

The Toronto World

FOUNDED 1880.

A morning newspaper published every day in the year by The World Newspaper Company of Toronto, Limited, 11, E. Main, Managing Director.

WORLD BUILDING, TORONTO, NO. 40 WEST RICHMOND STREET. Telephone Call—Private Exchange connecting all departments.

will pay for The Daily World for one year, delivered in the City of Toronto or by mail to any address in Canada, Great Britain or the United States.

\$2.00 will pay for The Sunday World for one year by mail to any address in Canada or Great Britain. Delivered in Toronto or for sale by all newsdealers and newsboys at five cents per copy. Postage extra to United States and all other foreign countries.

Subscribers are requested to advise us promptly of any irregularity or delay in delivery of The World.

MONDAY MORNING, NOV. 3.

GLOBE FALSIFICATIONS.

We regret that The Globe has not taken a fair course in the discussion of the street railway agreement. It is scarcely possible to suppose that an utterly incompetent person is writing The Globe editorials for the past week, but the reader is forced to accept one or the other alternative—ineptitude, or deliberate misrepresentation. This is the course adopted by The Telegram, and there has been some evidence, to which we refer elsewhere, that The Globe and The Telegram have been acting in concert.

If anything is plainer than another in the report of the experts, it is their intention to observe the most conservative principles in making their estimates, to make the most liberal discounts, to reckon on the most generous margin for all costs, expenses and operating charges, and in every way to calculate the value of the street railway, so that the estimate would bear the closest possible scrutiny by hostile criticism. Not satisfied with this, Mayor Hocken arranged that the report should be gone over by a skilled actuary, and Mr. John MacKay, a man of eminence in his profession, was chosen for this work. His report, it is believed, may be ready this week, and we only await its publication to know what the proposals mean from a business standpoint to the city. We have refrained from approval or condemnation until that report and the kindred one on the Toronto Electric Light Company amalgamation, by Mr. H. C. Couzens, appear.

But The Telegram, before the proposals were made, campaigned against the whole idea of relieving the city from double-fares, eight years' strapping and a bunch of franchises which cannot be abolished at any other time than the present. That campaign has been maintained and (to make it clear to The Globe) operated with great bitterness up to the present.

The Globe has now taken the same course of argument, and The Globe's material has apparently been drawn, not from the report of the experts, but from the columns of The Telegram. How else can we explain the following paragraphs:

"From The Globe. The experts plainly state that 55 per cent. of their estimate of operating costs 'under the existing franchise agreement' is 'unjustified.' This is under the existing agreement is sufficient to 'maintain' the property of the city and to operate it in a satisfactory manner. Nowhere is there a word indicating a belief that the city can operate and maintain its greatly extended system for the same percentage of gross earnings that suffices to operate and maintain trackage concentrated in a densely populated area in the heart of Toronto."

"Nowhere is there a word!" Then read this from page 30 of the report: In determining the intangible value it is assumed that the character of the service furnished by the railway company will be in substantial accord with the character of the service required by the spirit of the agreement."

Then The Globe resorts to The Telegram's method, either stupid or knavish, of mixing different issues and tries to confuse the reader between the cost of operating the civil lines as if we had to buy them, or as if they had anything to do with the intangible assets the street railway company may have to sell to the city. That the confusion is deliberately knavish appears from the final paragraph of The Globe article, which repeats:

"Therefore, the \$10,713,000 is based, not on the profits the city is expected to make if it takes over the road, but on the profits the company will make if it continues to 'operate' under the existing franchise."

The experts say in their report, as we have shown, that it is not on the company's standard of service they have based their report, but on a standard of service required by the spirit of the agreement."

This is what the citizens want. For some reason best known to themselves The Globe and The Telegram appear to be in cahoots to pre-empt the citizens getting it.

GRAND TRUNK'S SAFETY ORGANIZATION.

The World recently noticed the institution on the Grand Trunk Railway system of a safety organization intended to promote the security of railway traveling. Its purposes as stated were the correction of unsafe conditions and practices before an injury was resulted, and the investigation of accidents which may occur with a view to discovering the causes thereof and applying corrective measures, where possible, to prevent a recurrence. These are highly praiseworthy objects, and the scheme will be thoroughly appreciated by the traveling public.

From a circular issued on Saturday by Mr. Howard G. Kelly, vice-president of the company, we find that the safety organization will be composed of a general safety committee, division safety committees, terminal safety committees and shop safety committees, each containing responsible officials and employees in the various departments of the Grand Trunk System.

Great care and consideration has evidently been expended in the construction of the organization and the methods prescribed for the carrying out of its purposes are plain and practical. Of special importance is the duty laid on members of safety committees as they go about their regular work to note unsafe conditions and practices and to take up the same for correction. Railroad accidents, it is remarked, are caused by "little conditions and practices of an unsafe nature which can to a great extent be overcome by thinking about prevention before, instead of after an accident has happened. This is eminently true, and it is satisfactory to note that the co-operation of every employee is asked in making the safety organization a success. Encouragement in this is given by the assurance that no one will be censured and no one should feel aggrieved on account of any report made to the safety committee nor by reason of any action taken by it. The Grand Trunk board of management deserves every credit for this endeavor to secure safe traveling.

CONTRAST IN RAILWAY POLICY.

In an editorial the other day, The Star incidentally remarked that each of Australia and Canada may have something to learn from the experience of the other. "But surely each should not copy mechanically the mistakes of the other. Australia, should not copy the mistakes we made when we began to build transcontinental railways." This is entirely true, but it would have been more accurate if The Star had said that Australia is not copying the mistake Canada made when building transcontinental lines. Australia has already begun construction of her first transcontinental railway, linking up western Australia with the central and eastern states, and it is being constructed by the commonwealth government. In Australia, state ownership and operation is universal, and although, as is usual and proper with national railways, profit making is not the first consideration, excellent results have been achieved by the states from a purely financial point of view.

From a report recently issued by the board of trade department of the British Government, we learn that in 1912 New South Wales, for example, made a net state profit of over \$2,000,000, after paying interest on the capital representing the main part of the debt of the state. To date, the result, as it would be given were the lines privately owned, the earnings were more than \$11,000,000 in excess of the working expenses. In the State of Victoria the surplus of receipts over expenditures during 1912 was nearly \$10,000,000, while in South Australia the surplus was about \$4,000,000, an amount which will be exceeded for the last completed railway year. In Queensland, again, the surplus was \$5,550,000. New Zealand, in 1912, showed a profit of \$25,000,000, of which \$13,000,000 went in payment of interest, leaving \$12,000,000 to be paid into the treasury of the Dominion. Australia has nominally a large "debt," represented almost entirely by reproductive expenditures. If to the debt of Canada were added, as it should be, the capitalization of the railway companies, the result would be much in favor of her sister states of the Southern Seas.

U. S. PARCEL POST STILL GROWING.

Parcel post in the United States continues to develop rapidly, the actual increase far exceeding the original estimates of the official experts. They now expect that the amount of business for the current year will exceed the highest forecast made last January when the service was inaugurated. Speaking of the opening of the fall season and the introduction of lower rates for distances not exceeding 150 miles from the shipping point, Mr. John C. Koons, chairman of the parcel post commission, said they had caused the traffic to advance by leaps and bounds. He added that "when the new system was inaugurated the merchants did not utilize it for their shipments out of town. It was new to them and they didn't know how it would work. This fall, however, the merchants are flocking to the parcel post to handle their out of town business."

Every effort was made by the express companies both in the United States and in Canada to create alarm and antagonism on the part of country storekeepers. It was represented to them that they would be virtually put out of business by the city departmental stores, which would gobble up all the country business. The experience of other nations that have long enjoyed the benefits of cheap parcel post does not warrant apprehension on this score. Mr. Koons stated that one firm who did not use the service last spring is now depositing in the post office between 15,000 and 20,000 packages every day. Another merchant in Brooklyn has published several hundred thousand catalogs, which he is sending out to the rural retail trade and beginning to ship thousands of parcels thru the mail. Rural traders will find their business greatly aided, not injured, by cheap parcel post.

BRIDGE CUTS FREIGHT CHARGES.

EDMONTON, Nov. 2.—The completion of the high level bridge over the Saskatchewan river by the C. P. R. results in a reduction in freight charges on the part of the present bridge from five to ten dollars each car.

SINKING FUNDS.

"A sinking fund is a trust in the strictest sense of the word."—Financial Post.

This Corporation is a legal depository for Trust Funds. Its debentures are a legal investment for Trust Funds. It is a safe place to store money and a safe place to invest. We shall be glad to send you a copy of our Annual Report, with a specimen debenture and full particulars.

Canada Permanent Mortgage Corporation

Toronto Street Toronto. Established 1855. 135

SUCCESS OF TWO BIG SCHEMES DEPENDS ON RAILWAY PURCHASE

Hydro Radials Must Have an Entrance Into Toronto and Metropolitan Area Depend on Radials, So That the Purchase of the Street Railway is the Best Solution of Beck and Wickett Proposals.

Hon. Adam Beck has given the municipalities around Toronto a practical plan for co-operation in starting a provincial hydro radial system, and the municipalities have favored the plan and are busy putting it upon an effective basis. Toronto's co-operation is vital to the success of the projected system, yet Toronto's co-operation would be ineffective unless the radial system is given an entrance to the heart of the city, where the most profitable traffic would be developed. Toronto cannot give that co-operation unless she cleans up the franchises for the Toronto Railway and Telegram, which is a monopoly of the transportation rights within the boundaries of 1891. By opposing the street railway purchase, the Globe and Telegram oppose Toronto's co-operation in the plan for a provincial hydro radial system. Such opposition is most hurtful to the interests of Toronto. Why? The Globe and Telegram in so awkward an attitude towards the city in which they do business?

Ald. Wickett has given Toronto a practical plan for a metropolitan area. The city council and the municipalities within a radius of twenty miles of the city have favored the plan and are busy putting it upon an effective basis. It will exploit the resources of the immediate contribution to the purchase of the street railway. Toronto is possible by any other means. But the plan cannot be carried out unless there is a radial system that has entrance to the centre of business in the city, for transportation is the basis of the plan. Yet The Globe and Telegram oppose the purchase of the street railway system, and therefore are in opposition to the metropolitan area plan. Why?

Mayor Hocken has undertaken to clean up the franchises so that Toronto can strike off the shackles on expansion, and make progress along practical lines. Yet The Globe and Telegram are opposing the clean-up of the franchises. Why?

The harbor commission has cleaned up the waterfront, so that it will not last. As Barnum put it: "You cannot fool some of the people all of the time, you can fool all the people some of the time, but you can't fool some of the people all of the time."

BEHIND CLOSED DOORS.

The willingness of three Democratic senators to unite with the Republican members of the banking and currency committee in holding up or emasculating the administration's currency bill is significant, but not decisive. Seven years ago the Republican members of the senate finance committee voted to reject the Roosevelt bill, forbidding rebates, and clothing the Interstate Commerce Commission with plenary power to regulate railway freight rates. It looked for a time as though the bill would be passed, but when the bill was again out of committee it passed the senate with only four votes recorded against it. Senator Foraker of Ohio, who led the fight for the corporations, was soon after permanently retired, to private life.

The senate committee now juggling the Glass-Steagall bill is doing so behind closed doors, but the final battle will be fought on the floor of the senate, where the bankers' cabal may collapse as suddenly as did the railways' cabal in 1904. The amendments so far made to the bill by the committee, which will be resisted by the president, even to the point of vetoing the bill if they are retained, relate to the number of regional banks and to the make-up of the federal board of control. The bill, as it passed the house, provided for a board of seven members, including the secretary of the treasury, the secretary of agriculture, and the controller of the currency. The committee amendment, on the other hand, provides for a board of nine members, all of whom are to be appointed for definite terms of service by the president, with the advice and consent of the senate. One board would mean that three members would be in close touch with the president, and subject at any time to summary dismissal, while the other board would be in the nature of an independent commission. In Mr. Wilson's opinion, the board should be directly responsible to the president and in close sympathy with the policy of the administration.

The vital dispute, however, is as to the number of regional banks, the senate committee having reduced the number from twelve to four. This amendment, if insisted upon, would do little to effect that decentralization of the banking reserves of the country, which must be accomplished if the bank savings of the country are to be kept for the encouragement of the legitimate business of the localities where they originate, instead of being drawn into the maelstrom of Wall Street speculation.

The Vanderbilt scheme of a central bank of issue has, however, been definitely decided against by the committee. No one is now seriously urging that the currency of the country be issued by the banks instead of by the government, and public opinion may, before long, cause much of the present intrigue against and opposition to the currency bill to suddenly evaporate.

CIVIC PAVING PLANT PAYS.

CALGARY, Nov. 2.—The report of the city commission announcing the Calgary municipal paving plant effected a saving to the city of \$35,000 during the 12 months, compared with the cost of paving by contract.

The municipal plant lays a paving at an average cost of \$1.15 per yard. During the season 140,000 square yards were laid. Calgary's paved streets measure 53 miles.

SINKING FUNDS.

"A sinking fund is a trust in the strictest sense of the word."—Financial Post.

Canada Permanent Mortgage Corporation

Toronto Street Toronto. Established 1855. 135

The commission is also preparing for a concurrent industrial energization thru the opening up of Toronto to the trade of the great lakes. Unless the franchises are cleaned up now Toronto will continue in shackles and cannot expand to have the full benefit of the coming industrial energization. Yet The Globe and Telegram are trying to keep Toronto in shackles. Why? The manufacturing interest of Toronto are clamoring for cheap sites and better street railway accommodation and better housing for workmen and women. This betterment can only be accomplished by striking off the shackles on expansion. Yet The Globe and Telegram are in opposition. Why?

The retail merchants know that until Toronto has a radial system that has entrance to the heart of the city it is impossible to develop the retail trade of the immediate contributory territory. Undoubtedly they are wondering why The Globe and Telegram are opposing the entrance of the radials.

The great bulk of the citizens who ride on the street railway cars every day are not property owners. Their earnings provide the bulk of the revenues of the street railway system. They will have another eight years of indecent queuing in crowds and wearisome hanging on straps if the street railway purchase is not made. Yet The Globe and Telegram adopt what Cornelius Vanderbilt made a dangerous precedent—"The public be damned!"

The only excuse The Globe has yet offered for its opposition is a crude criticism of the value to the city of the intangible assets of the properties. The only excuse The Telegram has for its opposition is plainly its antagonism to Mayor Hocken. Both The Globe and The Telegram, however, adopt the common tactics of jumbling figures, their purpose undoubtedly being to confuse the minds of the voters and to hold controversy over the jumbling of figures and away from consideration of the real value to the city of the intangible assets of the properties. It is the waterfront, it will not last. As Barnum put it: "You cannot fool some of the people all of the time, you can fool all the people some of the time, but you can't fool some of the people all of the time."

"He is a doctor whose work will stand the test of digging, a thing which is not true of all doctors," he said amid laughter. "He was wedded to his profession which he loves more than riches and his work was always more to be regarded as public service than as government service. This was attested in his presidency of the Mining Institute. Public life is the best for his type of character, and private life for the class of man he represents."

Hon. W. H. Hearst felt that few men were better equipped with servants of the high natural ability and honesty of Dr. Miller. He had proved himself capable of splendid service to the public at large and his high standing in the honor roll at the recent geological congress of all the world.

LADEN WITH GRAIN MAY BE TOTAL LOSS

Barge Cornwall Sinks in Lake—Had Cargo of Forty Thousand Bushels of Wheat.

CORNWALL, Nov. 2.—(Special.)—The barge Cornwall, of the Montreal Transportation Company, in tow of the tug Emerson, parted its lines while coming down the Ottawa Canal and swung around, blocking navigation for a short time. She was finally faced about and taken out of the canal by the tug Cornwall. The barge was shortly afterwards the barge sank, and it is feared she will be a total loss. The Cornwall is one of the old barges which navigate with tow lines. She was laden with 40,000 bushels of No. 1 hard wheat, and was bound for Montreal.

FELL FROM FREIGHT RIGHT ARM CUT OFF

Harold Williams Dies as Result of Train Accident Near Belleville.

BELLEVILLE, Nov. 2.—(Special.)—Harold Williams, aged 18 years, whose home was at Gananquo, died yesterday afternoon as the result of a railway accident near Belleville. He was riding on the line of the G. T. R. some three miles east of Belleville, earlier in the day than the accident occurred.

With two companions, Williams was riding on a freight train and in some way fell off. The result was his right arm was amputated at the shoulder by the wheels and he was otherwise injured. The victim was brought to the city hospital but never regained consciousness.

TEN COMMANDMENTS AS PROTECTOR OF PROPERTY

Church Affairs in West—U. S. Immigrant's View of Value of God's Word.

LONDON, Nov. 2.—(C. A. P.)—The Church of England Ten's Society, which has been completed its 14th year, has a membership of close upon 120,000, an increase of 7000 in the past 12 months. During the last year seven new branches were started in Canada. A special appeal has just been made to the members of the Ten's Society to contribute to the fund for the archbishop's western Canada fund by the Rev. W. R. Adams.

"There are few in Canada," he writes, "and often take the form of vice; there is no time for anything but to 'hustle' to get-rich-quick-by-any-means-you-can. In parts, too, the absence of religion is unthinkable; a boy who went to a service said afterwards that he did not think the preacher very different from other men. Another, an immigrant from the States, said he did not believe the Bible to be the Word of God, but thought the Ten Commandments might be because they protected property."

DISTRICT MAN RESIGNS.

KINGSTON, Nov. 2.—(Special.)—J. G. Taggart, a veteran has handed in his resignation as district agricultural representative for the government. He is leaving to take up other work in western Canada.

WORDS OF PRAISE FOR DR. W. MILLER

Mining Men of Canada Gathered to Honor Provincial Geologist.

COCHRANE AND HEARST

Spoke at Toronto Club Saturday Evening—Portrait in Oils Unveiled.

The mining camps of the north, the governments of Canada and Ontario respectively, and all those institutions primarily interested in the mining of ores from the bowels of the Dominion gave up their strong men on Saturday evening either in body or spirit to do honor to Dr. Willst G. Miller, in a banquet at the Toronto Club. They named him as one of the world's greatest economic geologists and one of the manliest, keen and most lovable comrades. The spirit of the mining camp filled all the dinner chamber. The revelry and camaraderie which makes the old prospector such for the days of the past, brightened every eye.

The men who made Cobalt were there and those who opened the Elk Lake and other well-known districts. There was a ring of authority in the remarks of all from all Canadian provinces. The spirit of the mining camp filled all the dinner chamber. The revelry and camaraderie which makes the old prospector such for the days of the past, brightened every eye.

It fell to Hon. Frank Cochrane to voice the first estimate of Dr. Miller's services both as provincial geologist and in the broader field of the Dominion. "I have had the honor of working with him hand in hand for 7 or 8 years," he said, "and both his work and his personality are very high. It was my privilege to make his acquaintance long before either of us entered public life. We began to know each other in the days of the nickel development and I found at that time that it was an honor to know the man. He had an unfailing good nature and his sense of humor was practical. At that time I did not dream of our close political relationship as government minister and private friend as minister by Sir James Whitney."

"He spoke of the splendid work of the geological department, describing how he had seen the Cobalt region to a geological map with a great accuracy of deduction. "He is a doctor whose work will stand the test of digging, a thing which is not true of all doctors," he said amid laughter. "He was wedded to his profession which he loves more than riches and his work was always more to be regarded as public service than as government service. This was attested in his presidency of the Mining Institute. Public life is the best for his type of character, and private life for the class of man he represents."

Hon. W. H. Hearst felt that few men were better equipped with servants of the high natural ability and honesty of Dr. Miller. He had proved himself capable of splendid service to the public at large and his high standing in the honor roll at the recent geological congress of all the world.

"He enjoyed the friendship, confidence and faith of all whom he comes in contact with," said the minister in pointing out his work in helping Ontario to maintain her high standard in mining. This work was progressing well and it was the duty and privilege as government service to encourage the development of the industry.

Some of the finer qualities of Dr. Miller's nature were brought out by Mr. Lester Lamb, who in his address pointed out the high standard of the mining men of Ontario and the mining law as government service designed only for provincial prosperity.

Some of the finer qualities of Dr. Miller's nature were brought out by Mr. Lester Lamb, who in his address pointed out the high standard of the mining men of Ontario and the mining law as government service designed only for provincial prosperity.

Some of the finer qualities of Dr. Miller's nature were brought out by Mr. Lester Lamb, who in his address pointed out the high standard of the mining men of Ontario and the mining law as government service designed only for provincial prosperity.

TEN COMMANDMENTS AS PROTECTOR OF PROPERTY

Church Affairs in West—U. S. Immigrant's View of Value of God's Word.

LONDON, Nov. 2.—(C. A. P.)—The Church of England Ten's Society, which has been completed its 14th year, has a membership of close upon 120,000, an increase of 7000 in the past 12 months. During the last year seven new branches were started in Canada. A special appeal has just been made to the members of the Ten's Society to contribute to the fund for the archbishop's western Canada fund by the Rev. W. R. Adams.

"There are few in Canada," he writes, "and often take the form of vice; there is no time for anything but to 'hustle' to get-rich-quick-by-any-means-you-can. In parts, too, the absence of religion is unthinkable; a boy who went to a service said afterwards that he did not think the preacher very different from other men. Another, an immigrant from the States, said he did not believe the Bible to be the Word of God, but thought the Ten Commandments might be because they protected property."

DISTRICT MAN RESIGNS.

KINGSTON, Nov. 2.—(Special.)—J. G. Taggart, a veteran has handed in his resignation as district agricultural representative for the government. He is leaving to take up other work in western Canada.

Ask Us About This FREE Toilet Paper Fixture

Eddy's "Onliwon"—the fixture of the future. It has no movable parts, yet delivers units of two sheets only—as needed. Clean, compact, economical. We give it FREE to introduce. Write for booklet and special offer.

The E. B. EDDY CO. Ltd.

Here since 1851 Hull Canada

Keep Down the Cost

The only way is to buy the best—it lasts longest. We have it. Order now.

CONGER LEHIGH COAL CO., LIMITED

Branches in All Parts of the City

95 Bay St. Tel. Main 6100

GET THE WORLD EVERY MORNING

Early workers in the morning will now be able to secure a copy of The Morning World on their way to business as the police bylaw has been amended to permit boys to vend their papers on the streets from 6 a.m.

Boys can make money by selling morning newspapers. It is healthful work, does not interfere with school duties or recreation after school hours.

No matter where you live, there is a convenient supply depot where you can secure copies of The Morning World, and there are plenty of good corners not at present covered.

Write or call the Circulation Department of The World.

D. B. JACQUES IS NEW PRESIDENT

Of Single Tax Association—Annual Dinner Was Held Saturday Evening.

Statistics which showed the growth and accomplishments of the Single Tax Association during the past year, an outline of the plans of the association for the coming year, and a brief exposition of the advantages which will follow the adoption of the system of the taxation of land values were given by the several speakers at the annual dinner of the association in the Queen Mary Tea Rooms Saturday evening.

The retiring president, J. T. Carroll, made an eloquent appeal to the members of the association to take an active interest in the welfare of the body. J. W. Bengough, the first vice-president-elect, read a story to illustrate the advantages of single tax. J. R. Brown gave a very interesting address upon the ambition of the single-taxers to remedy the deplorable social conditions of the present day. "The bottom of our social conditions is embodied in the land question," he said. He dwelt at some length upon the merits of Lloyd George, whom he characterized as "the greatest man that England has had in 300 years."

Several other men who are prominent in the single tax movement spoke briefly upon the same lines as the previous speakers. The following officers were elected for the ensuing year: President, D. B. Jacques; secretary-treasurer, S. Thompson; auditor, W. A. Douglas; assistant auditor, W. H. Smallfield; chairman of Canadian League of Single Taxers, G. J. Bryan; vice-presidents, J. W. Bengough, T. B. Rawson, J. J. Gordon, W. A. Farmer, W. A. Douglas, Mrs. Hector Prenter, Mrs. W. E. Barker.

BUILDING IN EDMONTON BRISK.

EDMONTON, Nov. 1.—Two wholesale warehouses, each 50 by 135 feet, five stories and basement, are just completed and occupied. Another is nearing completion.

Building permits for the year to date are \$5,808,100. October permits included a bank building and 115 residences.

BUILDING TERMINALS AT L. PAS.

L. PAS, Man. Nov. 1.—Work was started on the Hudson Bay Railway terminals here yesterday, and will be completed this fall as long as weather permits, commencing next spring on round houses and machine shops. The expenditure here next year is estimated at \$500,000.

1/4 Sizes They Fit 2 for 25¢

The really correct model for dress wear. It makes you feel that you have the right collar for the occasion. Height, 2 1/2 inch. Also correct in the square-cornered Tucks SENATE.

122

CHILD

Had Evid

Asht

Lying

the body

day after

CHILD

Had Evid

Asht

Lying

the body

day after