

# The Toronto World

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THURSDAY MORNING, AUG. 31, 1911

## EXTEND THE REGISTRATION ACT

Very little knowledge of the position outside the city boundary suffices to make it evident that the Manhood Suffrage Registration Act is too limited in its scope. It applies only to cities and county towns and this restriction may have been justified at its date. But the sharp distinction then existing between the greater municipalities and the more rural portions of the province has been removed by the expansion of the urban population. Take, for example, the case of Toronto. Registration ceases at the city boundary, and in the adjacent suburban areas some thousands of well-qualified citizens will be disfranchised at the coming general election through no fault of their own. They are not on the voters' list; there is no means of having their names added, and they cannot understand why they are not accorded the same rights as residents on the same streets who happen to live within the city limits.

The time has come for the Registration Act to be extended to the whole province. Registration would probably cost no more than is entailed by the present system of annual revision, and would be far more in accordance with democratic principle. No qualified voter should be without power of enrolment and without the privilege of sustaining his political opinions through the medium of the ballot box. Manhood suffrage, as operated in the Dominion, can easily be made effectual through the province and an amendment of the Registration Act to secure this result should be the first duty of the provincial government and legislature. Sir James Whitney is too good a democrat not to remedy the condition described by the preparatory arrangements for this all important election, and when he is about it the act should certainly be extended to cover the whole province.

## BRITISH MARKET FOR WHEAT.

How little substance there is in the claim advanced by the reciprocity organs that the United Kingdom has reached the limit of its absorption of Canadian wheat is very clearly shown by the latest weekly report issued by the Dominion Department of Trade and Commerce. The Dominion trade commissioners who have been making, at the request of the department, further enquiry into the British market, present a table giving the quantities and values of imports of wheat into the United Kingdom. These they explain "show that while Canada holds an important place in the grain market of the United Kingdom, there is plenty of room to increase that market. All that the Dominion can produce will be taken in the United Kingdom, particularly in the ports of Liverpool and Manchester, where there are such good facilities for handling grain, owing to their confidence in the perfect grading system and the direct transportation facilities which Canada has given her grain market."

Dealing particularly with Manchester, the report says that "there is no absolute limit to the possibilities of expansion in Manchester and district for Canadian grain. Perhaps it would be well to say that figures shown in this report may be of service in reminding Canadians that, while it is much more pleasant to hear about a \$90,000,000 bushel growth this year, it is much more pleasant to know that the possibilities of expansion in the grain trade here are limited only by the ability of Canada to offer her grain at a price which will enable Canadian produce to compete successfully with grain from other parts of the world, and that price can be a little better than any of the world's quotations, because Canadian wheat is favored for its strength, cleanliness and the fact that it has the higher percentage of gluten."

The commissioners add that "the dealers on this side say that the grading system cannot be improved, and they are all unanimous in recommending that Canadian grain be routed through Canadian channels to these ports, their experience being that when such is done the shipments are all that can be desired."

In the light of this testimony to the possibilities of expansion in wheat exports to the United Kingdom, made by Dominion trade commissioners who know what they are talking about, the question put, with an amusing note of triumph, in yesterday's Globe, is very easily answered. Where, it asks, is Canada's wheat going to be shipped? The commissioners make reply, and also tell Canadian grain growers,

"It is worth pointing out that for the past ten years the quality of flour received here (Britain) from Canada and the U. S. has been steadily falling off," due to "the ever-increasing milling capacity in Great Britain, which is now fully equal to British requirements." As most of the Canadian wheat that enters the United States is No. 1 hard used for mixing purposes by the United States millers, and has been practically free of duty, the prospect of any large increase in such export is not particularly bright. Certainly it is not alluring enough to justify the defection of Canadian trade from its old and profitable channels east and west to north and south roads. The United States is still a wheat exporting country and can easily produce far more wheat than it does, as it certainly will do when the home demand overtakes the supply. The Dominion government would have been much better employed if, instead of entering upon this preposterous reciprocity pact, it had met the demand of the western grain growers for lower transportation rates, government operation of the Hudson Bay Railway and terminal elevators and proper safeguards against impairing the grain standards. But there was too much of reform about this platform to please a so-called reform government.

## ELECTRICITY FOR THE MASSES.

Mr. T. M. Humble falls foul of The World because it supports the public hydro-electric system and because the city service cannot be used by the small household and tenant on account of the cost of installation. If, he says, the middle classes "do not share in these privileges, then public ownership as preached by The World falls entirely in its purpose, while a large section of the community are being taxed to actually 'maintain a monopoly' under the name of public ownership." If by this last remark Mr. Humble intends to convey the impression that any section of the community is being taxed in aid of the hydro-electric system, he is quite wrong. The system is and will be conducted on the basis of self-support and entails no burden on the rates.

The main grievance to which Mr. Humble has given expression is one that can be met, but can only be met with additional powers are given the city by the legislature. In Britain municipalities carrying on electric undertakings are authorized to sell or hire out motors and heating and cooking appliances, and a bill is now before parliament conferring power to wire houses and supply electric light fittings. At the annual convention of the Incorporated Municipal Electric Association, held recently at Brighton, the chairman, who is that city's electrical engineer, stated that consumers who could afford to buy motors, or, right, prefer to hire and to have the assurance of knowing that all the department's stock of spares and its resources are at their disposal in case of trouble. The rental charged is some 20 per cent. of prime cost and for the city department insures, cleans, oils, adjusts and regularly inspects each machine. The same policy is being followed in the hiring of heating and cooking appliances.

The cost of installation must necessarily be borne by the occupant of the house. If the charges are excessive, the remedy again is to give the city power to wire and to supply the fittings by its own employees. Repayment of the cost could thus be made by the household by monthly instalments payable along with his bill for current. There need be no trouble about bringing the advantages of electric light and power within the reach of the small household and tenant, unless it is made by refusing the city the requisite powers.

## THE "HONOR ROLL."

The Toronto Star is evidently relying on Conservative votes to carry reciprocity. It makes an "Honor Roll" of 36 Conservatives who are said to be in favor of reciprocity. And it has had to scour the country to find them. The landlady of genuine Liberals who put principle before machine politics, and who are shrewd enough to see that reciprocity is only the first step towards commercial union, which means eventual annexation, and that it is a policy fraught with disaster to Canadians as Canadians, whether farmers, merchants, manufacturers or artisans, will probably rival that of Ontario in 1905.

The Star could not find space for the names of the Liberals who will vote against reciprocity, and the roll of Liberals of the first rank would be far longer than that of the handful of unionists.

## The Saving Habit

It is easy to acquire the habit of saving if a deposit account be opened and deposits made regularly. It is easy to open the account. A deposit of one dollar is all that is required with this corporation. Deposits of one dollar and upwards may be made at any time. All will bear compound interest at three and one-half per cent.

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# CANADA'S SIXTH INDUSTRY

Wonders of Modern Shoe-Making Attracting Much Attention at the Exhibition.

## WONDERFUL GOODYEAR WELT

Machines Which Make Shoes That Are Perfectly Smooth Inside—Remarkable Advance in the Industry in Canada in the Past Ten Years.

The fascinating story of the modern shoe is being told in every revolution of the wonderful Goodyear welt machines at the exhibition. The secret of its wonderful comfort, its remarkable durability and graceful form—every important detail is open for close inspection by the public. The intense interest which has been shown, and the great throngs which constantly surround the exhibit make it gratifying, indeed, to those who have the matter in charge.

While similar exhibits have been made before in the process building, it is seldom, indeed, that the public which does not witness some important change or additions in the machines shown. This year, however, the exhibit is so arranged that the great mass of shoe-wearers have such an opportunity to become acquainted with the details in shoe manufacturing which so vitally affect their comfort and satisfaction, or to inspect at close range the wonderful intricate system of machines which form the equipment of every modern up-to-date shoe factory making high-grade shoes.

In this model factory the Minister of the Shoe Company of Toronto are showing the method employed and the materials used in making the famous "Diamond E" shoes, sold only by the T. Eaton Co. Limited, Toronto and Winnipeg. While these shoes, which are made for the wear of both men and women and are numbered among the highest grade shoes made in Canada, have already achieved a wide reputation, it cannot be otherwise than greatly extended through this remarkable demonstration.

The machines are those regularly installed by the United Shoe Machinery Co. of Canada, for making shoes of the highest grade. They were recently received direct from the company's great factories in Montreal, and were installed in the process building by a corps of experts from the local office of the company in Adelaide street. They form the wonder-land of the shoe industry, and are known as the Goodyear welt system, the product of which has the peculiar distinction of being perfectly smooth inside, thus being free from wax or tacks inside the shoe to irritate the foot. This system of machines is in almost universal use where shoes of the highest grade are made, and the Goodyear welt shoe as a type is generally recognized as the most comfortable and satisfactory it is possible to produce.

It is impossible to observe the work of these machines without being impressed, not only with the ingenious construction of the machines, but with the remarkable rapidity and absolute accuracy with which each machine performs its particular part of the work. It is truly a sight to immediately following it, the successful operation of each machine, and the whole forming a complete picture of the shoe industry. The machinery is so arranged that the visitor can see the work of the machines which have preceded it, and the whole forming a complete picture of the shoe industry. The machinery is so arranged that the visitor can see the work of the machines which have preceded it, and the whole forming a complete picture of the shoe industry.

As a chain cannot be any stronger than its weakest link, it is easily seen that inaccurate or poor work from any machines would make impossible any degree of accuracy in the results secured from the machines. It is for this reason that the most of those who are now actively engaged in shoe manufacturing will recall when this happened all too often, for in 1896 the United Shoe Machinery Co. of Canada was formed, many of these machines, or rather their prototypes, were made and supplied by several different companies, mostly having their headquarters in Boston, operating entirely independently of each other and with apparently little thought of the general results of the number of machines of its own make each manufacturer could place with shoe manufacturers.

At this time it was necessary for Canadian shoe manufacturers to not only secure the most of their machines in Boston, but they were under the additional burden of paying such exorbitant charges as were levied against the machines, and all the expenses and salary of the expert sent to set up the machines and teach their operation. If the machine adjustment went wrong, as often happened, a seemingly trivial part broke or wore out, it was necessary to report to Boston, where the factory oftentimes remaining at a standstill until the expert from Boston made his trip with its attendant expense and the manufacturer was again able to resume operations.

Under these conditions there is little wonder that the shoe industry of Canada made but slow progress. With important Conservatives The Star has gathered together. No stigma attaches to any man for changing his opinion, whether he has been Conservative or Liberal. It will be a splendid day for Canada when party tradition has less power over the voter, and when governments recognize in the independence of the electorate the necessity for observing the highest codes of political morality, the highest standards of social honor, the most disinterested principles of national service. The Star justly honors men who place country before party, and is to be commended for at least refraining from the gutter methods of The Globe, when the argument becomes insupportable. The gentlemen who are enrolled among The Star's three dozen are scarcely equal to the men who signed the manifesto of the Toronto Liberals, or Sir George Ross, a Globe director; or Hon. Clifford Sifton, who may well be weighed against several dozen inconspicuous Conservatives. There are changes of opinion in every election, and the leading issue has frequently little to do with some of the changes. In the present election petty issues are not likely to count for much if the main issue is fully and fairly debated. The verdict should be on the facts, and the facts for those who wish to judge facts are incontestable. The man who reads both sides of the economic argument on the reciprocity question is not going to hand over his home market and his national progress and the dear love of his native land for the sake of the necessities of the Republican party of the United States.

## Laurier and larger trusts.

Laurier and a larger market for the United States farmer.

Farmer Armstrong of Brooks, Alta., says The Star has never forgotten the lesson taught by the loss of cash which accompanied the loss of the American market when the former reciprocity treaty was abrogated by the Americans. But Farmer Armstrong is not yet satisfied and wants to put his head in the same noose again. And The Star wants to let him.

# MUNICIPALITIES WANT

## HIGHER TAX ON AND

Question of Lightening Burden on Improvements Live Issue Before Ontario Municipal Association

Representatives from most of the municipalities in the province were gathered together in the city hall yesterday at the thirteenth annual convention of the Ontario Municipal Association. Mayor Geary greeted them with kindly words of welcome, inviting their co-operation in securing pending legislation that would give cities control of the land without their borders for a five mile radius.

President Hopewell, the mayor of Ottawa, responded to the welcome, and then followed with his annual address. Regarding the taxation of improvements, he advocated the adoption of a system that would allow land to be taxed at a much higher rate than improvements, and suggested legislation to this end. He also wished rights reserved allowing municipalities to appropriate lands for parks when the buildings had been burned or removed. He was strongly in favor of city planning as a remedy of overcrowding and slum districts, and the establishment of a municipal department in the provincial government.

W. A. Clark, chairman of the rural section, dealt with the question of tax collection in villages and townships. Mayor Lee of Hamilton moved a resolution that the provincial government be asked to appoint fire marshals to hold fire inquests over suspicious fires. The abolition of taxes on improvements was advocated by A. E. Farmer, secretary of the Tax Reform League. He argued that the present system delayed the utilization of land.

Good Roads Costly. W. A. McLean, the provincial engineer of highways, brought forward the fact that \$25,000,000 had been spent on the roads in Ontario in last 10 years without any appreciable change for the better. Township expenditure on roads had increased in Ontario, but was scattered in such a way as to prove no permanent in its effects. The provincial government should be far more efficient in its road work, and the present system delayed the utilization of land.

The good roads of Ontario, Mr. McLean continued, were built years ago by the province and by toll road companies. It was a mistaken policy on the part of municipalities to build roads for the purpose of maintenance for their own ends in being worse off than when started. However, he did not regard the situation in Ontario as at all discouraging, but the need of foresight and money was much felt.

Municipal Act Changes. The amendments made last March to the Consolidated Municipal Act of 1905 regarding local improvements were thoroughly discussed by W. B. Wilkinson, the law clerk of the legislative assembly. A few changes were suggested, and the amendments will be submitted for the alterations. The good points of the new act were well brought out by Mr. Wilkinson. Mr. Stroud of Ottawa wanted impending resolutions presented to the various municipalities a month or more before the annual meeting of the association, and the part they played in municipal improvement and advancement was the subject matter of an able address by W. C. Coughlin of the Elgin Association.

J. P. Hynes of the Toronto Civic Guild, closed the business of the day with an illustrated address on town planning, showing several suggestions, particularly as to parkways and beautification of central sections of cities. His pictorial comparisons of the parks of various cities on this continent placed Toronto in a rather poor place in regard to the extent of park lands and connecting boulevards.

## OBITUARY.

John Hill. After a month's illness, John Hill died from Bright's disease at his residence, 28 Davies avenue. The deceased was 65 years of age and was born at Ilfracombe, Devonshire, Eng. He came to Toronto some forty years ago, where he was employed as assistant caretaker of the armories. Mr. Hill was a member of King Solomon's Masonic Lodge. He is survived by a widow, three sons and two daughters.

Harry D. Burns. Harry D. Burns, Ph.D., passed away at his residence, 43 O'Hara avenue, on Wednesday, having failed to recover from an operation to remove a tumor. He was born at Palmerston, Ont., and has lived in Toronto for the past 14 years. He was a member of Dunn-avenue Methodist Church. Mr. Burns is survived by a widow, his mother and sister.

## WILL DEFEAT HON. MR. GRAHAM

Railwaymen Say Vote in Brockville is Solid Against Him.

Hon. George Graham will pass through the Union Station this morning on his way from Peterboro to Parry Sound. He is traveling on the government private car No. 109. Considerable gossip is in evidence at the Union Station these days regarding the minister's chances in his own constituency of Brockville at the coming election and it is the consensus of opinion that he will meet with defeat. The railway men claim that Mr. Graham's attitude in the recent strike will cost him every railway vote in his constituency.

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## CAMPAIGN IN WEST KENT

Feature of Fight, Numbers of Farmers Opposed to Reciprocity.

CHEATHAM, Aug. 31.—(Special).—The campaign in West Kent over the question of reciprocity is growing in interest. Both candidates have signed an agreement that they will conduct an absolutely clean campaign, and a joint fund of \$1000 has been deposited for the purpose of prosecuting any person on either side who is found guilty of bribing the electorate.

An excellent rally was held at Saginaw last evening, in the interests of Mr. Stanworth, the Conservative candidate. As the farmers are becoming more educated on the question, and the longer the campaign goes on, the stronger they are opposed to the pact, and it is expected that Mr. Stanworth will be returned in this riding by a large majority. The Liberal speakers are telling the farmers that they will get more for their produce and, at the same time they claim that the consumer will pay less for it. This is something that the men of the rural districts cannot see.

## WANTS BORDEN'S POLICY.

Editor World: In the report of the addresses, given at the South York Liberal convention, you credit to the chosen candidate, Mr. Ford, the following expression: "What is more natural, said he, than that we should trade natural products of Canada off for manufactured products of England?" It was I who used the expression in advocating that the preferential tariff of 25-1-6 per cent. in favor of England should be increased to 50 per cent. I regret that neither the Liberal nor Conservative parties, in the present campaign, are advocating the increase, yet there is a lot of boasted loyalty and flag waving, but no practical application of it, yet Canada's great present prosperity and the future of the nation are at stake. I traced to the inception of the preferential tariff, introduced in 1897. Why are not the British-born taking a stand for an increase of the tariff in preference, which upholds English manufactured goods, and stand by England in this great trade issue? Now is your time to put practical loyalty in force.

John Galbraith.  
Toronto, Aug. 28, 1911.

## BETTER AT POST CARDS.

Editor World: It comes rather as a surprise to many people to be told that the average woman, at least in Toronto, is unable to write a business letter properly; her letters as a rule lack the faculty of summarizing the facts of a stated case in a clear and concise form; she does not bother about punctuation; paragraphs to her are unknown; she has no hesitation in writing on both sides of a single sheet of note paper, and she never writes page 1, 2, 3, 4, but generally 1, 3, 4, 2; many times her letter is written minus the name and address of the party she intends the letter to be sent to, and frequently her letters are written in lead pencil. But, perhaps, her most glaring fault is, when signing the letter, she simply writes her initials and name without placing the prefix "Mrs" or "Miss" before it, thus, many times the writer of a letter is addressed as a man, or as a married woman, she is single, and vice versa. From the above, it would seem to me that if women mixed a little more brains with their letters, or perhaps asked their husbands to help them, fewer mistakes would be made and better service insured.

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## WATERFRONT NEWS.

Only moderate crowds were landed at the Toronto wharves yesterday, and the strong east wind is blamed by the navigation companies. The Blade, which has been carrying the youngsters to the sand bar all summer yesterday made her last trip of the season.

Among the boats to arrive yesterday were the following: The St. Joseph of Oswego, with a cargo of hard coal; Jerona, passengers and freight; the schooner Arthur Hanna, cargo stones; the A. L. Andrews, cargo coal. The big freighter Dundurn of the Inland Lines, Limited, and the Kenora, of the Canadian Lake Line, left yesterday for Port Arthur, while the City of Montreal lifted anchor for Montreal. J. A. Goodearle, general manager of Rochester to the effect that they had reconsidered their action whereby the steamer Turbina was a short time ago fined \$50. The letter stated that the fine would be remitted, and that the trouble was all due to a misunderstanding. It appears that the Turbina had been treated in Rochester in accordance with the U.S. domestic commerce laws, whereas the boat's business constituted foreign commerce and should have been dealt with as such.

Manager Goodearle explained to The World yesterday that the action of the U. S. customs had resulted in a considerable financial loss to his company. They had been compelled to cancel two excursions as a result of their action.

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## South York

### Conservatives

## All Conservatives in

the Midway District wishing to vote at the coming election, on Sept. 21 next, kindly call at Duimage's Hall, at the corner of Gerrard St. and Rhodes Ave., where full particulars will be given.

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