FRIDAY MORNING

The Toronto World

FOUNDED 1880.

morning newspaper published every day in the year by The World Newspaper Company of Toronto-Limited; H. J. Maclean, Managing

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FRIDAY MORNING, OCT. 24.

THE ISSUE OF THE HOUR. The World favors the removal' of the customs duties now imposed upon wheat and flour imported from the United States. We favor this in the interest of the farmer and especially the wheat-grower of the west. The farmer in North Dakota gets a better. price for his wheat at the local elevator than does his neighbor a few miles distant in Saskatchewan. In the ultimate market of Liverpool the railway. An exactly similar same grade of wheat commands the to that carried on by The Adv same price whether it is grown in the in London is being pursued in To United States or in Canada. That the rento by The Telegram. The object American farmer gets a higher price is due to the fact that the American companies exact less toll for the carriage of wheat to England from the Western States than do the from the Canadian companies prairie provinces of Canada. - By taking off our duties upon wheat and

flour Canadian grain would automatically be admitted duty free to the United States, and thereby the farmer lower freight rates and its corollary, tive to street railway purchase. a better price for his grain,

With all these propositions The World with now occupying a position inconsistent with its attitude towards the Taft-Laurier Reciprocity adoption of the reciprocity agreement would endanger the fiscal indepen dence of Canada and make this country a mere adjunct to the United States. Also that The World then preached the doctrine of non-intercourse with the American people,

The World undoubtedly opposed the cent. to the city, and this one cent in reciprocity agreement and has no five would help to pay the deficit on apologies to make for having done so. the civic lines. The World plan was

ansportation evil. There is a trans portation trust dominated by the Canadian Pacific Railway Company cludes the inland navigatio nerger and the North Atlantic shi anitoba friend, we are sure, will join us in giving battle. If by removing the duties on wheat and flour it can be brought to terms or the western farmer otherwise given relief, we need not stop to argue over again the great issue decided by the people i 1911. There's a more pressing

here today. THE LONDON VICTORY. Hon. Adam Beck has had in the ote in London this week on the lectrification of the London and Port Stanley Rai way one of the great victories of his career. While in some respects a local matter, yet the principles involved and the effect on public ownership thruout the province are important that no community i Ontario can fail to be interested in the result. A great many threats were made as to what would happen or be done if the people voted for

public ownership, but the majority were confident that such threats were as worthless and weightless as on other occasions when the hydro-elec tric system and principle has been at tacked

To Toronto the vote is of specia interest in view of the present proposals for the purchase of the stre is the same-the bolstering up private interests at the public expense. When it is learned what The Telegram is capable of in this respect there will be even less opposition to the purchase plan-provided the MacKay and Couzens reports are favorable-than was the case in Lo

REVIVALS.

These are great days for reviving eld ideas of The World. The Globe of Western' Canada would obtain adopted one yesterday as an alterna Th Globe, by the way, is still obsess

with the fear that we are going to pay doubt not that The Winnipeg Free \$12,000,000 for nothing at all We Press is in hearty accord, yet it twits trust that Mr. John MacKay's report will not be too great a shock for it. But the alternative The Globe proposes is to run all civic lines free, and Agreement of 1911. We are told that debit the cost against the \$12,000,000 in 1911 The World declared that the The Globe has figured out as waste payment.

We cannot believe The Globe ha thought out this plan at all, or it would have figured on the increased percentage the city will get from the street railway company on new business. All new business pays 20 per

Were we back in 1911, and a similar to give all civic passengers, for a



\$ 9,894,485

THE TOBONTO WORLD.

the Transportation Problem Without Hysteria or Bitterness-No Clique Shou ld Avail to Prejudice Public Opinion.

In a Nutshell

allowance for extensions, improvements, etc... 11,769,073

Equipment worth \$13,532,995

years ago tha idered, and no one used the hammen gainst anyone concerned in the af-tir. By this same method Buffalo es-iblished a sound policy for her transablished a sound policy for her transvation interests, and that policy develop her system of radial line i to expedite the collection and dis ution of local freight by the stean roads and the cartage companies. Iffalo's problem was to decide up-he acceptance or rejection of an by the steam railroad companies. If a union station in the stean of the steam railroad companies.

offer by the steam railroad companie to build a union station in the hear of the city if a grant of nine millio dollars was made by the city toward the cost of the land and building There are haif a dozen steam railroa stations in Buffalo, quite far apart. Terminal Advantages. At that time the desire for a unio station was apparently general. The

station was apparently general. The

offer of the railroad companies—there were a dozen strong companies— caused the citizens to question why the city should be asked for assistance. That led the citizens further to con-sider if there would be nine millions of value to them in a union station. Huffale then had a street car system on a one-fare basis that served all of the city, and the radial system was just beginning to prove the advantages of having a terminal in the heart of the business centre. e business centre. After a brief discussion of the

After a brief discussion of the prob-lem, there were two pregnant facts established. One was that not ten per cent, of the citizens habitually used the steam railroads, and half of that percentage consisted of commer-cial travelers. The other fact was that the radial lines brought a stead; stream of trade from the immediat contributory territory to the deors of the great retail stores. Radials Best. From those two facts it was made

Radials Best. From those two facts it was made plain that s union station would bene-fit mostly the railroads and thru pas-sengers therefore was not worth nine millions to the city; that the interests of the city would be better served by giving the radial lines all possible support, and that the steam railroads

Some do, but there are yet many who look wise and repeat the state-ments of a clique that has joined forces to down Mayor Hocken and to held Toronto back, so that her public utilities will enrich a few instead of serving the people as a whole in the most economical way. It is the clique that has raised the cry that the pay-ment of ten millions for the intan-gible value of the Toronto Railway Co. would be "ramsom" demanded by Sir William Mackenzie. Can't Fool Them All. would be "ransom" demanded by Sir William Mackenzie. Can't Fool Them All. The clique dare not say a word about the real value to Toronto of the intangible value of the Toronto Rati-way Co. They know, tho, that the real value is in getting a clean up of the franchises within the city's limits. They know, also, that unless the ten millions are paid there will be no clean up of the franchises, and therefore no street railway service on a one-fare basis, and no development of radiat lines, and the trade of the immediate contributory territory. That clique is also well awars that the intangible value of ten millions of the Toronto day to the owners of the railway. However, you dinnot fool all of the people all of the the time arditway.

by the ambassador to the Internet office and not by means of a note, will not be friendly. Grea will be given to understand the nited States is going to move i atter of settling the Mexican site independent of Great Britain. policy of developing the radial the and the trade of the immediate con-tributory territory. Ten Years Bahind. independent of Great the purpose of Pre-in the event of interv is ten years behind Buffal

The relations between Great Britsh Ga d the United States were not helped h militant tone of the interview give in Mexico City last night by Sir Lio Garden, the new British minister to the whose action in Toronto has a street railway system that does not serve the whole of the city and is not upon a one-fare basis. Toronto has a radial system that can-not be developed until an entrance is given to the heart of the business centre of the city. But the opportun-ity has new come to solve the trans-portation problem. Unlike the citizens of Buffalo tho, the citizens of Toronto do not sive the problem a business.

not give the problem a business-e consideration. ature attitude of England oward the United States

BRESHATTIN

CAUSING CONCERN

President Wilson Exercised

Over England's Position on

Mexican Policy.

Oct. 23, 1913. Judge's chambers will be held on Friday, 24th inst., at 11 a.m. Peremptory list for appellate divi n for Friday, 24th inst., at 11 a.m.: 1. Re Kenna. 2. McLean V. Crown Talloring Co. 3. McLean V. Crown Talloring Co. 4. Irwin V. Campbell Irwin v, Campbell.
Jackson v. Lloyd & Sons. No Watered Stock and No

Shares Bought or Sold on

A railroad reaching from the At lantic to the Pacific Ocean, and ye

and

This

traversing but forty-seven miles all, would seem impossible. Such



tity--every time.

ways ask for EDDY'S.

Master's Chambers. ico. S. Holmested Before Geo. S. Holmested, K. C., Registrar. Loveland V. Sale—Obee, for defen-dant, moved for order for particulars of paragraph 13 of statement of claim. W. H. Clipsham, for plaintiff. Order made. Costs in cause. Sprcule V. Rose—F. J. Kehoe, for defendant, obtained on consent order dismissing action without costs. Piscowski V. Berlin F. Co.—Chitty, for defendants, on motion to dismiss action for want of prosecution. At

ANNOUNCEMENTS.

Ke Ontario Fower Co., Canadian Niagara Fower Co., Electrical De-velopment Co., and Township of Stam-ford (three cases)-G. Osler for Onta-rio Power Co.; A. M. Greer, K.C., for Canada Niagara Co.; E. E. Wallace for Electrical Development Co.; F. ution. At Avlesworth for



issue before us, we would make the five-cent cash fare, a yellow or red. same fight, and we hope with the or Sunday ticket as the time required. same result. The elaborate tariff and a transfer on other civic lines bargain with our powerful neighbor. This is a fairer plan than carrying had it been consummated, would have people free, but The Globe poohmade the influence of the United poched it then, the it adopts the plan States predominant in shaping the now. And The Telegram wants tubes! future fiscal policy of our nation. And Tommy Church a suburban rail-Our struggle for absolute indepen- way service!

dence in tariff legislation began with SURFACE LINES OR TUBES. and before confederation, moved on-Mayor Hocken very satisfactorily ward with the adoption of the nadealt with the tube question yestertional policy and the defeat of commercial union, and achieved final vic- day when he stated that in the event of the reports of Mr. John MacKay tory only by the defeat of reciprocity in 1911. But the we fought for our MacKay Electric Commission failing to endorse independence, we did so in no unfriendly spirit to the United States. he would take immediate steps for Since then the United States has so the submission of a bylaw to au- \$72,459,000 back. Isn't-it well The way meeting today, Chairman reduced its tariff that many of our the submission of a bylaw to au-natural products, together with the thorize the construction of the tube Telegram found this out? We believe Smithers said that from one point of natural products, together with the natural products of all other nations, sins, now of the harbor commission. helping Tommy Church to arrive at unable to scoure a larger gross receipts, they had been unable to scoure a larger gross receipts. They had been natural products of all other nations, are admitted free of duty. We are asked for nothing in return; the leg-islation having been enacted not for our benefit but for the banefit of the American people. By that legislation our benefit but for the benefit of the American people. By that legislation wheat is on the free list, but a coun-tervailing duty is imposed upon wheat which impose a duty upon wheat city council. Private interests repreand flour from the United States. We sented by Controller Church and his are asked to do nothing; we are organ, The Telegram, do not wish the bound to nothing, but we may, if whole city to be accommodated, hence we think best, remove our duties. If the opposition to the proposed purwe do so, our wheat and flour gain chase.

which means better prices and lower its own agreement, and if. commerfreight rates.

In advising the government to cially, and in relation to the Hydrobreak, the strangle hold of the Electric service the plan is satisfactransportation trust upon the far- tory, we believe the council will submer of Western Canada by inviting mit it for the decision of the people the competition of the American rail- If not, then we shall have the tube way companies and by giving the far- scheme, altho the tubes would not mer free access for his wheat to the eliminate the double and treble fares Amèrican market, we are not reced- nor terminate the surface franchise ing from the position we occupied in as purchase will do. 1911. But assuming that we are.

SUMMING UP.

Supposing, for the sake of ar- The Telegram sums up The World's gument, that we plead guilty to the argument for purchasing the street charge of inconsistency, should not railway in the sentence, "It would be The Free Press rejoice that we see wiser for the poor workman to buy a with it, eye to eye, on the issue of the car himself and mortgage his future hour? Our friend The Free Press has rather than pay car fares." The Telelong battled with us side by side gram would neither let him own a car against extortionate and discrimina- nor pay fares. The Telegram thinks tory freight rates in the west. It has it is just good enough for the poor proved, to our satisfaction at least, workman to walk, except where there that the price of wheat is higher in the United States than it is in Can- or three fares. Of course The Teleada and that freight rates are higher gram is not good at summing up, or it in Canada than they are in would have said nothing about the the United States. Speedy relief mortgage. The workman has a mortshould therefore be obtainable for the gage now, and pays taxes on it, but Canadian farmer, by giving him the The Telegram thinks it better he higher prices and the lower transpor- should have a mortgage than buy a tation charges that are expected to little place for cash at the end of a result from free access to the Ameri- suburban car line with a single fare journey to his work in the city. can market.

Meanwhile, we are sure The Free Tommy Church thinks it is better. Press will agree with us that the if we may sum up the situation, to run great evil afflicting the west is the The Telegram, than to buy a paper

were of most value to the city in the collection and distribution of local freight. The steam railroad companies

himself and have a mortgage on it himself and have a mortgage on it when the esteemed management of G. T. R. REQUIRES The Telegram knocks Hocken for nothing.

TOMMY'S TELEGRAM.

The Telegram figured out last night that the street railway would be bankrupt before Christmas and the bailiffs would be in by New Year's and all the city has to do is to sit tight and wait for an offer to take over the costly money-wasting business. It will cost them \$119,397,000 to run the railway

of the money, you know, but the worry of keeping things going. Tommy is getting out a great paper these nights.

The Telegram has been trying to persuade Mr. Moyes that his report (Hear, hear.)

Moyes. The city has the drawing of draw his report and his bill for the





Established 1855.

TORONTO STREET . TORONTO. 12345

people all of the time, and the citizens of Toronte are new beginning to real-ize that they are being fooled by a clique.



"Lo the Poor Railway, Tenor of Chairman Smithers' Remarks.

LONDON, Oct. 23.-(C. A. P.)-Presiding at the Grand Trunk Rail-

asking more concessions, the fight is a very hard one. Knowing the diffi-culties, I think our staff deserves credit for what it has accomplished.

we do so, our wheat and flour gain free access to the American market, and our grain-growers get the advan-tage of American railway competition, tage of American railway competition,

of this Mr. Moyes will, of course, with-draw his report and his bill for the same. CRIBBAGE. A meeting of the Midland Counties Association will be held in the Labor Temple on Friday. Oct. 24 at 8 p.m. All old members are requested to at-tend. and any good cribbage player will be made welcome. demands now made on the railways, they ought to have increased charges. "All over the world," he said, "rail-ways are asked for more service and more accommodation for the same or less money. To hear public men and the general public talk, one would think the railway companies consist-ed of unscruptious capitalists, where-as they are composed of investors who thruout the world do not get an average return of four per cent. I fully realize that railways must conully realize that railways must con

form to law, but most respectfully submit that more consideration should given to what they can really af-

"The necessity for a higher rate is so urgent and the demand so just that I cannot believe the people of Canada and America will long resist it." Mr. Smithers added that Canada

had reason to be proud of the way she had stood the financial strain of the past eighteen months. He believed the future to be bright. The report was unanimously adopt-

The meeting, was entirely har-

ASSESSMENT REDUCTIONS.

us of plan inst road runs across the Istitute 24th inst. Panama, and when the United States purchased the narrow strip of land through which it runs, now know tions)—Beatty (Kilmer & Co.) for de-dendant. W. Laidiaw, K. C., for session of the railroad, and has since operated it mainly to aid in the building of the great waterway. This now being a government-

for defendants, on motion action for want of pros

building of the great waterway.
This now being a government, owned railroad, there is none of its stock bought or sold on the market, but it is said that at one time it car, ried on some high financing of its assets as plentifully as it cov, ered its roadbed in various places along its route. But eventually it proved to be a money-making institution and paid large dividends.
Thamama and the Canal in Picture and Prose' tells all about this big little railroad and the country through which it runs. It is an interesting story and appropriately illustrated.
The World is now distributing this story and appropriately illustrated.
The World is now distributing the system or colling.
Alberta is Planning Heavy Expenditure for Next Year's Line Work.
EDMONTON, Alta. Oct 22.—(Can resc).—Two million dollars will be expended by the government in tele.

der made. Press.)-Two million dollars will be expended by the government in tele-Rogers v. Wilson-G. W. Mason, for plaintiff, moved for judgment on specially endorsed writ issued on Aug. 11 last. The writ not being en-dorsed pursuant to new rules, C.R. 57, held not to apply, and motion refused. phone extension work next year, ac ording to the statement made in th house by the premier. Estimates pro

house by the premier. Estimates pro-vide for an expenditure of \$1,000,000 chargeable to capital, but the premier stated that this amount would be prac-tically expended in labor, there being a large amount of material on hand which would bring the total for ma-terial and labor used in carter in the state of the st

Before Geo. M. Lee, Registrar. Wright v. Wright—A. R. Clute, for plaintiff, moved on consent of all parties but one, and he does not op-pose, for order for administration of cstate of Patrick Rose Wright and for partition. Order made, but not to issue until 24th inst. Prouse v. C. P. By Co. Mod to nearly \$2,000,000.

VICTROLA RECORDS.

Where to Find a Large Assortment Prouse v. C. P. Ry. Co.-Macdon-nell (MacMurchy & Co.) for defen-dants, obtained on consent order dis-In ye Victrola Parlors of Ye Olde Firme of Heintzman & Co. Limited, 193-195-197 Yonge street, you will find

aissing action without costs. an unusually large assortment of Vic-trola records, and always all the new selections as soon as issued. Single Court.

STRIKERS ATTACK DEPUTIES.

Single Court. Before Falconbridge, C.J. Re Thomas Walmsley Estate—G. F. Shepley, K.C., and H. S. White, for National Trust Co., trustees, moved for the advice and direction of the court as to investment of the estate. Order made authorizing the proposed investment. Costs out of estate. CALUMET, Mich., Oct. 23 .- (Can CALUMET, Mich., Oct. 23.—(Can. Press.)—Striking copper miners in the Calumet district attacked deputy sheriffs this morning while workmen were going to the mines. Ed Beau-doin, a deputy, was seriously stabbed, three others were badly beaten and another's clothes were slashed. Four-teen persons, including one woman, were arrested.

1 2

Before Britton, J.

Mr. William Kaspar Fraser pre-sented his certificate of fitness and was, on the flat of the judge, sworn in and enrolled as a solicitor of the CADETS TO GO SOUTH.

in and enrolled as a solicitor of the supreme court of Ontario. Scott v. C. P. R. Co-W. Proudfoot, K.C., for plaintiff, on two motions for injunction, obtained a week's enlarge-ment, pending proposed settlement. Re Boon Estate-M. H. Ludwig, K. C., for T. G. T. Corporation, trustees, moved, on petition, for authority to sell part or parts of the estate as they may be advised. F. W. Harcourt, K.C., for unborn issue; S. W. McKeown for C. S. Boon; W. A. Chisholm (Oakville) for Emery, children. Order made au-thorizing sale as asked and allowing

HALIFAX, N. S. Oct. 23.—(Can, Press.)—The cadets at present attend-ing the Royal Naval College of Can-ada in this city will be taken south this winter for sea training on one of the Atlantic cruiser squadron ships now stationed at Bermuda. One of these ships, the Berwick, had the Canadian cadets of last year on board for some months. Assessment of revision yesterday re-duced the assessment of the Central Electric Co. at 36 West Adelaide street, from \$1700 per foot to \$1550. The pro-perty at 20 Temperance street, owned by James Paton, was reduced from \$1200 to \$1100 per foot. Daniel Pearce appealed against an assess-ment of \$3000 per foot on one part of the frontage of the Stair building at Adelaide and Bay streets, and \$2000 per foot on the other part of the front-age. The court thought that the as-sessment compared favorably with the properties on the other corners, but reserved judgment,

the companies for leave orders of the Ontario Municipal Board of S orders of the Ontario Railway and Municipal Board of Sept. 26, 1913. Leave to appeal granted subject to condition that the appeals be set down within three days ready for hearing. Parties to expedite the appeals. No order as to costs or respective mo-tions.

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Mr. and Mrs.

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MR. BEN

Avon Players pere—A Wor versity Convo Oct. 28, at 5 p dially invited.

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Waters v. City of Toronto-H. H. Dewart, K.C., and Macdonell, for plain-tiff: C. M. Colquhoun for the city. Appeal by plaintiff from judgment of Denton, J., of County of York, of June 14, 1918. Action by W. Waters, super-intendent of Toronto Power Co. to recover \$500 damages for alleged false arrest and imprisonment by defend-ants. At trial non-suit was granted without costs. Appeal argued. Judg-ment reserved. Therriault v. Town of Cochrane-J.

ment reserved. Therriault v. Town of Cochrane-J. M. Ferguson for plaintiff: S. A. Jones, K.C., for the town, Appeal by Ther-riault from order of Lennox, J., of Sept. 3, 1918, dismissing his motion to quash bylaw. This was a motion for order quashing bylaw No. 81; fixing the tax rate for the year 1913, and for the levying of the same so far as it the levying of the same so far as it regards the rate on all property liable for taxation for separate school pur-poses. Appeal argued. Judgment re-served.

served. Sachs v. Briggs-W. A. Proudfoot for defendant; H. E. Rose, K.C., for plaintiff. Appeal by defendant from judgment of the county court of York, of July 2, 1913. Action by Jacob Sachs & Co., merchants, of Cincinnail, to re-cover \$369, balance alleged to be due for liquors and other goods supplied for liquors and other goods supplied to defendant while he was engaged in the hotel business in Michigan. At the trial judgment was awarded plainting for \$369.31 and costs. Appeal dismiss-

ed with costs. Re Ontario and Minnesota Power Re Ontario and Minnesota Power Co. and Fort Frances-G. Osler for the company; G. H. Watson, K.C., and E Coyne for Fort Frances. Appeal by the power company from order of the Ontario Railway and Municipal Board of July 14, 1913, dismissing ap-peal of the company from the order of the court of revision and confirming the assessment of the company at \$60,000. Appeal argued. Judgment re-scrved.

served PRAISE FOR J. C. EATON.

LONDON, Oct. 23. - The Times pays Mr. John C. Eaten of Toronto a high compliment, and devotes one and one-half columns to an appreciation of him as a representative Canadian.

Organs at 50v a Wesk. Ye olde firme Heintzman & Co., Limited, offer the choice of about fifty slightly used organs, all put in good condition, at prices ranging from \$25 to \$65 and delivered to your home on payment of fifty cents a week. If out of town write the firm at 193-195-197 Yonge street, Toronto.



PILLS KIDNEY RHEUMAT

THE P