

With Best Wishes for a Happy and Prosperous New Year  
H. H. WILLIAMS & CO.  
85 King St. E., Opp. King Edward Hotel

# The Toronto World

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PROBS: Rain to-day, turning drier at night; strong winds; loc

Science Reading Room  
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FOURTEEN PAGES—MONDAY MORNING JANUARY 2 1911—FOURTEEN PAGES

31ST YEAR.

## THE CANADIAN PACIFIC HAS A BIG PROGRAM FOR TORONTO AND ONTARIO

### J. W. Leonard To Be Here With Rank of Vice-President—New Lines, Rebuilding and Double-Tracking of Old Lines Will Make Toronto a Great Railway Centre.

### SKY-SCRAPER OFFICE BUILDING FOR CITY

The World has heard of important administrative changes in Ontario and in Toronto in connection with the Canadian Pacific. It is said that J. W. Leonard, general manager of eastern lines, is to come to Toronto, with the rank of vice-president, and take general supervision of the extensive improvements that are on the program for almost immediate execution. These include the rushing of the new wheat line from Victoria Harbor (Georgian Bay) to Bethany (a mile this side of Peterboro), over a hundred miles of standard construction, and all of which is either completed or under contract. Sir Thomas Shaughnessy has declared that this is of first importance.

Next in the lake front line from Toronto to Pickering, Whitby, Oshawa, Cobourg, Belleville, and then bearing north to the present Toronto-Montreal line at Bathurst this side of Smith's Falls. The line from Bethany to Smith's Falls is to be double-tracked for the wheat line. It is now double-tracked from Smith's Falls to Montreal.

Then there are the extensive improvements at Toronto. These include a new station at North Toronto, with terminal yards that locality and a double-tracking east from Yonge-street to where the new lakefront line branches off to go to Pickering. This junction will in all likelihood be between Leslie and Apscomb. All the viaducts of the Don and Don ravines in York Township have to be rebuilt and double-tracked.

Then trains via North Toronto to the west are contemplated at an early day. These will go by West Toronto, Lambton, Islington Junction and the new cut-off, which runs into the Canadian Pacific's running right over the Grand Trunk's Hamilton line at Mimico.

The erection of a skyscraper building for ticket offices, general passenger agents' offices, telegraph offices, express, etc. This is to be a very imposing building at the corner of King and Yonge-streets. The plans for this are well under way.

Besides these things a lot of other plans are under consideration for extensions, betterments, connections, all over Ontario. A great big policy for Ontario, centering in Toronto, is under contemplation and under way.

Mr. Leonard is generally recognized as one of the best executive railway men in Ontario.

- THE TELEGRAM IN THEIR BAND WAGON.
- There is a close connection between R. J. Fleming's policy and The Star and Globe, and they are all against the viaduct. But the street railway men are not. The Telegram has joined The Star and Globe, and it apologizes for the connection.
- THE VIADUCT IS TO WIN TO-DAY.
- NOTE FOR IT.
- ALL THE ANGLICAN VOTES FOR THE VIADUCT.
- The mere fact that the Rectory's Endowment Fund (for the 40 rectories of Toronto) will benefit by the Bloor-street viaduct, by reason of the frontage owned on Danforth-avenue, will give two thousand votes for the viaduct and all the bylaws.
- WEST ENDERS.
- You are big and control the city. Therefore do justice by the smaller brothers in the east and vote for the viaduct. The east enders are to-day paying their share of the sinking fund for the west end subways. Be just and you will be.
- CHURCH AND WARD.
- These two popular controllers will be at least second and third in today's polling.
- THE WORKINGMEN.
- THE POLICEMEN.
- THE RAILWAY MEN (Brotherhoods).
- THE STREET CAR MEN.
- THE LETTER CARRIERS.
- THE FIREMEN.
- AND THE WORKINGMEN ARE ALL FOR THE VIADUCT.

## K.C.M.G. FOR THE MINISTER OF JUSTICE

### Railway Interests Honored in Knights Bachelor Conferred on William Mackenzie and Donald Mann of the C.N.R.—No New Peers Included in the List.

(Canadian Associated Press Cable). LONDON, Jan. 1.—Among the list of New Year's honors conferred by the King, the names of two Canadians find a place. Hon. A. B. Aylesworth, K.C., minister of justice, is made a K.C.M.G. Included among the new knights bachelors are: Thomas Mackenzie, president of the Canadian Northern Railway; Donald Mann, vice-president of the same road; George Giffens, K.C., chairman of the Canadian section of the waterways commission, and Thomas Tall, lately chairman of the railway commission of Victoria. Lt.-Col. H. N. Smith, deputy sergeant-at-arms of the house of commons at Ottawa, is made a C.M.G. Lord Balfour of Burleigh, and Lord Robson are both honored with a K.C.M.G., the former for his connection with the royal commission which enquired into trade with Canada and the West Indies, and the latter for his work on the North Atlantic fisheries arbitration.

The London Graphic, commenting on the honors conferred, says: "Public opinion will emphatically endorse this recognition of the patient and valuable work performed by both Robson and Aylesworth in a historical arbitration."

### A Deserved Honor.

In recent years no decoration to any colonial statesman has been more deservedly bestowed than that of K.C.M.G. to Allen (now Sir Allen) Bristol Aylesworth, minister of justice and attorney-general of Canada. The honor follows closely upon Sir Aylesworth's triumph at the Hague last summer, but it comes none too soon. It was Canada's victory, and Canada owes that victory to the untiring zeal, sagacity and legal erudition of the minister of justice. His foresight and tactics were masterful.

Sir Allen is a native of Ontario. Born at Newburgh on Nov. 27, 1854, he was educated at Newburgh High School, and later became Prince's prizeman at Toronto University. He graduated with M.A. in 1876, and was called to the bar three years later. He became associated with the old firm of Messrs. Aylesworth and Agnew, which is said to have given more jobs to Ontario than any other firm in the profession.

In a few years he became one of the leaders of the common law bar, and soon held more briefs than his associates. The Ontario Government created him a Q.C. in 1889, and later he received a similar distinction from the Earl of Derby, governor-general. He is a member of the Law Society of Upper Canada. He acted as junior counsel for Canada before the international tribunal in the Alaskan boundary dispute, subsequent to which he entered Sir Wilfrid Laurier's government as solicitor-general, and, on Sir Charles Fitzpatrick's elevation to the bench, was given the portfolio of minister of justice. His greatest work for Canada is found in his preparation of the case in the Helles dispute before The Hague court.

### Sir Charles J. Townshend.

Sir Charles J. Townshend, chief justice of Nova Scotia, is a son of the late Rev. Canon Townshend of Amherst, N.S. He was born March 22, 1841, at King's College, Windsor; called to the bar in 1866; created a Q.C. in 1881, and appointed judge of the Supreme Court of Nova Scotia in 1887. He sat as a Conservative in the Nova Scotia Assembly for Cumberland County from 1878 to 1884, when he entered the House of Commons, of which he was still a member at the time of his elevation to the bench. From 1882 to 1882 he was a member of the local government.

### Sir William Mackenzie.

Sir William Mackenzie, president of the Canadian Northern, was born on Oct. 30, 1849, at Kirkfield, in Victoria County. He was educated at the public schools of the district, and qualified as a teacher. When a young man he attended the military school in Toronto, and is now Hon. Lieut.-Col. of the 45th Victoria Regiment.

Mr. Mackenzie went into the lumber business, and when the Grand Trunk was building in Toronto, Niagara and Victoria divisions, he undertook a portion of the construction. He was active in the construction of the C. P. R. thru the mountains in British Columbia, where he is said to have laid the foundation of his present fortune.

He then turned his attention to the Canadian Northern, securing his first piece of railway from the Manitoba government for a small consideration, and, having taken this step, by his indomitable energy, has won the Canadian Northern across the continent.

He is well known as president of the Toronto Railway Company, and many other public service corporations.

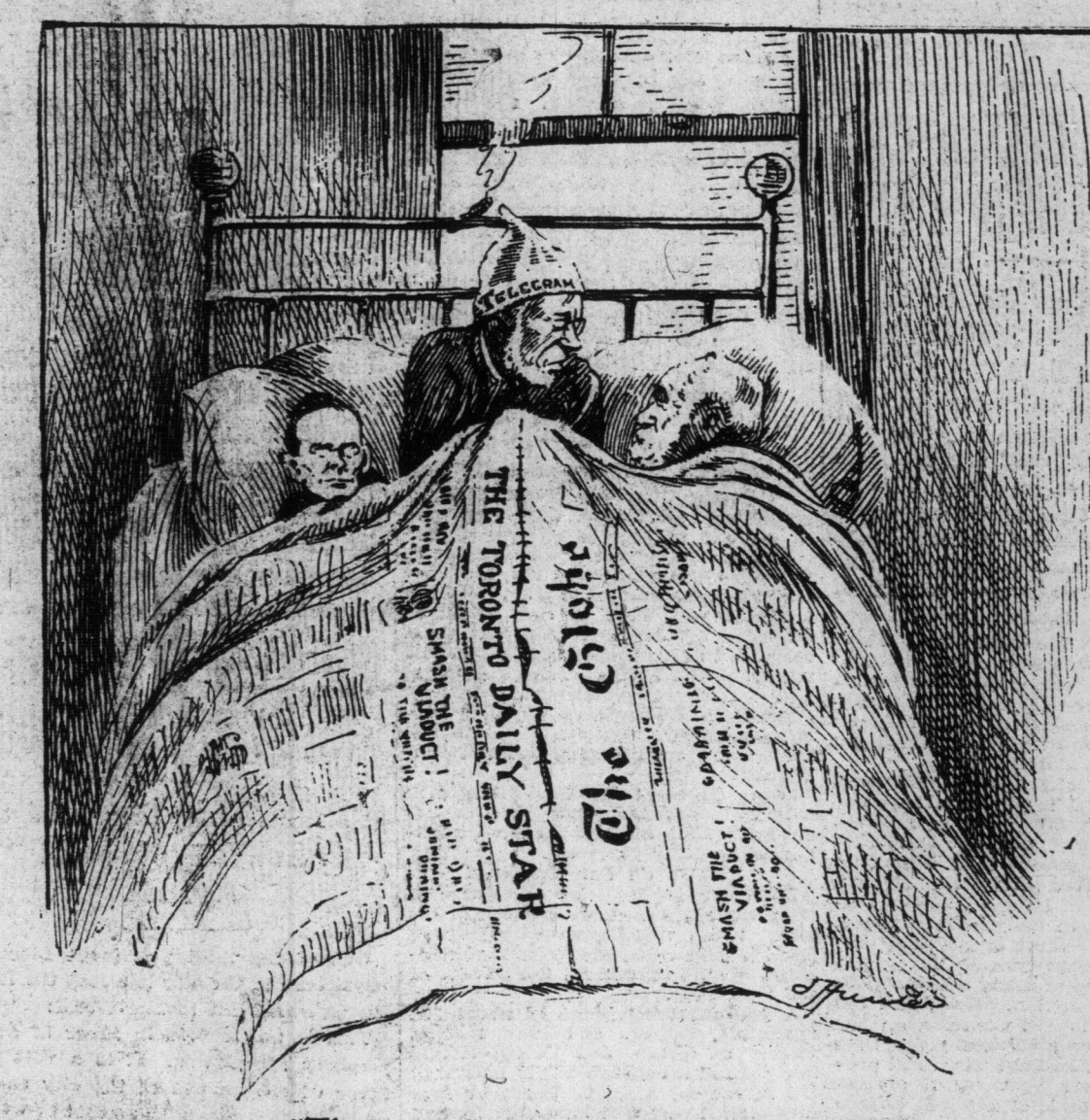
### Sir Donald Mann.

Sir Donald Mann is a native of Acton, Ont., having been born in 1853. He is of Scottish descent. When 25 years of age, he went to Manitoba, where he began an active career in the construction of the C. P. R., successfully carrying out several difficult contracts in connection with the building of that road.

Since the completion of the C. P. R. a considerable portion of Mr. Mann's efforts have been combined with those of Mr. (now Sir) William Mackenzie, in the firm of Mackenzie and Mann, in the development of the Canadian Northern system, of which he is first vice-president.

Sir Geo. C. Gibbons, K.C., is a native

## IN UNCONGENIAL COMPANY



## W. R. TRAVERS AGAIN ARRESTED CHARGED WITH THEFT OF \$40,000

### Former Vice-President and Manager of Farmers' Bank Accused of Taking Cash From Vault Nearly Year Ago and Giving Worthless Collateral—Unable to Get \$20,000 Bond, He Remains in Cells.

W. R. Travers is in jail on a second charge in connection with the Farmers' Bank. This time the indictment is for the alleged theft of \$40,000 cash. Mr. Travers was arrested at ten o'clock on Saturday night. It looks as if still other charges are to be laid, and it will, therefore, be impossible to get him released until the trials are over. There is a determined move to enforce the law in all its ramifications in its relation to the failure of the bank.

The first charge was for making false returns to the government regarding the bank's condition. The second charge is for taking the bank's funds.

The transaction in question is said to have taken place on 28th January, 1910, when Mr. Travers advanced to himself \$40,000 of the bank's money, securing as collateral security therefor a grant of mining stock, of nominal value, which is said now to be practically worthless.

### Debtors Improperly Paid?

Other improper transactions are reported to have been uncovered. Suits have also been instituted to recover that was paid to depositors on the last day of business. These depositors were, on the terms of the Hydro-Electric Commission, of the intended withdrawal of the funds. This was not done. The authorities claim to be a wrongful use of the resources of the bank and that payment should have been refused by the manager or his officers when the demand for payment was made. Some even hint at collusion.

### Search Warrant for Manager.

The warrant for Mr. Travers' arrest was sworn out by Inspector of Detectives Duncan about noon, and a watch kept on the manager until he was located at the residence of the Hydro-Electric Commission. Mr. Travers was nowhere to be found. Men were posted at the different railway depots and points in the city, and when he was located at the residence of the Hydro-Electric Commission, he was taken to the city and a watch kept on him until he was located at the residence of the Hydro-Electric Commission.

### Coupled Get Bondsman.

Ball was played at \$20,000, but attempts to secure bondsman during the day were futile. H. H. Dewar, K.C., counsel for the Hydro-Electric Commission, and Gregory Hodgson, Mr. Dewar's partner, took charge of the case. Until a late hour last night no surety was forthcoming for the \$20,000 demanded, although Mr. Hodgson said that, in view of the fact that the Hydro-Electric Commission is a public body, and the fact that two holidays were at hand, it was a severe proceeding to place a man in custody under such

## A LAST ARGUMENT FOR THE CHICAGO OF CANADA

Do the business men, the builders, the workmen, know of the imminent development that is contemplated over the Don for this year, 1911?

The Canadian Pacific will spend immense sums to improve its lines eastward from North Toronto. Big plans are out for North Toronto itself.

The Canadian Northern has extensive plans on either side of Yonge-street, parallel with and alongside the C. P. R.'s north lines across the city. The Grand Trunk is busy in the same way. Surveyors and engineers have overrun all the country north of Danforth and right up to the Don as it runs east. At least two big new bridges are to run from south of Cadmore across the Don to Todmorden, and thence easterly across the Plains!

How can there be any live and quick connection between the city and these great improvements except by the Bloor-street viaduct? Any business man or workman who is a property owner of Toronto and gives any of the bylaws a black eye on this New Year's Day has lost confidence in what is to be at once THE CHICAGO OF CANADA.

### WILL APPROVE HYDRO

Satisfactory Solution Said to Be Before Mr. Pugsley.

OTTAWA, Jan. 1.—(Special.)—It is probable that the engineers of the public works department will report to Hon. Dr. Pugsley that a few additional safeguards, involving very little change will be a satisfactory solution of the matter of the transmission lines to Toronto and the Hydro-Electric Commission. The question will then be submitted to the cabinet council, and at once disposed of by order in council, approving of the scheme.

### ENGLISH AS SHE IS SPOKE.

It is not the blighted Britther only who asks all the fool questions. A good story is in circulation in connection with Arthur Hawkes' new paper, "The British News of Canada." A reporter was deputed to interview him on the objects and policy of the paper, and Mr. Hawkes, in his usual genial and easy way, was telling how, with his knowledge of both sides of the Atlantic, he would be able to tell the Englishman all he wanted to know about coming to Canada, and keep him informed about the old land when he does come, and well informed on all imperial affairs.

"I think I can do that," said Mr. Hawkes. "I can come over from England with him and help a good Britton to become a first-rate Canadian. I can tell him all he wants to know, and I can do it in his own language."

"What?" says the reporter, "are you going to print the whole paper in the cockney dialect?"

### WHO'S THE SOMEBODY?

Somebody is mailing an anonymous circular to property owners against the viaduct, showing that it is being held up by the taxpayers to benefit W. S. Maclean's farm five miles beyond it. Who is the somebody that is fighting the bylaw so fiercely and so badly?

### DAVIS IN WARD TWO.

Electors in ward two should be careful to return R. R. Davis to the board of education. He has given a long record of careful, honest service to the city on educational matters, and he has a right to expect the support of his own ward at this time.

### VOTE FOR HOCKEN.

Ex-Controller Hocken has so many merits, and so many friends that it almost seems needless to praise him, but no one should rely on someone else to do his voting. Vote for Hocken and ensure his election.

## BOARD OF FOUR TO REGULATE COMMERCE

### Proposed International Commission Will Have Powers Similar to Interstate Commerce Commission—Applies to Telephone, Telegraph and Express Companies.

WASHINGTON, Jan. 1.—By authorization of Secretary Knox of the department of state, the joint report of Judge J. P. Mabey, chairman of the Railway Commission of Canada, and Judge Martin A. Knapp, chairman of the Interstate Commerce Commission of the United States, on the proposed creation of an international commerce commission, was made public yesterday.

As heretofore indicated, the report commended the creation of the proposed commission. Satisfaction is expressed that the commissioners designated by the two countries were in complete accord upon all matters under discussion. The essential features of the report follow:

### Existing Methods Inadequate.

It is quite apparent that the existing laws of the United States and Canada are inadequate for the effective control of international carriers, as respects their thru rates and the establishment of thru routes and other matters which are proper subjects of joint regulation. The international regulation would be mutually advantageous to the interests of both countries. It is equally plain that the regulation to which international carriers should be subjected is substantially similar to that provided for interstate carriers of the United States, as the same are defined and summarized in a draft of proposed treaty between the United States and Canada, which is appended hereto, and made a part of this report. The intended effect of such a treaty would be to subject international carriers to the same regulations, obligations and requirements corresponding to those now imposed upon the interstate carriers of this country.

### Board of Four Suggested.

To accomplish the desired result a treaty between the two countries would be preferable to concurrent legislation; and a draft of the substantial provisions of a proposed treaty, omitting the formal parts, is appended hereto and submitted for your consideration.

As will be seen, this proposed treaty provides for a tribunal to enforce and administer its provisions, to be known as the "International Commerce Commission," and which shall consist of four members, namely, the chairman of the Interstate Commerce Commission of the United States, and a member of the board of railway commissioners of Canada, for the time being; a member of the Interstate Commerce Commission of the United States, and a member of the board of railway commissioners of Canada, to be appointed by the governor-general of Canada in council. The powers conferred upon and the authority given to this commission in respect of international carriers would correspond to the extent indicated to those exercised by the Interstate Commerce Commission in respect of interstate carriers within the United States.

### Limitation of Authority.

International carriers by water, by air, and by rail, should not be subjected to the provisions of such a treaty, except when and to the extent that they unite with rail carriers in either country in forming thru water and rail or rail and water routes.

The provisions of such a treaty should apply to telegraph, telephone and express companies, and such companies should be subjected to the provisions of their international business to the authority of the international commerce commission.

In a formal letter to the secretary of state, Judge Mabey, as the designated representative of the Dominion of Canada, concurred in the report and its recommendations.

The draft of the treaty, referred to in the report, was not made public. That, however, is not essential to an understanding of the recommendations made by the commissioners, and that those of the proposed treaty are worthy. They provide that claims for reparation shall not be heard by the international commission, and that that body shall not prosecute criminal proceedings against shippers or carriers.

Secretary Knox will submit the treaty to the senate at a nearby date, with a recommendation that it be ratified at the present session of the congress.

### IN WARD FOUR.

George R. Sweeney, who has an excellent record as a business man in Toronto, is likely to be one of the aldermen returned for ward four to-day. His canvassers report that a most satisfactory vote will come out.

### THE VIADUCT.

Property owners can vote in every ward they have votes for the bylaws.

### A SUCCESSFUL YEAR.

The year of Nineteen-Ten was the most successful in the history of the Dineen Co. Every department showed a marked increase in the amount of sales, but the fur department was the leader, showing that the people of this city appreciate the efforts that have been put forth by the members of this firm to make their store the first and leading fur one in Toronto. The new year of Nineteen-Eleven will see a larger and more complete stock than ever before. The members and staff join in wishing their clients and the public a very prosperous and a happy new year.

HEADS THAN THE WE CANCE, PLUG OF THE NTAL S, YOU AND HAIR, IN ONEST NEVER MEN EYE, CTS THE