ATTITUDE TO PORTE DEFINED BY FRANCE

Turkey Has Caused Allies to Take Protective Measures.

NO SATISFACTION GIVEN

Regrettable Breaches of Neutrality Have Occurred on Several Occasions.

Canadian Press Despatch.

BORDEAUX, Nov. 2, 4.31 p.m.—The French Government has issued the following note concerning the attitude of Turkey:

"The French Government has noted on several occasions regrettable breaches of neutrality by Turkey, chiefly in the conduct of the military and naval authorities in connection with Germany. An ever-increasing number of positions has been allotted to German officers. The receipt of arms and munitions from Germany and the welcome given to the cruisers Breslau and Goeben justly alarmed the French Government.

"Added to this Turks without provocation committed acts of war in Russian ports. The government therefore, with Great Britain and Russia, desirous of believing these acts were imputable to German officers endeavoring to usurp the authority of Ottoman commanders, proposed to the Sublime Porte to separate its policy from that of Berlin by dismissing the German officers.

Officers Not Dismissed.

"Turkey has not dismissed these officers and its attitude presented the same inconveniences as the a state of war existed, because it obliged the allies to detach a portion of their forces as a safeguard against aggressions.

"As a result the French, British and Russian ambassadors demanded their passports and left Turkey. French interests in Turkey were left in charge of the American ambassador while those in Palestine were taken over by Spain.

"Despatches from Algeria, Tunis and Morocco show that the Mussulmans there well understand Turkey's error in handing over her sovereignty and independence to German hands. Germany wishes to lead an important section of Islamism into a struggle which can be only disastrous and North Africa certainly will not in any way join the Turks in compromising the Mussulman cause."

BRONZE TABLET FOR SHIP

Tribute From Passengers to Captain Jan Baron and the Holland-America Line.

At 3 o'clock Monday afternoon (Nov. 2) a presentation was made to the Holland-America Line and Captain Jan Baron, commander of its steamer, the Nieuw Amsterdam, of a handsome bronze tablet in recognition of the care and attention given to the passengers of that vessel on the occasion of its voyage from Rotterdam to New York on Aug. 8-17 last. Most of the passengers had had a nerve-racking experience before they reached the ship and their voyage home furnished thrills thru rough weather on part of the passage and seven disquieting hold-ups by British cruisers. Their treatment on the Nieuw Amsterdam, however, contributed so much to their comfort that to commemorate the occasion and express their gratitude, the voyagers resolved to give a token that the captain and his company would appreciate.

The tablet, which was executed by the Gorham Company, is 3 feet long and 2 feet 2 inches high. It is made of United States standard bronze, is substantial, in high relief, and thoroughly artistic. The face of the letters of the inscription are gilded, making a quiet, pleasing contrast with the rich, dark brown bronze of the background. At the top of the tablet is shown the crossed flags of Holland and the United States. On either side of these flags are sprays of laurel, symbolizing the accomplishment of the purpose of the captain of the steamship indicated by the inscription which follows below. At the bottom of the tablet is a shield on which are the initials which appear on the flag of the steamship line. On either side of the shield are sprays of oak-leaves indicating the sturdy character of the Dutch. These oak-leaves are emblematic of force and strength of character as well as sturdiness.

The inscription on the tablet reads:

This tablet is presented to the
HOLLAND-AMERICA LINE
and
CAPTAIN JAN BARON
by the
Passengers who sailed from Rotterdam to New York on the
S. S. Nieuw Amsterdam,
August 8-17, 1914.

In grateful appreciation of the successful efforts of both the company and the captain, to render safe, comfortable and pleasant a hazardous voyage when American citizens were compelled to leave Europe upon the outbreak of the war.

The frame of the tablet corresponds to the architecture of the main companionway of the ship, where the tablet will be placed, under the portrait of the Prince Consort of the Netherlands.

Those who attended the presentation, which was a unique incident among the circumstances connected with the homecoming of war-bound American travellers, were:

Joseph Elias, Consul of the Netherlands, Philadelphia, Pa.; E. D. J. Luening, Consul of the Netherlands, Newport News, Va.; W. Van Doorn, W. Piek, Jr., A. C. Nyland, Edward Holbrook, Hiram A. Bliss, R. J. Hathorne, Louis Seibold, Charles W. Troughton, Leopold Zimmermann, H. Arnstein, Rudolph Block, George de Vries, F. E. Kaley and J. C. Harvey.

WOULD RAISE TENDER FOR SCHOOL REPAIRS

W. J. Haddock has applied to the board of education for permission to add $1505 to his accepted tender for plasterin at Givens street school. The firm claim to have made an error in their estimate. The addition would lift the tender from $7595 to $9000. The finance committee will recommend that the request be not granted.

CADETS TO GO TO FRONT.

KINGSTON, Nov. 2.—Cadets MacAuley, Cassels and Cook have been gazetted as lieutenants to the R.C.H.A., and will go to the front. Cadet Duff Stewart is attached to the Royal Canadian Dragoons in Toronto, and will be the first vacancy in the capacity of lieutenant.

CONCRETE BRIDGES INFERIOR TO STEEL

Substance Only Successful With Short Span Structures, Says Engineer.

CAN BE BUILT IN CITY

Several Toronto Concerns Can Rush Work on Steel Bloor St. Viaduct.

Public interest, it is said, is being stirred up by full-page advertisements designed to possibly influence public opinion in favor of the use of concrete for the new Bloor street viaduct.

The illustrations of concrete designs that have been published give no information except a general outline of the structure. The public is asked to draw many conclusions from it, and it may be that the aldermen and controllers of the city will have considerable discussion when the matter is brought up for final consideration in the city council.

A prominent city bridge engineer was questioned yesterday as to the various claims for the concrete design. Speaking of the "roar" of the steel viaduct, he said that "it does not in this case make any serious difference, as the steel work in any event would support the extremely heavy concrete roadway, and the bridge is of such a heavy construction that it would be scarcely preceptible."

In comparing it with "the rumble and rattle" of other Rosedale viaducts of very light steel work with wooden floors, it must be remembered that this is an entirely different condition to apply to the modern steel structure such as the one designed by the expert engineers in the employ of the city, and which has been approved by the Ontario Railway Board.

Concrete Not Handsomest.

In regard to the claim that a concrete viaduct is far the handsomest this question of ethics can be totally eliminated when the two designs are studied side by side, said the engineer.

The concrete interests have mentioned in their advertisements a number of railway viaducts, all of which have been built in the States, and it is at once noticeable that no long spans are given in any of the structures mentioned. The longest in any case is 130 feet, but the city is asked by the concrete designers to adopt at once spans of 241 feet and 281 feet under entirely different conditions.

The Wissahicon viaduct at Philadelphia referred to is an unusual bridge of one long span only, and for light travel, and specifies not more than two trolley tracks and roadways, while the Bloor street viaduct is a double deck, to support four lines of trolleys, and with additional roadways and sidewalks. The Philadephia bridge was the longest single span arch in the world at the time that it was built about four or five years ago.

Concrete for Short Spans.

At the same time comparison must not be made between bridges of dissimilar characteristics as in this case, and to which differences for adequate foundations, increased loading, difference in climate and many other points of engineering consideration would at this time show advantages toward the steel design. The European bridges at London and elsewhere are of such short spans that no comparison should be made with them. This would apply also to any reference to the Pantheon in Rome and other concrete buildings or bridges of bygone ages.

Steel Bridge in Three Years.

In regard to the time for construction, it is well known that at least two of our local bridge shops in Toronto are in a position to complete their part of the structure fully one year in advance of the time specified, and if the contractors for the foundations and piers and concrete approaches and roadway can do their part of the work on time the bridge should be open for traffic in two years instead of three years as allowed and provided for by the city.

Can be Built in City.

In large headlines the Ontario Concrete Association ask whether the viaduct shall be built in Toronto or the United States of America? Such elastic, misleading or wrong statements are not to be seriously considered.

The city engineers estimate the cost of this viaduct to be about $1,250,000. Tenders show that it can be completed at about $1,000,000, or slightly more. Of this amount the steel super-structure or steel arches supported by the concrete piers will cost about $500,000, completely furnished and erected, ready for the floor system or concrete. The piers and concrete approaches and floor surfaces, etc., will cost from $500,000 to $600,000.

Of the $500,000 for the steel work not more than about $135,000 would have to be expended outside of Canada for raw materials, he averred. About $30,000 will go to the Canadian Government for duty. The balance of it will be spent on the shop work and erection, etc., in Canada and to Toronto workmen. It can be readily seen from this that only 13 per cent. of the entire cost will be sent outside of Canada for this raw material, and the balance will be entirely used in Canada, and practically all in Toronto, if it is awarded to a Toronto contractor.

Best of Work in Canada.

The "Made in the United States" argument is therefore well disposed of, he asserted, because in the Canadian bridge shops the best class of steel workers are employed, and it will give work that can be almost immediately started to about 15 draftsmen for six months, to 200 steel workers in the shops for one year, and on these are dependent perhaps from six to eight hundred others of their families, and for erection it will employ from 50 to 100 steel erectors continuously for six months. The three million feet of lumber mentioned in the construction of the concrete viaduct for forms and false work would be reduced in this case to about a million feet, as in any event concrete is employed for the piers and foundations and for the flooring. It can be readily seen that the claim that hundreds would be employed that otherwise might be a charge on the city, is a fictitious claim. It must be kept in mind, also, that there is a totally different class of labor employed to that which is used on concrete. Any city official or contractor, or even resident, has quickly observed that foreigners of the cheaper and most ordinary grades of workmen are employed in handling, mixing and pouring the concrete, and their earnings are mainly sent abroad, probably over 13 per cent.

An Unproved Theory.

The claim for saving every year in the cost of maintenance for a long span structure, he added, is a theory that has not yet been proven. It may be granted that it will apply to a short span structure built for light loading. The five years' guaranty provided by the bond for a concrete structure is hardly sufficient to protect the city. It is proven by such structures as the East River bridge and many other similar structures of shorter spans, that there is no risk whatever in assuming that the steel design will need little or no attention excepting painting, for about 50 or more years to come.

It is very evident, said he, that our Canadian Pacific, Grand Trunk Pacific, Grand Trunk, Intercolonial, and Canadian Northern Railways are not favorable to long spans of concrete construction, in this climate, as otherwise it would have been adopted more generally by them.

Large Bridge Shops in City.

There are three or four large bridge shops located in Toronto, and none of them at present are working more than half time, and one or two are almost closed up, and skilled employes, steel workmen and draftsmen are for the first time in many years now without work. A great many of these could be engaged almost immediately. The shop work can proceed during the winter months and give the much-needed employment that is now so urgently sought. On the other hand, the concrete work cannot be started until winter is over, as it is impossible to proceed under freezing conditions.

Steel Men to Work in Winter.

The steel people propose to get the raw material and do the shop work on this 12,500,000 pounds of steel during the winter months, and proceed at the rate of about a million pounds per month, he said, and in 12 months to do the work in the shop even altho it is not needed, and the foundations are not ready for the work until next fall.

Another point to consider is that the concrete design for long span structures is now in its infancy, and is an experiment.

"While I wish to avoid criticizing other engineers," he said, "professional ethics might at times be slightly ignored, and we can point out frequent failures as referred to by the engineering papers to unusual concrete buildings and structures in various parts of the country. Almost every week is one of record, and even on Oct. 31, in The Engineering Record, the new Hippodrome Theatre Arcade at Youngstown is referred to as collapsing and injuring or killing many workmen during construction.

"No risk should be taken by the city, and the advantages at this time are positively in favor of steel construction for the long spans, as shown in the design already approved. The contract should be awarded for steel and the work start at once."

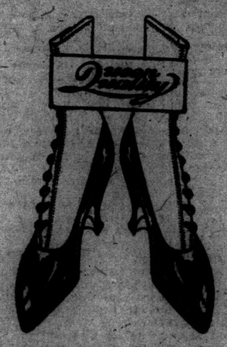
CHINAMEN IN COURT.

Seventeen Chinamen appeared in the police court yesterday, two of them charged with keeping opium dens and the others with frequenting them, and were remanded for a week.

Queen Quality SHOES

The Style Exhibition is Ready!

THE new models are here. Never before have we shown so many absolutely charming shoes in such a large variety.



Patent Pony Button Boot
Dull Kid Top, Spanish Louis Heel, "Tokio" Toe

We have selected the gems of the advanced Autumn styles. Our selections will please the most exacting taste.

Queen Quality shoes for Autumn and Winter are far in the lead when style and distinguishing features are considered.

We cordially invite you to visit us at an early date. You will be pleased with what we have to show you.

Gun Metal Button Boot
Cloth Top, French Leather Louis Heel, "Ritz" Toe

When you put on a pair of Queen Quality shoes that "satisfied feeling" will be yours.

We take pride in our expert shoe fitting service. We endeavor to maintain a rule that no mis-fitted shoe ever leaves this store.

With the great variety of models and styles we have in stock we can fit every foot comfortably. Our range of prices brings high grade shoes within the reach of every purchaser.

May we have the pleasure of seeing you soon?

The Robert SIMPSON Company Limited

ABOLISH WET CANTEEN TEETOTALERS DEMAND

Temperance Workers at Cornwall Object to Institution at Salisbury Plain.

Special to The Toronto World.

CORNWALL, Nov. 2.—A meeting of temperance workers of Cornwall and district was held in the Methodist Church this afternoon, with the attendance from the country sections not as large as was expected. Frank W. Duggan of Toronto praised the Ontario Government for some of the recent amendments introduced, particularly those relating to punishment for infractions in local option districts. Resolutions were passed protesting against the three-fifths clause of the local option bylaw, and against the introduction of the wet canteen in the Canadian camp at Salisbury Plains, England, and requesting the Dominion Government to use its good offices for the discontinuance of the canteen.

LIEUT. MACKIE AT MONS.

KINGSTON, Ont., Nov. 2.—Letters have been received here from Lieut. William Mackie, a graduate of the Royal Military College, and a son of Rev. Dr. Mackie, who was reported to have been taken prisoner by the Germans. He read the report in the newspapers sent to him, and declares that the announcement was premature. He was at the battle of Mons and had many narrow escapes from death.

TORONTO RAILWAY CO. INDICTED BY GRAND JURY

Charged With Creating a Nuisance by Allowing Overcrowding on Street Cars.

At ten minutes to four yesterday afternoon the grand jury returned a true bill against the Toronto Street Railway for creating a common nuisance by allowing overcrowding on their cars. The original indictment appeared with Inspector S. J. Dickson's name as a witness, but since then four others have been added. H. W. Head, J. Larkin, Richard Prior and G. Cook. The bill also bears the endorsement of Mr. Justice Latchford, who laid the information, E. E. A. DuVernet, K.C., county crown prosecutor, and Fred Armstrong, foreman of the jury. Manager Fleming has not made any statement, but it was learned that H. S. Osler, K.C., who handles most of the big cases for the railway company returned to Toronto yesterday, several days before he was expected. The trial can now take place at any time during the assizes.

Appeal is Dropped.

The defendants in the Union Life case dropped their appeal to secure a mandamus to have Judge Coatsworth try their case. Eric Armour, K.C., stated yesterday that the case would be opened today in the jury assize court.

TORONTO BUSINESS MEN WILL JOIN IN PRAYER

First Meeting of Series to Be Held in C. P. R. Building Tomorrow Noon.

Fifty-two of Toronto's business men have issued a call to every business man in Toronto to join them in a prayer meeting every Wednesday. Prayers will be offered for the success of England in the war. The first meeting will be in charge of James Ryrie and will be held tomorrow, in room 509 C. P. R. Building, at 12 o'clock noon, for 45 minutes. Among those behind this movement are: E. R. Wood, W. H. Hearst, H. C. Hocken, Hamilton Cassels, Harry Ryrie, N. W. Rowell, W. S. Dinnick, A. E. Ames, J. F. MacKay.

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