

The Toronto World

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SATURDAY MORNING, NOV. 25, 1911

THE OLD GAME OF DELAY.

The traction and electric interests are still all-powerful in municipal politics, and are doing their best to secure the defeat of any measure ultimately looking to the benefit of the citizens. One of their games is not only to delay necessary bylaws when they should go to the people, but to wait until an accumulation of the bylaws renders it probable that they will be all rejected, and then on the strength of the number of them to say: "The expense is too great, defeat them all." These tactics will be pursued this year and you can see certain controllers and others high up in the civic administration already working to that end, some of them professing to be anxious to have the number of bylaws reduced.

What the people ought to do is to carry every one of the bylaws and carry them in the year they are first submitted. If Toronto is to go ahead she must vote the money to build the types, finish the city electric plant, the Bloor-street viaduct and whatever else is necessary. Toronto also wants government by a commission of high-class men, but in the meantime carry the bylaws and keep things going until we get a better system and keep your eyes on the men who are asking: "Where will you get the money for all these improvements?"

It is the easiest thing in the world for Toronto to get the money, and to pay the interest on every dollar raised for them in this way.

Take the question of the tubes. We are getting \$800,000 or more a year as a city in the way of percentage from the street railway. Why shouldn't the city put this money into the tubes? Besides that the tubes will earn enough to look after the sinking fund, pay the interest and give the city a surplus as well, and the same with the high level bridge across the Don. It will increase the assessment in that vicinity so much that the cost of the bridge, the interest and sinking fund will never be noticed.

The great question now is: Is it to be a Greater Toronto or not? The men who wish to see the corporations grow want it to be a smaller Toronto. Keep your eyes on these professional croakers. They are working for themselves or someone else, but not for the citizens.

THE PEACE OF EUROPE.

War is going on at the present moment at Tripoli, where Italy is fighting Turkey, and trouble was threatened recently between Germany and France in regard to Morocco, also in Africa. England let it be seen some time ago that she would back up France against German aggression, and this is said to have deterred Germany from requiring extreme terms or employing provocative methods. Now, according to Mr. Asquith and according to the chancellor of the German Empire, peace is assured. Mr. Asquith declared that England had no intention of "interfering with the natural and legitimate aspirations of others." We take this to mean that England and Germany have come to some understanding as to how and where the German Empire is to be allowed to expand.

Germany must be allowed to expand and England must acquiesce in that expansion, especially if it be reasonable and fair. Germany is increasing in population and she must find room for her people, either by some kind of colonization in Africa or in South America or by extension of her sphere of influence by way of the Mediterranean in Asia Minor, or perhaps by the dispossession of Turkey in Europe and in Asia. But whatever way it may be, it must come, and England must acquiesce or England must fight! If it took the direction of Holland and Denmark, England would have the right to resent it, and as a matter of fact such a move would not provide available territory for German people. But it may be taken as one of the coming probabilities that Germany will expand. She has a right to expand, and if it is on reasonable lines, England can have no cause to object.

GEORGIAN BAY CANAL.

Strong efforts are being made to induce the federal government to commence the construction of the Georgian Bay Canal. The proposal is one of very great magnitude and importance, and were there no other possible method of providing for speedier transit between the upper lakes and the ocean outlet the decision would be greatly facilitated. It has to be re-

membered that a saving of distance is of little consequence unless it is accompanied by a saving of time, the main consideration if shipowners are expected to face the dues that must be levied if a canal is to pay its way.

In this connection it cannot be overlooked that the engineers who reported in 1908 only gave a qualified opinion on the point of time saving. They said: "With advantage of shorter distance between terminal harbors, it is computed that the route will be from one to one and one-half days faster than any other existing water route, under present conditions, from the head of the great lakes to an ocean port, apart also from having an enormous superiority as to carrying capacity. But as compared with a possible improved system of St. Lawrence canals to a depth of 22 feet, assuming that the number of locks would be greatly reduced and some of the channels widened, the benefit in time of transit claimed would naturally be lessened, the saving in distance being offset to some extent by the longer stretches of lake and wide river navigation which exist thru the Lake Erie and Lake Ontario route, where higher speeds would be permissible."

It is generally admitted that the St. Lawrence and lower lake route should be modernized and adapted for the passage of ships drawing 20 feet of water. If this is to be done, and the time saved by the proposed Georgian Bay Canal is equalized, this reason for its construction is eliminated whatever other considerations may enter into the project on the ground of national policy. On the other hand, if the Georgian Bay Canal is to be used as an argument against improving the existing route, the districts situated on the lower lakes have the right to protest against a condition that would deprive them of an evident advantage and one to which they are fully entitled. The construction of the Georgian Bay Canal is a big undertaking and it may in any case be necessary ultimately to face it. But full consideration should be given to all the questions involved in the project and to the general interests of the whole country adjacent to the lakes.

AT THE TENSION POINT.

There is a feeling of extreme tension throughout the world. The struggle between Italy and Turkey in Tripoli grows more serious daily, and further hand fighting is at hand. England and Germany may be locked in a great naval and land fight at any moment!

The masses of the people are dissatisfied in Germany, in England, in the United States. In England the workmen are dissatisfied with wages, with the recognition, or rather lack of recognition, of their unions, and the recent strike of the railway men is only one indication. The home rulers of Ireland are said to be dissatisfied with the proposals contained in Mr. Asquith's bill, not yet introduced, and trouble for the administration is predicted in this quarter. Even the "Votes for Women" movement means unusual social unrest. Perhaps it is the presence of these home questions that keeps the nations from fighting!

The Asquith ministry is also perturbed over the subject of the navy and England's lack of readiness for war. The shift of Churchill into McKenna's portfolio meant something. The talk of Sir Edward Grey leaving the foreign office is of still more serious import. Here in Canada the situation is not reassuring. Our parliament at Ottawa is making a rather sorry exhibition of itself. We are still trifling with men who do not know whether they owe a duty to the empire or not.

A NECESSARY CONVENIENCE.

Editor World: I have made an up and down trip over the fine line of the Canadian Northern from Toronto to Trenton. I understand it is being extended to Ottawa, with the prospect of a thru service within six months or nine months at the most. The dining cars of the system are up-to-date and a great convenience, and I believe that it is Mr. Hannah's intention as soon as the line is built to Ottawa to do the very thing mentioned in your paper this morning: put on library cars with the sleeping cars, and the night train. It is shameful the way sleeping cars on the Grand Trunk and Canada Pacific are crowded, and the fact that there is no place to stand or sit berths made up, let alone to get a real and as between Toronto and Ottawa that a smoke or a read with a bite before going to bed with a chance of what you are going to do to-morrow is a convenience in our busy life. I have enjoyed the New York Central reading-car-parlor cars.

Member Board of Trade.

GET DOMINION CHARTERS.

OTTAWA, Nov. 24.—Incorporation by letters patent has been granted by the state department to the Ottawa people for the Major Hill Taxicab and Transfer Company, Limited, with a capital of \$100,000.

A company to be known as the French Automobiles, Ltd., has been incorporated by Montreal parties, with a capital of \$50,000. Among other Montreal companies incorporated are: The Eastern Canada Power Company, Ltd., capital \$1,000,000; the Scripograph Company, Ltd., capital \$250,000; and the Security Realities, Ltd., capital \$100,000. The Street Realty Company, Ltd., of Hamilton, with a capital of \$50,000,



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ANNEX NORTH TORONTO.

Editor World: Kindly allow me as a reader of your paper to congratulate you on your determination to help the people in this crowded city by publishing daily reports on the North Toronto annexation. We certainly need it. Mr. Balfour has got Toronto in a nutshell. He advocated young men with brains and less money. I would like to see young men who would put all their time to the work, or leave it alone. Will you help the young men by helping Controller Hocken, the greatest man that has held office in the last five years? Let us have and work for a new council and Controller Hocken as mayor. Let us have tubes, also a Yonge-street viaduct and foot bridge over Bay-street, the death trap. Let us elect a good man and avoid "pretty nearly water fannies." Pure water has never been known this year in Toronto. Let us give the hydro electric a grand boost and encourage cheap power and light. Also have a tube investigation into the high prices of milk, meat and other produce. If you will publish this letter you will oblige an independent worker.

165 Church-street. Chas. Jennings.

WON'T STAND FOR LEITCH.

Editor World: I was very pleased to see the stand you are taking on a question of "The Incapacity of the Ontario Railway Board." I think if Sir James Whitney persists in keeping that incompetent board in existence he deserves to lose every seat in the City of Toronto and County of York. I admire the conduct of the business of the province in general and our province in particular, but I am not going to tolerate the continuance of the Ontario Railway Board as at present constituted as far as my vote is concerned. I am not as you are aware a Liberal or a Conservative, but compose one of a independent independent thinkers who put governments in and out as they see fit. I will vote for him, if not I will vote against him.

Traders' Bank Building.

HOUSING PROBLEM.

Editor World: I would suggest to you that now is the "psychological moment" for an article or series of articles on the housing question. We have just the housing situation as to the extent of the slum evil, but so far no clean-cut policy to meet the situation. We are about to have a strike of car service, opening up new localities and any comprehensive scheme must, as a first step, secure land, before the speculator boosts prices. I would respectfully urge that action along this line would be in the public interest and in line with the progressive policy of your paper.

W. J. Murray.

NICKEL SHOW STANDARDS.

Editor World: I would like to call attention to the numerous pernicious plays and common cheap vaudeville performances, which are coming to Canada. The latter are holding forth in the cheap theatres by women and children. I do not think there is enough being done in the direction of keeping them out of Canada. The class of material which they are giving in the way of amusement is mostly made up of vulgar and suggestive jokes and acts. This form of low sentiment is fast permeating the youths throughout Canada. There is another feature which is fully as bad as that of vulgarity—it is the way they bring in and make light of religious subjects in their jokes, also their jests at matrimony and domestic affairs, which can but go far to destroy the sanctity of the home. This, I believe, is doing as much harm as downright vulgarity. You can hear numbers of jokes on lines such as: "The husband leaves his home in the morning by the front

A WARNING TO MOTHERS.

No mother can expect her little one to escape all the ills of childhood, but every mother who accepts false warnings as to the treatment of these little ills can save her baby much suffering. Thousands of mothers of young children keep Baby's Own Tablets in the house—all mothers should. The Tablets are a never-failing cure for all the minor ills of babyhood and perfect safety—they always do good. Coughs, colds, croup, whooping cough, colic, simple fevers, colds, etc., all respond to the treatment of these little Tablets. The Tablets are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

AT OSGOOD HALL.

ANNOUNCEMENTS.

Nov. 24, 1911.
Peremptory list for divisional court for Monday, 27th inst., at 11 a.m.:
1-Bateman v. Middlesex.
2-Jacobs v. Watts.
3-Norfolk v. Roberts.
4-Decker v. Chisholm.
5-Ferguson v. Ely.

Peremptory list for court of appeal for Monday, 27th inst., at 11 a.m.:
1-Re Rishin Estate (to be continued).
2-Wentworth v. Plumbro.
3-Haldiman v. Bell Telephone Co.
4-Re Michael Fraser Estate.

Master's Chambers.

Before Geo. M. Lee, Registrar.
Watson v. Symmes—R. J. McGowan, for defendant. No one contra. Motion by defendant on notice for an order dismissing action for want of prosecution. Order made dismissing action with costs.

Raymond v. Waddell & Co.—Phoenix (Beatty & Co.), for defendant. Motion by defendants on consent for an order dismissing action without costs. Order made.

The Herald Printing Co. of Hamilton v. Spear-Bethune (H. J. Martin) for plaintiffs. Motion by plaintiffs, who have been unable to locate defendant, for an order renewing writ for one year from this date. Order made.

Charters v. Charters—Dewar (R. G. Smyth) for defendant. Alex. Charters, Motion by defendant Alexander Charters, on consent, for an order vacating certificate of his pendens. Order made.

BUILDING UP A VIGOROUS NATIONHOOD.

Major Allison of Picton Tells of the Splendid Educational Campaign Being Conducted by the National Sanitarium Association.

The activities of the National Sanitarium Association are, perhaps, more in evidence in the great work being done through the four institutions at Muskoka and Weston, than in any other single way. But the work of the association, in this battle against consumption, in no way ends here. At present a fine educational campaign is being conducted by the association. Two field secretaries have been touring the province, delivering interesting lectures in leading towns and cities. The impress these lectures are having upon the public mind is shown in many letters received from different sections of the province. This week, Major Allison of Picton, Ont., writes the secretary of the National Sanitarium Association, 347 King-st. West, telling of the visit to that town of Mr. Forsythe, one of the field secretaries. "I had the honor of acting as chairman of a meeting in the interest of the Muskoka Free Hospital for Consumptives held in our town last week."

"The meeting was addressed by your representative, Mr. Forsythe, who gave a very interesting and instructive lecture, keeping in mind the noble work being accomplished by the trustees of the above hospital. "I can recommend your work to the liberality of our Canadian people, as one which is doing a great service for those afflicted with the dread disease consumption, and a work which should have the hearty support of all classes of the community, because through the beneficent results of scientific treatment and instruction, the terrible results of this affliction may be greatly overcome, and a stronger and more vigorous nationhood built up."

"There is no doubt but that the time is fast approaching when the government of all countries must take up this work, which has been so nobly carried on by sympathetic and generous people, who not only have given abundantly of their wealth, but have given their valuable time to the building of these hospitals, and who are endeavoring in every way to place within the reach of the less fortunate, means by which they can not only overcome the disease, but in a great many cases make a permanent and lasting cure. I have much pleasure in wishing you continued success in your most laudable undertaking."

SIXTY DROWNED ON STEAMER.

VIENNA, Nov. 24.—(C. A. P.)—The Austrian steamer Romania was wrecked to-day near Rovigno. It was reported that 60 persons were drowned. A steamer has swept the coast of the Adriatic for three days and caused much damage to shipping.

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Judge's Chambers.

Before Riddell, J.
Farr v. Nichol—F. W. Harcourt, K.C., for infant. Motion on behalf of infant for order for payment of certain moneys out of the fund by conveyance. Order made.

Dice v. Fraser—F. W. Harcourt, K.C., for infant. Motion on behalf of infant for an order amending a former order by correcting the age of the infant. Order made.

Re Wilkinson Flow Co., Parsons v. Clarkson—O. H. King, for applicant. D. C. Ross, for respondent. Motion by applicant for an order adding Mr. Clarkson as a party to the real estate. Order made.

Re Cator, lunatic—J. G. Smith, for committee. C. Jones, for inspector of prisons and public charities. No one for the son, who was served with notice, authorizing sale of the real estate. Order made. Costs out of the estate.

McIntosh v. McIntosh—McBeth, for plaintiff. Motion by applicant for an order confirming report. Order made.

Single Court.

Before Riddell, J.
Sir Aemilius Irving, K.C., treasurer of the Law Society, presented to the court the following gentlemen who have been called to the bar by conveyance, and they were on the flat of the judge sworn in and enrolled as barristers-at-law: Joseph Singer, with honor of gold medal; Cecil Braden Sutcliffe; James Atcheson, Roy Armstrong, Jr.; Norman Wood Lytle, with honor of gold medal.

The following names were admitted and sworn in as solicitors of the supreme court of judicature: C. B. Sutcliffe, J. A. W. Lyle, G. A. McCarthy, K.C., for next of kin and executor. A petition by executor, for the advice of court, by consent turned into a motion under C. R. 238 for an order construing the will of Isabella Raily. Judgment: Charles Raily demands the payment to him of \$500, and the executor files his petition and requests to be added to the list of parties to this court. The said legacy has lapsed or whether the same is still payable to the said Charles Raily. Upon the merits, I am of opinion that the legacy has lapsed, and that the claim of Charles Raily cannot prevail. There will be no costs. None to the claimant, he was wholly wrong in his claim, and none to the executor, he was wrong in his practice and he escaped paying the costs of a dismissed petition simply thru the compliance of the claimant.

Trial.

Before Mulock, C. J.
Heller v. G. T. Ry. Co.—W. S. Brewster, for plaintiff. F. F. Hellmuth, K.C., and W. E. Foster, for defendants. This is an action for injury to the plaintiff.

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WHY CARS WERE LATE.

The following delays occurred in the operation of the street car service on Thursday:
7.30 a.m.—Passenger in Dundas car delayed at Portland and Queen Streets; 10 minutes' delay.
8.10 a.m.—College car struck wagon at Sheridan Street and Brook Avenue; 10 minutes' delay.
9.02 a.m.—Broadview car off track at Danforth; other cars had to back down Broadview; 20 minutes' delay.
9.23 p.m.—Queen car struck pedestrian, corner of Broadview and Danforth; 15 minutes' delay.
9.23 p.m.—Second car struck pedestrian, corner of Broadview and Danforth; 10 minutes' delay.
9.23 p.m.—Wagon on track at Dufferin and Queen Streets, causing 3 minutes' delay to Queen cars.

On Friday afternoon, at 4.30, the Queen, Dundas and Bloor cars were blocked for 20 minutes by a huge steel girder getting across both tracks at the corner of Queen and Simcoe Streets. The cars could not move in either direction until the obstruction was removed.

when traveling on the defendants' railway from Paris to Toronto, in the caboose of a freight train, in which a horse shipped by him was being carried.

Judgment: The evidence shows that the plaintiff signed the contract containing a term relieving the company from liability in respect to injury to him when riding on the train in which his horse was being carried. At request of defendants' agent, Plaintiff says he did so without reading it or knowing its contents. The plaintiff is not an experienced shipper by the defendant company, and his signature was not obtained by fraud. It is, therefore, material that he may not have read the contract, or even may not have known its contents. My opinion is that under the facts of this case, the contract, having the approval of the board of railway commissioners to its form of contract, was entitled to make the special contract in question, whereby they are relieved from liability to the plaintiff. Action dismissed with costs.

Court of Appeal.

Before Moss, C.J.O.; Garrow, J.A.; MacLaren, J.A.; Meredith, J.A.; Macdonald, J.A.

Fleming v. Toronto Railway Co.—H. D. Gamble, K.C., for plaintiff. L. McCarthy, K.C., for defendant. Motion by plaintiff for an order dismissing appeal, the books not having been deposited. Motion adjourned until 5th inst.

British North America Mining Co. v. Pigeon River Lumber Co.—L. F. Hellmuth, K.C., and C. A. Moss for defendants. L. McCarthy, K.C., and F. McCarthy, for plaintiffs. An appeal by

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