city can never come NORWAY IN WAR WOULD into being.

The down town districts have been first congested and then starved by a policy which has neglected the transportation problem, and which must be reversed if the city is to flourish. The sooner it is taken in hand the better.

The Avlesworth Letter.

Sir Alan Aylesworth is usually terse and epigrammatic, and his letter on the conscription issue is written in his best style. We are, however, more concerned with the substance of his argument. That argument, we think, may be briefly summed up by saying that the conscription law will be of no effect unless the majority of the people favor conscription.

A conscription law, like any other law, must depend, to some extent, for its enforcement, upon the sanction of public opinion. In a country where ninety per cent. of the people thought the law unjust and tyrannical it probably would not be enforced effectively. rannical it probably would not be enforced effectively. Submarine bases in the deserted islands along the upper Norweglan coast are supplied by German craft, which run the thruout the country as a whole would be little affected British blockade within Norway's neutral by whether a small majority of the voters happened to be for or against conscription. In short, the law will be enforced pretty thoroly in all English-speaking provinces, even the the minorities in those provinces, combined with the majority in Quebec, would constitute majority of the Canadian people.

It must be evident that the law will be easily enforced, if only because it is the law, in every district where the popular sentiment is not overwhelmingly against it. Many people who may doubt the wisdom or propriety of the law will not wink at its violation or give countenance to the slacker who seeks to evade it.

Sir Alan Aylesworth is frankly an anti-conscription of the printing and fleet.

Sir Alan Aylesworth is frankly an anti-conscription it. Its battle fleet consists of the flagship does not approach the tonnage of the flagship of the British grand fleet.

In the first place, there isn't a single cruiser in it. Its battle fleet consists of the flagship does not approach the consists of the British grand fleet. or give countenance to the slacker who seeks to evade

Sir Alan Aylesworth is frankly an anti-conscription be right tionist, and he says that whether conscription be right or wrong it cannot be enforced unless backed by public opinion. Therefore he argues that the government should have at least referred the question to the arbi-Sir Alan Aylesworth is frankly an anti-conscrip-

But is not that just what the government has done? The government is going to the country on the conscription issue. If anyone thinks conscription is wrong or not in the best public interest, he can vote for an anti-conscription candidate. If enough people vote for anti-conscription candidates to elect a majority to the house of commons, conscription will be as efity to the house of commons, conscription will be as effectively killed as the the people had been called upon fectively killed as the people had been called upon the people had been called to express their views by a plebiscite.

Indeed, Sir Alan Aylesworth protests that the nation is even now preparing to hold a plebiscite on conscription. If that be true, the anti-conscriptionists, who claim to be in the majority, should not be dismayed. They have now the opportunity for which they scription. If that be true, the anti-conscriptionists, clamored in vain some months ago. The only persons who might complain are the Liberals who favor conscription but oppose the Borden Government. They cannot very well fight the government without fighting conscription. They let their opportunity go by when, after having voted for conscription, they foolishly voted against prolonging the life of parliament.

Of course it may be objected, and indeed, Sir Alan himself says, that the people make the issue upon One of the great complaints from downtown stores which the election turns, and not the government or With this importance placed on Norway is the lack of custom. There are two reasons for this. the politicians. Voters naturally strong for conscription by allied leaders, what is the war situative. he larger stores gradually and inevitably monopolize tion may be persuaded to vote against the government the business; and the difficulty of getting down town as a protest against the high price of food, or upon m the business; and the difficulty of getting down town leads people to patronize the small stores near at hand in the suburbs. It is not to be wondered at that King of the suburbs. It is not to be wondered at that King of the suburbs. street begins to look like a deserted thorofare. Vacant stores, vacant hotels, many of them closed up prohibition came in, present a condition for which there is only one remedy.

Vote differently than they would have voted and voted that they would have been proposed at a plebiscite without polition that they would have voted and condition for hundred than they would have been proposed at a plebiscite without polition the holds of Norwegian ships, the Norwegian authorities roused their people to a pitch to which not even Germany's sinkings at sea had roused them.

There is only one remedy. that compulsory military service has been imposed upon Canada without consulting the people. There never was and there never will be a city upon Canada without consulting the people.

Other People's Opinions

Congested Toronto.

· Editor World: Toronto's real estate and industrial problems will be solved by a tube from the new Union Stastreet. These tubes would let the radials and the outlying great difficulty, and the underground work, if split into mile sections, could be pretty well covered in a yearmade. The one thing against this would be the higher would pay the city and make Toronto the greatest business centre in Canada.

The trouble with Toronto is the lack of energetic acthef from King and Yonge to Neville Park Boulevard tion in its rulers and business men. The first thing is to locate the hidden hand that says nothing must be done two fares to go the distance on Yonge street that one And the next shoung is to get the public aroused. Siri Adam can go on King or Queen streets for one. To put it Beck and Sir William Hearst will not hesitate to set in can go on King or Queen streets for one. To put it Beck and Sir William Hearst will not hesitate to set in

Editor World: I've noticed the apathy of the downtown business men towards the shifting of trade away from them to other sections of the city. A proper system of Yonge street in spite of the handicap, but in numerous street cars and radials based on single fares and rapid ways. Now the outskirts are slow and downtown is slow.

Yonge street is the first street that ought to be freed double-tracked to York Mills with a single fare. Then Bloor right across the city, also at a single fare: now it requires three fares to go from High Park to East Tosay south of Queen and between Bathurst and Parlia-ronto, and the big viaduct not yet in commission! If we say south of Queen and between Bathurst and Parlia-ronto, and the big viaduct not yet in commission! If we say south of Queen and between Bathurst and Parlia-ronto, and the big viaduct not yet in commission! If we wait four years for these things to happen, something else may happen-the chance of Toronto to start and double her population. If Toronto is to be tied up for four years lation in addition to the natural increment. Those who to a two and three street car fare for a single trip, other towns will get the factories and a lot of business that

will attend any meeting of the business men called King St. West. o talk it over.

Thirty Years Ago

Pike County (III.) Republican.

Operations were rare. Nobody swatted the fly had seen a sile Nobody had appendicitis. Nobody wore white shoes. Nobody sprayed orchards. Cream was five cents a pint Most young men had "livery bills." Cantaloupes were muskmelons. You never heard of a "tin Lizzie."
Dectors wanted to see your tongue. Milk shake was a favorite drink. Advertisors did not tell the truth Nobody cared for the price of gasoline. Farmers came to town for their mail. The hired girl drew one-fifty a week. "threw in" a chunk of liver. Folks said pneumatile times were a joke. There were no sane Fourths, nor electric meters. Strawstacks were burned instead of baled. Publishing a country newspaper was not a business though English sparrows were Verne was the only convert to the submarine tuces in your cars to hear a phonograph cost a dime,

END SUBMARINES

BY LINCOLN LORENZO.

If the British navy has German ports o tightly corked up, how is it that Gerso tightly corked up, how is it that German submarines are able to get out into the Atlantic? This is a common questions in those nations which are watching the war from

English co-operation, are absolutely locked against submarines. And the North Sea is shut against them—to a point coast.
And that little stretch of Norwegian water, from which the British navy is evxcluded by Norwegian neutrality, will some day be found, when the real history

of the war comes to be written, to have been the means of Germany's wholesale piracy ou the sees.

This doesn't mean that German sub-marines make their runs to and from

It does mean that probably German

As far back as January, 1915, The Paris Temps saw this situation, "It is plain," it declared, "that the German submarines have depots in the deserted islands situexplored several years ago during frequent manoeuvres of the German navy in Norwegian waters."

Norway, of course, has expressly for-

bidden the use of her waters for war purposes, but she is helpless to enforce her prohibition. For Norway is a nation of peace-lovers, and, altho her marine interests are vast, her navy is a negli-

oat, and a score or so of torped

ernment; there are several other govern-ments in the same boat—she would prove egian territorial waters.

The British navy would be given the same freedom to root German submarine bases out of the countless islands of the north that it received eighteen months ago among the Greek islands of the And, more important still, Norway's

arrogantly on a neutral, one begins to consider what would happen if the chalconsider what would nappen if the char-lenge Germany has thus impudently thrown down were to be taken up. It is safe to say that the submarine warfare which began with Germany's notorious note of Freb. I would receive notorious note of Feb. 1 would receive the hardest blow that could possibly be struck at it. And the British grand fleet, the foundation of the whole allied enterprise, would be given Norwegian bases which would lead to a swift and mighty joining of the issue on the seas.

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(Continued from Page 1).

hard fight ensued. Brown got in a number of good bursts from his machine gun, and several times had to change drums on the gun, so furiously Disposes of Vosse

For a long time the two opponents circled, dived and manoeuvred for position, so close were they at times that a few inches only separated their wings. Eventually Brown got a little above Vosse and made for the tri plane, the British airman working his machine gun steadily all the time Vosse passed Brown's right wing by inches and dived. The British airman wheeled into position and observed the German gliding westward with his engine shut off. He dived again said got a good shot at his opponent llowed this with a heavy burst from his gun, and Vosse did a slight right-hand turn and continued to go

down until he disappeared. This ended the adventure so far as Erown was concerned. He flew away, not knowing who his opponent had been or what had become of him. Later the shattered machine was found and the body identified.

There has been much hard fighting in the air recently, and the aviators have had some remarkable experiences. One British lieutenant flying last Wednesday, had just forced the enemy to pull down a big balloon, when he was engaged by machine guns from the ground. He dived on the gunners and fired more than a hundred rounds, dispersing the crew. who fled leaving two of their num- turned home very much shor about

Much Hard Fighting

GETTING AFTER A TREACHEROUS SNIPER



POLITICAL NEWS

Dr. Michael Clark of Red Deer has been offered a seat in Haldmand by been awarded the Military Medal (infan F. R. Lalor, the sitting member. Meanwhile the doctor's own constituents are arranging for a win-the-war convention, arranging for a win-the-war convention, to be held at Red Deer on Oct. 26. The committee in charge of the convention is composed of prominent Conservatives and Liberals, including the Conservative than the convention of the convention of the conservative and Liberals, including the Conservative and Liberals, including the Conservative and Liberals. candidate for parliament, who now with-draws in favor of Dr. Clark. The latter will be the unanimous choice of the con-vention, and will undoubtedly stand for Sir Wilfrid Laurier has been in Mont-

real meeting leading Liberals from all over the country and fixing his fences in Quebec. E. M. Macdonald, M.P. for Pictou, N.S., and Hon. J. A. Calder of command the Baltic with a security that would be an unceasing nightmare to the Germans.

With this importance placed on Norway by allied leaders, what is the war situation within the country?

The Norwegians are growing more and more to demand vigorously their rights

but there is nothing to confirm the runner of the country?

The Norwegians are growing more and more to demand vigorously their rights. Under the uncerthing of the most disgusting plot against her neutrality in the importation by Baron Rautenfels, an official of the German Government, of humbourd the state of the German Government, of humbourd the holds of the German Government, of humbourd the holds of the state of the election is not fixed as nitro which not even Germany's sinkings at sea had roused them.

It is probable they would have been in the war long ago were it not for the curious fact that sea outrages, however unmerited they may be never have the same effect in rousing a people that land of the election is not fixed and the world sprang to arms. But German thru Belgium on its way to Paris, and the world sprang to arms. But German humbourding has been magching thru Norwegian waters on their/way out to the Atlantic, and around the ordinary for the German army tried to machine how below the service of the German army tried to machine the world sprang to arms. But German humbourding the construction. Until the ordinary for the growing of the German army tried to machine the construction. Until the ordinary for the common well' under way and the new yorld sprang to arms. But German humbourding the construction of the Cetton machinery for construction. Until the ordinary for the common well' under way and the new yorld sprang to arms. But German humbourding the proportion of the German army tried to machinery for the German army tried to machine the world sprang to arms. But German humbourding the proportion of the German army tried to machine the capital sprange of the German army tried to machine the constitution of the German army tried to machine the capital sprange of the German army tried to machine the capital sprange of the German army tried to machine the capital sprange of the German

Kelly Evans, the Conservative candidate for South Wellington, has already withdrawn in favor of Hugh Guthrie, the sitting member. Mr. Guthrie, according to all reports, will be a member of the

The breaking down of party lines will mean most in the west, where the Borden government is not as strong as it is in Ontario and the Maritime Provinces. If the grain growers can be brought to endorse union government and union government go dorse union government and union government candidates, the Liberals will have little show of success. Even Quebec is not so strong against the government as many people believe. For example, of the six leading French newspapers published in the Province of Quebec, three are friendly to the government and favor conscription.

Hence Sir Robert Borden was well advised in endeavoring to secure cabinet material from the grain growers and even from the members of the provincial governments of the prairie provinces, because those governments are in close touch with the grain growers' associations. Yet The Montreal Star quotes Hon, J. A. Calder as saying that no provincial cabinet minister in Manitoba.

incial cabinet minister in Manitoba, askatchewan or Alberta is likely to join union government presided over by

Sit Alan Aylesworth's letter to P. F Sir Alan Aylesworth's letter to F. F. Cronin, given yesterday to the press, presents probably the bost defence yet made of Sir Wilfrid Laurier's attitude on the conscription issue. Sir Alan is an anti-conscriptionist and intimates an anti-conscriptionist and intimates, that Sir Wilfrid went a long way in proposing to submit the whole conscription question to a pleblacite.—If the government is right in saying that conscription is the only issue in this campaign, then, according to Sir Alan, they are practically holding the very pleblacite Sir Wilfrid demanded. Hon, Frank Oliver, in The Edmonton Bulletin, protests, however, against the election being merely a referendum on the conscription issue. He agrees with Sir Alan in thinking that the entire record of the government is before the people for approval or disapproval. approval.

W. F. Nickle, M.P. for Kingston, says ne is out of politics for good. This would not preclude him, we assume, from con-testing Kingston as a union government candidate.

separate combats with enemy planes Eight of these were indecisive, but if the other case he brought down the

In this last combat he got right on the enemy plane, first killing the observer, then firing into the pilot and engines. The enemy plane spun down to earth. The British girman engaged in still further fighting, and bullet having pierced the earpad ing onward, the lieutenant had none of his firing can.

WIN MILITARY MEDAL

try privates, except where otherwise specified): R. Armishaw Corp. K. Arm G. A. Bailey, H. E. Baker, A. Banks Sgt.-Major G. H. Barker, L. Beaulieu

TORONTO

G. A. Wadsworth, Corp A. D. Corp, R. G. Webster (Engineers). Ward, Corp. R. G. Webster (Engineers), Gnr. A. C. Whittall (Art.), J. P. Willis, Corp. E. G. Wilson, H. D. Winters, Sgt. G. Wood, C. F. Young. Awarded the Meritorious Service Medal: Corp. H. J. Matthews.

TO BACK DR. CLARK.

Win-the-War Association is Formed in Red Deer.

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of printed a town

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SARSAPARILLA

APPLE JUICE

Red Deer, Oca 2 .-- A win-the-war association with the object of nominating Dr. Michael Clark as candidate for the house of commons in Red Deer, was formed here last night. A convention will be held Oct. 23, when requisition will be presented to Dr. Clark, asking him to be W. Delpaine (Engineers), Corp. W. G. Dickson, Dvr. J. H. Dodd (Art.), Sgt. T. cd of five leading Conservatives and K. Donnelly (Lab. Bn.), Sgt. A. Drysdale, Gnr. P. A. Durbrow (Art.), J. H. Ellacott (Lab. Bn.), H. J. Farrell, Corp. A. Findley, J. Forman, C. J. Gagnon, Sgt. G. A. Garbutt, W. E. Grieve, R. J. F. Main, Conservative candidates of the Corp. P. Hamm, T. J. Hanrahan, for the commons, who resigned a few Corp. W. J. Hawkes, H. A. Hayward, meaks ago in fayor of Dr. Clark: John. ed of five leading Conservatives and



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