

# The Toronto World

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FRIDAY MORNING, OCT. 29.

## How Long Till the End of Efficiency?

Even virtue may become a vice, and it is well to remember that every virtue carried to excess becomes a corresponding vice. Strength in excess has its defects, and the strong man has to balance his defects with negative qualities. Perhaps this fact is overlooked in the configuration of war, but we may be sure that it may be recognized in various ways. Its operation is the cause of some of the surprises on which no one ever seems to be able to calculate.

It would not have been believed that the Germans, who had boasted for half a century of their culture, would have shown such savagery as the world stands aghast over in Belgium. But so it was. The Germans grew all to one side, like the handle of the jug, and they forgot to introduce the element of balance in their culture.

There is another phase of their system which may develop a peculiar result of one of these days. It is their efficiency. We have heard about it till we are nearly sick of it. We have seen it in practice. We know they have it, and we have envied them. We have also imitated them, and we have introduced such efficiency as we are capable of into our institutions. We are woefully inefficient, but the fact has created its own cure, and we have become resourceful and accustomed to muddle thru and provide for break-downs. We are ahead of the Germans in this respect, and it may pull us thru in the long run.

The German army is like Oliver Wendell Holmes' "One Hoss Shay." It is equally efficient in every part. The officers have been trained to the last point in everything that makes for the transcendent military virtue. But there is no compensating element, and when efficiency breaks down there will be nothing to replace it. No German could ever "muddle thru." The Britisher simply glories in doing that very thing. It is easy for the Briton to make bricks without straw, but the Teuton needs a straw-stack before he can begin on his brick.

We hear constantly the reports of the results of efficiency in every department of German government. All the food in the country is classified and cataloged and sold in the proper quantities at the proper prices. All the metal in the country is inventoried, and Mrs. Allen's pot and Mrs. Deutsch's brass kettle is requisitioned when it is needed. We have just been told that a Hun airman has been shot down and found to be using a Canadian machine gun captured at St. Julien. This is efficiency. Wherever there is a need it is provided for with the material at hand. Wherever there is a shortage of men they are strengthened with men from somewhere else.

Automatically efficiency runs its course and supplies whatever is lacking with whatever can be transferred. The process will go on as long as it is possible to continue it. Then, one day, the wonderful system of efficiency will come to an end. There will be no more material to strengthen the weak points. All the thick places will have been scraped bare to thicken the thin places. There will be no more substitutes for food and no more metal to scrap. Everything will be equally strong—and equally weak. Then will come the smash. It will all go to pieces at the same time. There will be a universal disintegration, and the German Empire will resolve itself into its component parts. The Kaiser will cease to be a component part.

## Canada's Main Transcontinental Depot is in Toronto

Some weeks ago The World drew public attention to the transcontinental service inaugurated by the Canadian Government in connection with the Grand Trunk, the Timiskaming & Northern Ontario (owned by the province) and the Transcontinental (owned by the Dominion), and all, more or less, a public ownership arrangement.

Beginning next week, the Canadian Northern will inaugurate a service between Toronto and Winnipeg, ultimately to be extended to Vancouver.

The people of Canada own 40 per cent. of the Canadian Northern and therefore this new service will be a second instance of transcontinental railroad-building, more or less, on behalf of the nation. It is a beginning and will grow.

But the significant thing for the people of Toronto is that two great new transcontinental services are starting from this city and that one of them, the Canadian Northern, is very much of a Toronto enterprise and represents 10,000 miles of railway construction clear across Canada, first thought of, and finally completed, by two Toronto men. Criticize the proposition as you will and the method in which the road was built and financed and still the City of Toronto can claim at least to be the headquarters of a transcontinental line in which the grades and location are at the moment of inauguration away ahead of any other transcontinental line in America.

The World does not pretend to say what the outcome of these two new services will be, but it is a fair inference at this stage that the business of Toronto will be greatly improved as a result. And Toronto now becomes the main eastern station of Canadian transcontinental traffic. Toronto leads to and from the ports of the St. Lawrence, and New York at the mouth of the Hudson.

Toronto hardly yet realizes the great destiny that awaits her in this one respect, let alone her other advantages.

## A Big Problem.

The Wilson administration will find itself at the next session of congress up against a general demand for more effective military preparedness on the part of the United States. Secretary Garrison of the war department, and Secretary Daniels of the navy department are said to favor an advanced program in the way of national preparedness and defence, but their chief maintains a sphinx-like silence.

A year ago Mr. Wilson, in his annual address to congress, took the position that a citizen soldiery would sufficiently protect the country, and Mr. Bryan, then his chief advisor, spoke of 1,000,000 men springing to arms in a night. The latter has since passed from public life, somewhat discredited, and Mr. Wilson may have learned some lessons from the great war. The suspicion, however, lingers, that he is a pacifist, and that the "military party," as they are sometimes called, will receive little encouragement from the White House.

It must be remembered that although the United States is utterly unable to wage an offensive war, and probably cannot defend herself against an invasion by a first-class power, she is spending every year a large amount of money on the army, the navy and the pension list. The enormous outlay upon pensions is properly enough charged to military expenditures and combined with the army and navy estimates, causes those expenditures to consume nearly one-half of the public revenue.

Those who opposed battleships in the past are to some extent vindicated because the navy as it stands today is helpless without submarines, torpedo destroyers, coilers and other auxiliary craft. Moreover, the present war has taught the lesson that an ocean marine is no less essential than battleships for the successful carrying on of a big war. Secretary Daniels says he should have 500 sea-going merchant vessels subject to requisition, but how they are to be provided unless the ship purchase bill passes, no one has yet attempted to explain.

All agree that the coast defences should be made more powerful and that the coast guard should be increased. The standing army at present is certainly too small for a country of 100,000,000 people. After deducting the troops stationed in the insular possessions and the canal zones and the coast artillery, the mobile force of the United States army is reckoned at about 12,000 men.

To enlarge the army means an enormous expense, as the American soldier is said to cost his country \$1000 a year. Then again there is the question of properly drilling the regular soldiers, who ought to be brigaded in large camps in the neighborhood of big cities. The labor unions oppose any such military demonstrations, and the politicians are anxious to retain the many toy garrisons scattered all over the continent.

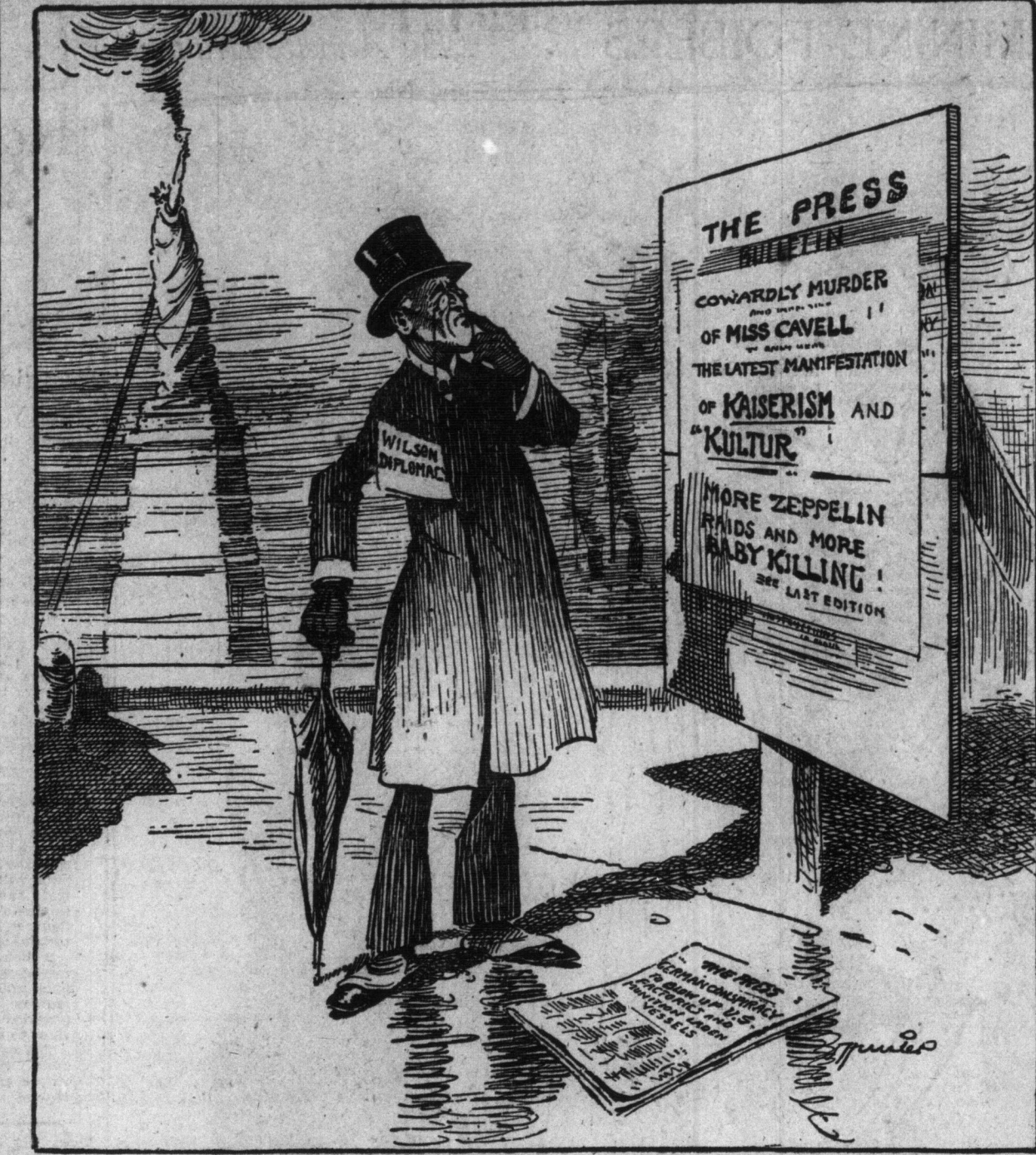
In a recent carefully thought out article, Hon. William Howard Taft, who was secretary of war for a number of years, and afterwards, as president, commander-in-chief of the U. S. army, declared that the expense of a large standing army was prohibitive. He practically advocated strengthening the navy and equipping the country merely for defence against invasion. Yet we submit that every first-class power should be in a position to land an expeditionary force in some other country if necessity requires.

The present war may help the United States to some extent by teaching her to manufacture munitions of war in large quantities, and by the number of men who will ultimately return to that country after having served in the armies of the allies. Possibly also many immigrants coming to the United States after the war will have seen actual service and be useful in case an army should hereafter be raised by voluntary enlistment.

## Electrification a Success at London

All the dismal prophecies made by The London Advertiser and other opponents of public ownership, when Sir Adam Beck was advocating the operation of the London and Port Stanley Railway by the municipality have been falsified by the results. A cheque for

## HAS HE ANY BIRTHDAY CONGRATULATIONS FOR WILHELM THIS YEAR?



\$12,000 has been handed over to the city by the road as the first fruits of the electrification and municipalization, the amount covering the quarter's rent, interest and sinking fund.

There is a surplus of \$4000 also, which is sufficient to testify to the success of the plan, for public ownership does not look for profits, but after paying all necessary charges, is meant to give service at cost. This point is always forgotten by those who talk about profits in connection with public operation of utilities. The profits go direct into the pockets of the public, or it might be said that they are never taken out of the pockets of the public.

London is doing very well under the arrangement, as the city receives a higher rental than she has received in twenty years for the road, and the service given has been of a highly satisfactory character. The success of the road since its electrification is a strong argument in favor of the provincial hydro radial railway system now under consideration.

## Facts or Theories?

Miss Macmillan has not given the National Council of Women so much prestige as perhaps was expected. She struck the wrong note for Canada. Her apathy towards the facts of war does not strengthen her arguments for the theories of peace.

It is simple humbug to declare, as one of the pacifist papers recently declared, that no nation will be attacked which has no standing army. If France had had no standing army, Germany would have over-run or annexed her years ago. The pacifists will argue that this would have been the best thing for France, but nobody with a gleam of common sense will accept such doctrine, and of course, it is absurd to say it before a Frenchman.

If Britain had been joined to the continent of Europe, she would have been eaten up ages ago. Does Miss Macmillan, or her pacifist friends, imagine the Holland would have been safer from German aggression without an army than with one? And what do the pacifists say to little Luxembourg?

## Cabinet Crisis

There has been less talk about the French cabinet crisis than about the

**MICHIE'S BEAURICH CIGARS**  
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At the Cigar Dept.,  
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**ALF. BLACKLER GOT DAMAGES.**  
Awarded \$400 Against Toronto Power Company, North Toronto.  
Damages to the extent of \$400 were awarded Alfred Blackler in the assize court yesterday after the jury had deliberated all day. Mr. Justice Lennox expressed himself as disappointed with the verdict, which he did not think was sufficient.

British cabinet crisis, but the French ministers decided upon their shuffle and have it all over before anybody was well aware that anything of the sort was contemplated.

In London there is always the agitation going on of a democratic community on the part of the outa to oust the ins, but the recent agitation over the Dardanelles situation has been more serious than an ordinary party campaign. It has been going on in spite of the resolve not to play party politics, and it has certainly been more partisan than anything else.

Whatever is done the change in France will do much to take the edge off the British transformation if there be one. It may turn out that the allies have not been so badly outwitted after all.

**British Government Releases Three Ships for Needs of Canada.**

**Canadian Associated Press Cable.**  
LONDON, Oct. 28.—In response to appeals of the Dominion Government for further facilities for transporting Canada's harvest to Europe, the authorities placed three captured German sailing vessels at their disposal for this purpose, the Terpsichore, 3000 tons, the Carl, 2000 tons, and the Carl, 2000 tons. A competent authority says 50,000 tons of overseas freight will otherwise be left at Montreal when navigation closes.

**NEW CONVENIENT DAY SERVICE BETWEEN TORONTO AND OTTAWA VIA CANADIAN PACIFIC LAKE ONTARIO SHORE LINE.**

The traveling public are particularly directed to the excellent new train service between Toronto and Ottawa, to be inaugurated commencing Monday, November 1.  
"The Rideau" will leave Toronto 1:45 p.m. daily except Sunday, arriving Ottawa (Central Station) 11 p.m.  
"The York" will leave Ottawa (Central Station) 1:15 p.m., arriving Toronto 8:30 p.m.  
Modern equipment will be carried, including buffet-library-observation parlor car, with heater service, enabling passengers to enjoy a tastefully-cooked chop or steak for luncheon or dinner. All the latest periodicals are carried for free use of patrons. Car is also equipped with wide observation platform.

This service saves much time for the business man, as half a day may be spent in either Ottawa or Toronto with only one night on the train and one business day's absence from office.

Particulars from Canadian Pacific Ticket Agents, or write M. G. Murphy, District Passenger Agent, Toronto.

**BRITISH MAIL CLOSURES.**  
The next British and foreign mail will close at the postoffice at 6 p.m. and 9 p.m. today.

## COUNT VON BUELOW ON PEACE MISSION?

Report That He Will Go to the United States is, However, Denied.

LONDON, Oct. 28.—The Mail learns from its Berlin correspondent that Count Von Buelow, former German ambassador to the United States, has been connected with recent rumors of peace negotiations, will probably go to Madrid and thence to the United States.

## MORE MEN REQUIRED ON FIRE DEPARTMENT

Acting Chief Smith of the fire department appeared before the board yesterday asking for more men, since he has been ordered to place five men in the Exhibition grounds while the troops are there. He told the board that five men had resigned and four had gone to the front and asked that these be replaced.

The board gave him permission to take on ten men, five permanent men for the regular staff and five temporary men for the hall at the Exhibition.

**WAIT—WILL MEET AGAIN.**  
The Ottawa visit of the civic officials on Wednesday regarding the enforcement of the new customs house over the street line on Front street, was without result and another visit will be made when the minister of customs and the officials will go into the matter more fully.

**WEST WANTS FREE WHEAT.**  
The unanimous desire of the west for free wheat was expressed by Hon. Walter Scott, premier of Saskatchewan, who was in Ottawa yesterday on his way back from the conference that was held in Ottawa last week. The enormous effect of the crop on business confidence was expressed by Saskatchewan's premier.

**SEIZURE OF SECURITIES NOT PRACTICABLE PLAN.**

Asquith Rejects Proposed Means of Retaliating for Air Raids.

LONDON, Oct. 28.—Suggestion advanced in a question in the house of commons today that the government might take steps to trace and sequester private securities in England of the German emperor and rulers of German states, and hold them as security for damage caused by Zeppelin raids, does not meet with the approval of Premier Asquith.

The premier informed the house that David Lloyd George, that he did not consider that the scheme offered a practical method of deterring the enemy from further violations of international law.

**GERMAN FOOD PRICES MUST BE INCREASED.**

BERLIN, Oct. 28.—At a meeting with representatives of all parties in the Prussian Diet yesterday, the chancellor, Dr. Von Bethmann-Hollweg, discussed the price and distribution of food. He stated that since certain food commodities were less abundant than in normal times their prices must be regulated in order to guarantee suitable distribution. It was necessary also to readjust the price of potatoes owing to the superabundance of this crop.

All who were present at the conference agreed that there was no hand a sufficient supply of food for the country's needs.

**Volume of Christmas Mail Expected to Be Large This Year.**  
No restrictions have been received by the Toronto postal authorities regarding the amount of mail matter that may be sent to the British Isles. Freight parcels should be sent by November 10 to ensure delivery. The last boat will sail about Dec. 2, which will carry mail that will be delivered before Christmas, but the people are advised not to wait until the last boat to send Christmas mail.

## BRITAIN CANNOT CONSIDER PEACE

Lloyd George Emphatically Denies Any Approach Toward Negotiations.

## STANDING BY PLEDGE

Premier Asquith's Famous Guildhall Speech is Recalled in House.

LONDON, Oct. 28.—An emphatic denial that Great Britain was engaged in any peace negotiations, direct or indirect, was made by David Lloyd George, the minister of munitions, in reply to a question in the house of commons today.

Mr. Lloyd George spoke for Premier Asquith when the question of which Annan Bryce had given notice came up. The query was as to whether official exchanges of views had been carried on between Berlin and London with the possible object of the conclusion of an early peace, and whether inquiries of similar nature had been made by official representatives of any neutral power.

Pledge Holds Good.  
"Certainly not," was the reply of the minister of munitions. "The words of the prime minister still hold good," he added, referring not only to the question of peace negotiations, but to the query as to whether the premier still adhered to the declaration in his Guild Hall speech that Great Britain should not sheath her sword until "the freedom of Europe was secured." Mr. Lloyd George continued:

"We shall not think of entering any peace negotiations except in common with our allies in accordance with the agreement made in September, 1914." On Sept. 5, 1914, Great Britain, France and Russia pledged themselves not to conclude peace separately, and that when terms of peace came to be discussed, no one of the allies will demand conditions of peace without the previous agreement of each of the other allies.

Japan and Italy have since taken the same pledge.

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## DR. HAYES' TRIAL TAKEN FROM JURY

Unusual Considerations Might Arise, Says Mr. Justice Lennox.

## WINDSOR LOSES APPEAL

A. Huth Gets Damages for Being Hurt on Sidewalk.

The application to strike out the jury notice in Maria Louise Wilkinson's claim for damages for malpractice and assault against A. N. Hayes, a Sarnia doctor, has been enlarged by Mr. Justice Lennox. The case is to be disposed of by the trial judge. In his judgment Justice Lennox says that ordinarily such a case should be tried by a jury, but the alleged assault is so closely connected with the claim for damages for negligence and unskillful treatment that unusual considerations might arise.

The appeal of the City of Windsor from the decision of Mr. Justice Sutherland, who awarded \$800 to Charles A. Huth, a Windsor grocer, has been dismissed by the first appellate court. Huth slipped on a sidewalk while crossing from a wagon to his store. Counsel for the city declared that the judgment went far further than any other, but Chief Justice Meredith maintained that if such was the case it went in the right direction.

Judgment was reserved in the matter regarding the liability of P. I. Price of St. Catharines to appear on the list of contributors of the Port Arthur Wagon Co. in respect to ten shares valued at \$1000. Misrepresentation was alleged by George Bell, K. C., who appeared for the appellant.

The application made before Chief Justice Munk for the receiver of the Huths' partnership has been enlarged for one week. The Livingstonas carried on a general store business in St. Mary's, and an order was made for \$15,000 on the premises, and one order of \$46,000 has been received.

Until the New York and Pennsylvania Company of Johnsbury, have filed an affidavit to the effect that they have obtained a license to do business in Canada, all proceedings in their action against Mike Holgevac of Dundonald, Timiskaming, and H. J. Caldwell of St. Catharines, N.Y., have been stayed by Mr. Justice Lennox. The company claims to have brought 316 cords of plywood, valued at \$2000, from Holgevac, and seeks to prevent disposing of it elsewhere. Defendants claim, however, that they never made a valid contract with the company, and even if they had, the agreement was forfeited by the plaintiffs, who were obliged to pay certain deposits and a measure and divide the plywood.

A mortgage action against Anton and Thes Berg has been brought by John Elliott to recover \$3000 alleged to be on principal. The mortgage is on a Grace street property, and the interest on it is at the rate of 10 per cent.

## NO RESTRICTIONS MADE.

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