

The Toronto World

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TUESDAY MORNING, FEB. 28, 1911.

GREATER TORONTO'S PROBLEMS UP TOWN.

Two incidents of Saturday brought the north part of the city prominently before public attention.

The Canadian Northern Railway appeared before the Dominion Railway Commission (in session here) and stated that their various lines into Toronto would land passengers at a new station in North Toronto on the east side of Yonge-street immediately north of the C. P. R. tracks. The lines in sight are the Parry Sound and western services now in operation; the Toronto and Ottawa line (to be ready for the first hundred miles to Trenton on July 1) and a line to Hamilton and the Falls soon to be started. The first two will come in from the way of Lee side, and the last one from the west along the power line right of way. Within two years the Canadian Northern hope to have their great gap between Sudbury and Port Arthur filled in; then they start a transcontinental service from Toronto to the Pacific. This transcontinental service will be from North Toronto. The Canadian Northern have a lot of other projects in hand and they will within two years be the most active and most aggressive railway force in Ontario. All this system will centre its passenger business up Yonge-street.

The Canadian Pacific are moving in exactly the same direction, only they have been longer on the ground with a cross-town line. They also have a lot of further improvements under way. They propose a new station on the east side of Yonge, immediately south of their present tracks. They will in all probability run some of their thru passenger service by this north cross-town line, because it will shorten time not only for those who are bound for Toronto, but for those who are thru passengers. At the present time, by reason of the railway bringing all passengers down to the front, involving a drop and then a climb of 140 feet, an unnecessary hour is lost to every traveler in Toronto. The company, itself, would save the descent and climb of the grade of 140 and this means an enormous sum in coal, in pay and delay.

The Canadian Northern in making their motion before the commissioners for possession of two or three pieces of land at present owned by the Canadian Pacific on the north side of the track, pleaded public interest and public convenience. It said it could go elsewhere, but in the public interest it would be better for the two systems to be alongside one another, and not separate, especially as they had to have subways for public traffic under Avenue-road and under Yonge-st. There was no reason, said the Canadian Northern, why the two should not be together. Now, inasmuch as the Canadian Northern has admitted that the public interest ought to be conserved, why should not the city take this matter up in a broad way and try and compel the two railways to join together for a common track and a common station to the north, and if the Grand Trunk also is bound on going to the north, as we believe it is, it should be asked to say now whether it desires to be included in any joint proposition. We are not at all sure that a new union station on the waterfront is in sight, but it may suit the Grand Trunk to have a big station of its own at the south for a long while yet to come. But if the Grand Trunk Railway have in mind a northern entrance to the city, it should declare so at an early date and then the city and the government and the railway commission and the three railway systems could move in the direction of having one modern union passenger station up north, and a four or six track system of rails for joint use from the Humber to the Don River at the far east. It would be a shame if all the country is to be cut up by three systems crossing the town, and especially east of Yonge-street. One big right of way and one big station to the north is the thing.

At all events, the North Toronto railway situation is the great problem; it looks to us as if the passenger business is bound to go north, and will go north at a very early date; and if so, then it ought to be established there on the best possible lines in the way of co-operation, combination and public convenience. To have three stations and three systems where a much better system in a much less space could be devised would be bad policy.

So much for the railway situation. But another thing developed on Saturday; and that was the appointment of a good roads commission by the county

council and the closing of the agreement between the city, the province and the County of York to spend \$300,000 for good roads. One of the main thrusts to be so improved is Yonge-street, north of the Town of North Toronto, which is practically a point five miles from the corner of King and Yonge. But there are three miles in the Town of North Toronto that will have to be built so as to connect up the new road with the city and with the town. But we do not at the present moment see how the town will build these three miles. They are waiting to be annexed. Anyone who studies the problem of the north, especially in view of the railroad development already referred to, must see that the annexation of North Toronto is the next great task before the people of the city.

The people of the town have already voted in favor of annexation, and the solution of a good road on Yonge-st. and the extension of the city municipal street railway line, and of getting feeders for a tube system, are all bound up in this question of the annexation of the northern suburb. There is no use to our mind making two bites at a cherry, or of adopting a policy of delay. Everything demands a large and progressive policy in connection with the development to the north, and the city council ought to be prepared to frame up a policy, to have it pushed forward with the idea of making the railroads co-operate to the north in any station or cross-town line policy they may have, and to do whatever is necessary now in order to take in North Toronto and to get good roads to the north, and to assist the city to attain the great growth that seems immediately ahead of it. Toronto will grow just as fast as the government of Toronto frames up a policy on big lines. It will grow to the north, it will grow to the west, it will grow to the east, and in every other direction if a progressive policy is adopted. In fact, the measure of the growth of Toronto is the confidence its own people have in the place, and in the idea that all progressive improvements will pay for themselves five times over.

GOOD FOR WHOM?

According to The Star, the larger the market the cheaper the production, and it instances the United States, which enables the manufacturer of that country to produce cheaply because he has ninety-two million customers at his door. Hence, proceeds the free trade organ, he can specialize and can afford to be satisfied with a small margin of profits. This is a very extraordinary proposition coming from the source it does. Free trade organs have always told us that the United States is the home of trusts, that its people have been suffering for years from excessive profits exacted by manufacturing, transportation, express and distributing monopolies of all kinds. All which, according to Canadian free traders, is the consequence of the United States tariff.

But, presto, all this is to be changed when Canada's eight millions are identified with the United States ninety-two millions. Middlemen—the railway, the packer, the cold storage men and all the tribe—are either to be eliminated or have their wings clipped, and consumers of both countries will at once be made happy by cheaper prices. Or course the Canadian grain grower and fruit and vegetable grower will also rejoice, since, as they have been on occasion informed, they will get higher prices for their products from the United States consumers. The Star is quite sure in its latest phase that the cost of living is going to be reduced, but it is far more probable that the identification of the market for natural products will place Canada under the trusts and combinations that rule the United States.

PARLIAMENT AND TARIFF.

When The Star sets out to controvert The World's contention that the tariff bill is being forced thru parliament in an unheard-of way, it should be more careful, in the plenitude of its denial, than to admit in passing the accuracy of what it professes to correct. The World stated that the government's action in requiring the tariff pact with the United States to be accepted as a whole and without amendment, is entirely out of accord with the practice hitherto followed. This The Star says is not true and, incidentally, remarks that amendments are rarely made. Amendments, therefore, are made and any tariff bill must be open to their proposal. In the case of the present measure it is not open to amendment and therefore deviates from the practice which, from The Star's admission, has hitherto prevailed. Whether amendment has been substantial or slight does not affect the fact that parliament has always had the right to amend as well as reject tariff bills. The World ventures to say that the last tariff bill was the subject of scores of amendments, many of them of a very substantial character.

WATER FROM GEORGIAN BAY.

Editor World: I notice a reference to obtaining a supply of water by gravitation from Georgian Bay. With all deference to the engineer, I may say this was an old scheme of mine which I advocated when the late E. A. Macdonald was so enthusiastic in his Lake Simcoe-Georgian Bay Canal scheme and a supply of drinking water from Lake Simcoe. I said to him: "Mac, I cannot see the sense of making a climb of 10 feet higher than Georgian Bay to Lake Simcoe and then down

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again to the level of Georgian Bay. If you will amend your plans and go to Georgian Bay direct by way of the Nottawasaga River, I am with you with all my heart. Splendid pure drinking water could be obtained from the same source. I would be delighted to endorse this scheme now but for the tremendous cost the city has gone to in pumping plant, etc." I am a thoro believer in the feasibility of constructing a ship canal between Toronto and Collingwood and thus creating a second Niagara Falls at the Humber River, Toronto. This short route would be cheaper to construct than either the new Welland Canal or the big and costly Georgian Bay Canal by way of French River, Lake Nipissing, Mattawa River, The Nottawasaga River runs level about 100 feet from Nipigon, one mile east of the Town of Alliston, to the Georgian Bay near Collingwood. The head waters of the Humber and those of the Nottawasaga are but some four or five miles apart at Ballycorry, near the borders of the County of Peel and Township of Adolph, in Simcoe County. Lift locks as at Peterboro, would lift a steam barge canal inside two or three hours from Georgian Bay to the city and help along this Georgian Bay Canal scheme and the creation of a "second Niagara Falls" at the River Humber in Toronto.

Ex-salderman and engineer.

"VICE VERSA."

A Present Example of Reciprocity.

Editor World: With regard to the question of reciprocity between Canada and the United States there are so many Canadians who are unable to decide what attitude they should take. Of this class there are a large number of persons who think it might be well to give reciprocity a trial, believing that, if it does not work well in practice, it can be rejected. If such persons had any adequate understanding of the character of the influences which favor reciprocity, and if they also comprehended the danger of reversing an established order of things in the commercial world, I believe there would be less apathy, and more zeal to cope with the issues involved in the present reciprocity proposal. Tho not generally recognized, perhaps, we have already an example of how reciprocity between Canada and the United States works in practice: an example which illustrates how Canada's natural resources may fare under an aggressive attack by United States commercial interests. The example referred to is that of hydro-electric power generated at Niagara Falls. When it was perceived that the bulk of the hydro-electric energy at Niagara Falls could be diverted to the Canadian side of the river, and that something must be done to prevent all the waters being diverted from Niagara Falls, an international commission, known as the International Waterways Commission, composed of representatives from Canada and the United States, was formed to resolve the dispute. As one of its fundamental points for consideration, the question of "the exportation of electricity from Canada into the States and vice versa" was the subject of the commission's deliberations. Here was the reciprocity principle summarized in the words vice versa. Canada subscribed to the doctrine, and a partition of the waters at Niagara Falls was subsequently made. The United States legislated to import electric energy, and the federal government of Canada provided legislation for the export of electric energy. The large U. S. power interests, under this legislation, at once applied to get 250,000 horsepower of the power developed in Canada. This amount was considerably over half the total quantity of power which had been authorized to be developed on the Canadian side of the river. Part of this power the States were to receive, and the quantity actually permitted for importation into the United States is 180,000 horsepower. However, United States legislation was so framed that under what are termed revocable permits, all the power developed upon the Canadian side could be imported into the States. An export duty is provided by a statute of Canada, and certain restrictions reserving power for Ontario exist in the Ontario charters of Canadian power companies. The point to emphasize, however, is that the United States commercial interests stood ready to take, in addition to their own power, practically all the electrical energy generated by Niagara Falls.

Now, from this illustration, four points are evident, viz.: (1) The proposal and acceptance by Canada of the doctrine of reciprocity in a natural product, to wit, hydro-electric energy. (2) The practical out-working of the proposal to the immediate benefit of the United States, because they have a market to absorb the product. (3) Large corporate interests in the United States stood ready to convey to the States all they could get of Canada's electric energy once an avenue of communication was established. (4) There has been no vice versa for Canada. In practice, reciprocity has worked but one way at Niagara Falls.

But you say, the States had a market ready, and Canada was not yet ready to utilize the power. This is because there is a market for your children's birthday is that a reason why you should sell it? This point may be well met in the same way. Sir George Gibbons, and his fellow commissioners of the Canadian section of the commission addressed to the Canadian Government. They said: Unfortunately, a very large portion of the power generated on our side of the river at Niagara will be permanently diverted to the building up of American factories, and the running of American railways. Within a few years our own railways will be clamoring for this power. Vested rights already interfere with action in this regard, and the more power that is now allowed to be diverted the greater will be the evil and the harder to rectify. The Canadian commissioners, foreseeing the time when Canada will need their hydro-electric resources, give emphasis to the danger of not conserving them against the day of Canada's need. Once an avenue of communication is established by which Canadian natural resources may be used for the upkeep of United States industries, the large corporate interests which operate and control these industries, entrenched behind the doctrine of vested rights, will absolutely defray any measure which would again close these avenues, and deprive them of their supplies. When Canadian note how such natural resources as the Niagara, Long Sault, and other water powers near the States, are zealously sought by large corporations for diversion to the States, the question rises: how will Canada's inland natural resources fare if avenues of communication are established thru the tariff wall? The likelihood is that such access to Canada's resources will, to use the words of Sir George Gibbons and his colleagues, result, chiefly, in "the building up of American factories and the running of American railways."

The character and conduct of United States commercial enterprise render it questionable whether, at the present time reciprocity with the United States could be practiced to Canada's mutual advantage. It is at heart, favor the principle of reciprocity with the citizens of the United States; but every observing Canadian fears to be brought under the more direct influence of the various trusts that have successfully secured control in the United States of so large a proportion of the nation's natural resources. We see that the United States is itself trying to conserve the remaining assets from the grasp of the various trusts, and to hold these trusts in check, and it is seen, in spite of all efforts to the contrary, the trusts are increasing in size and strength. A very few years will serve to show what measure of wholesome restraint the United States may be able to exercise in regard to its own natural resources, and their absorption by large corporate interests. Until then it is desirable to afford these grasping corporate interests more ready access to Canada's natural resources?

We all love peace, but there is a time when peace will be held on a knife-edge. We may all covet true reciprocity and free trade, but we do not wish to become the prey of corporate greed, and to see our national resources diverted from our own possible use thru a swinging door which, in practice, has too often been found to swing but one way.

CHINA FAMINE FUND.

Receipts for the Chinese famine fund on the 25th inst. amount to \$750.83. It is stated that one dollar and fifty cents will save one man from death by starvation. This contribution therefore means that five hundred lives will be saved. The fund is a voluntary one, and the money can be saved for four or five months on one dollar and a half each is beyond the comprehension of prospective donors. The fund is a voluntary one, and the money can be saved for four or five months on one dollar and a half each is beyond the comprehension of prospective donors. The fund is a voluntary one, and the money can be saved for four or five months on one dollar and a half each is beyond the comprehension of prospective donors.

FARMERS WANT RECIPROCITY.

At Least That's the View of Messrs. Drury, Anderson and Greer.

Three prominent agriculturists—E. C. Drury of the Dominion Grange, J. B. Anderson of the Ontario Farmers' Association and T. A. Greer of the Grain Growers' Association of Winnipeg—held a conference in the Walker Hotel on Saturday morning regarding reciprocity and Canadian farmers. These three gentlemen have been advocating reciprocity among farmers of Ontario and the west, and give the opinion that the feeling is a most unanimous for the proposed agreement. Mr. Drury has been addressing the Farmers' Association of Prince Edward County twice a day for the past two weeks.

SCHOOL BOARD ESTIMATES.

Finance Committee Passes \$14,600 for Supplies, Besides Items of \$8,171.

The estimates of the various committees of the board of education are being rapidly made up, and it is expected that the full estimates for the year will soon be presented to the board of control. Yesterday the finance committee met to discuss the estimates and passed on a schedule of insurance that involves an outlay of \$1200 for high schools and \$595.51 for public schools. The telephone bill will cost \$363.50 for high schools and \$1412 for public schools, a total expenditure of \$1871. To add to this the management committee asked that \$14,500 be included for supplies. The recommendation was endorsed, and that amount will be included when the estimates go before the board.

WHERE PARSONS DISAGREE.

A babel of discussion arose yesterday morning at the session of the Methodist Ministerial Association over an address by Rev. Dr. Sykes on "Ministerial Authority." Dr. Sykes stated that the authority resided in the church, the Bible, and in the conscience of the individual man. It was discussed, however, while some of the ministers took objection to several points raised, stated one minister.

APPROVE M. H. O'S CLEAN-UP.

The efforts of Dr. Hastings, medical health officer to improve conditions in the ward, meets with the approval of the Toronto branch of the Fabian Society. This organization has voiced its approval in a resolution forwarded to the mayor, requesting that the board of control give financial and all other support to Dr. Hastings to permit of his carrying the work now on the way to a successful conclusion.

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AT OSGOOD HALL ANNOUNCEMENTS.

Feb. 27, 1911.
Judge's chambers will be held on Tuesday, 28th inst., at 11 a.m.:

Master's Chambers.

Before Cartwright, K.C., Master.
Scott v. Waterloo Mutual Fire Insurance Co.—S. C. Crowell for plaintiff. J. C. Haight (Waterloo) for defendant. Motion by plaintiff for leave to amend statement of claim. Motion adjourned at defendants' request until March 2.
Sovereign Bank v. Clarkson—J. F. Boland for plaintiff. R. B. Henderson for defendant. Motion by plaintiff for leave to amend statement of claim. Motion adjourned at defendants' request until March 2.
Mines Power Co.—M. L. Gordon for defendant. E. Meek, K.C., for plaintiff. Motion by defendants for an order setting aside statement of claim as irregular. Order made vacating statement of claim as of this day. Costs to defendants in any event. Leave to amend if desired.
Gibbons v. Dominion Automobile Co. J. F. Boland for plaintiff. R. B. Henderson for defendant. Motion by plaintiff for an order transferring action to C. C. of York and reducing amount claimed on writ. By consent order made allowing plaintiff to discontinue without costs.
Bottrell v. Levison—G. M. Gardiner for plaintiff. Motion by plaintiff for leave to serve statement of claim on defendants' solicitors in a mechanics lien action, defendant being absent and his address unknown. Order made.
Laidlaw v. Jackson—Johnston (W. M. Laidlaw, K.C.), for plaintiff. Motion by plaintiff for an order vacating certificates of lien and its pends. Order made.
Re Phoenix Fire Insurance Co. and London Assurance—P. Aylesworth for the company. Motion for an order under the Trustee Relief Act for leave to pay \$1523.57 less costs to be fixed. Once made, notice of payment in to be given by registered letter to the various claimants.
Somerville v. Drewitt—R. W. Hart for plaintiff. Motion by plaintiff for an order dismissing action without costs and vacating certificate of its pends. Order made.
Baron v. Montreal v. Rapid Delivery Co.—Ford (Wherry & B.), for defendant. Motion by defendant on consent for an order dismissing action without costs and vacating certificate of its pends. Order made.

Single Court.

Before Clute, J.
Ryan v. Haffernan—F. E. Hodgins, K.C., for plaintiff. M. K. Cowan, K.C., for defendant. Motion by plaintiff for an order continuing injunction.

Enlarged until March 2. Injunction continued meantime.

Blyth v. Canadian Malleable Iron and Steel Co.—E. G. Long for plaintiff. S. C. Wood for defendant. Motion by plaintiff for an order continuing injunction. Enlarged for one week. Injunction continued meantime.

Fatterson v. Dods—C. H. Porter for plaintiff. J. R. Grover for defendant. Motion by plaintiff for an order continuing injunction. Stands until the first of March next for cross-examination of deponent on this affidavit. Injunction continued meantime.

Sharpe v. White—I. F. Hellmuth, K.C., for defendant. C. A. Moss for plaintiff. An appeal by defendant from the report of the local master at Whitby, and a motion by plaintiff for judgment on the report. The appeal was as to the quantum of damages, allowed for breach of contract to buy certain shares of mining stock. Judgment on both motions reserved.

Chambers v. Wilson—M. Macdonald for defendant. R. B. Henderson for plaintiff. Motion by defendant for judgment on the findings of master's report. Judgment for defendant in terms of the master's report for \$241.20 with costs of reference and of this motion. The receiver discharged from the receivership and the \$60.78 now in standard Bank to receiver's credit to be paid to defendant.

City of Toronto v. Painter—H. Howitt for plaintiff. W. C. Chisholm, K.C., for defendant. Motion by plaintiff for an order restraining defendant from proceeding with the erection of a workshop or factory in rear of No. 35 Huron-street. Injunction to go to trial. Trial to be expedited by both parties. Statement of claim to be delivered by Wednesday noon. Defendant continued meantime.

City of Toronto v. Painter—H. Howitt for plaintiff. W. C. Chisholm, K.C., for defendant. Motion by plaintiff for an order restraining defendant from proceeding with the erection of a workshop or factory in rear of No. 35 Huron-street. Injunction to go to trial. Trial to be expedited by both parties. Statement of claim to be delivered by Wednesday noon. Defendant continued meantime.

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