

The Toronto World

FOUNDED 1892.
A morning newspaper published every day in the year by The World Newspaper Company of Toronto, Limited.
H. J. MACLEAN, Managing Director.
World Building, Toronto.
Telephone Calls: Main 5308—Private exchange connecting all departments.
Branch Office—31 South John St., Hamilton, Telephone, Regent 1946.
Daily World—3c per copy; delivered, 5c per month, \$1.45 for 3 months, \$4.00 for 6 months, \$5.00 per year in advance; in Canada (except Toronto), United Kingdom, United States and Mexico, Sunday World—6c per copy, \$5.50 per year, by mail.
To Foreign Countries, postage extra.

FRIDAY MORNING, NOV. 14.

A Few Obvious Points.

Mr. Drury has announced his cabinet and it is understood that they will enter upon their duties today, Friday, none of them being ancient mariners and, therefore, not subject to superstition. Perhaps it is the most notable fact about the new cabinet that not one of them has had any direct ministerial experience previously. The restrictions of red tape, the fetters of precedent, the demands of tradition, will cause them no anxiety, and there is nothing to prevent them finding a way to do anything they please except the rock-foundation principles of the constitution.

This is a point that has apparently been overlooked (perhaps intentionally) by our contemporary, The Star, which speaks of the "coalition government" and describes it as containing "six Liberals, three Conservatives and two Labor men."

Mr. Drury has been exceedingly explicit in stating that no party affiliations would be recognized, and that anyone who joined the cabinet would do so after accepting the U.F.O. platform and renouncing any previous allegiances. These terms are quite sufficient to explain the refusal of various gentlemen who had been mentioned for office to accept the Drury leadership.

There is not the slightest excuse to speak of the new government as a coalition. The United Farmers are a distinct and separate party; born out of due time, if some of their own authorities are to be trusted, but this may imply unusual precocity. The Farmers' platform is not a compromise with anyone. It is on all fours with the Independent Labor party's platform, and an alliance between these two political forces is natural, but the course of events indicates that even here the Labor representatives have joined the Farmers' party, while the more individualistic Labor men remain with their own kind.

On Monday night Mr. Drury declared himself in favor of economy, as was to be expected. We have already addressed ourselves to that consideration. But Mr. Drury, by one official act, has rendered himself amenable to capricious criticism in this respect. He has separated the duties of the department of mines from those of the lands and forests department, and appointed a new minister to the charge of those duties. We can imagine Mr. Howard Ferguson rising to explain in the house, backed by the testimony of The Globe, The Star, The Telegram and The Mail and Empire, how he had assumed the burden of all the duties of lands, forests and mines, and had been found incapable in their discharge by the high journalistic authorities mentioned, and how, on this account he will attack Mr. Drury for the unnecessary extravagance of opening up a new and costly ministerial office. If Mr. Howard Ferguson has the temerity to do this Mr. Harry Mills must be in a position to justify the new policy by showing increased and legitimate revenue out of the mining concessions and operations of the north, and Mr. Benish Bowman must be equally ready by his exposition of the new steps taken in the interest of the people in dealing with timber duties, pulp concessions and other important matters in which the people have had a good deal less and the interests a good deal more profit than they had a right. We shall not hear under Mr. Drury's administration, of any farmer member running around with a pulp concession in his pocket for sale to the highest bidder; nor that the cabinet has met and alienated valuable mineral lands to a foreign corporation. Such obvious errors as these may close the mouths of capricious critics even as far from hope as Mr. Howard Ferguson.

Another expense faced by Mr. Drury is the ministry of labor now established. Mr. Rollo should have little trouble about defending this step. The department of labor operated for years past was the most wretched counterfeit of the real thing ever proposed. If Mr. Rollo does anything at all he will do more than has been done in the past in this department. Besides, Mr. Hearst had determined to have a minister of labor, and had chosen Controller Robbins, but the people did not approve of the Hearst proposals. Mr. Rollo is a horse of another color.

These are the direct indications Mr. Drury has so far given. In other matters the platform of the Farmers' party may be consulted for the probable development of policy. It is to be supposed that having gained a position in which the will of the people is the first consideration, one of the first things to be done in the way of legislation will be to pass a measure of proportional representation, to

establish on a firm basis the popular will now made manifest. Otherwise another election may sweep away the popular control now attained as completely as machine politics reorganized and determined can do it. There is only one weapon with which to fight machine politics. That is P. R. and its unsalable ballot.

When the Prophets Prophecy

When The Hamilton Herald sets out to sow distrust of the Hydro radial plans endorsed by the leading Ontario municipalities it follows a policy with which its readers in recent years are thoroughly familiar. It suggests that the Dominion government has given no grounds to Sir Adam Beck for supposing that the encumbering branch lines of the Grand Trunk will be permitted to form part of the radial scheme. In other words it suggests that the Dominion government will break faith with Sir Adam Beck and the Ontario municipalities in the policy of co-operation, earnest of which was given when the Toronto and Eastern line was separated from the Canadian Northern assets and earmarked for the radial system.

Since the inception of the radial policy a government that showed itself unfriendly to the Beck policy has been dismissed from office by the people, and a government pledged to public ownership has been called to power. We do not believe that such signs and tokens will be ignored at Ottawa, whatever The Herald may think.

It is not to be forgotten that Ontario is not begging for a gift of these G. T. R. branch lines, but that the proposals are on a strict business basis, involving mutual interests which The Herald fears might be jeopardized for the people of the Dominion. Nothing could be farther from the fact. Whatever will be done will be on a strictly business basis of mutual advantage.

The people of Canada have shown that the pro-corporation policy of The Herald in Hamilton and of the Montreal Press does not appeal to them. Governments which ignore such plain intimations as the recent Ontario election should know what fate is ahead of them. False prophets like The Herald, however, do not change the tone of their revelations.

A Chance to Redeem a War Record.

Anything more exhilarating than the proceedings at the Victory Loan dinner last night would be difficult to conceive. Enthusiasm at 215 degrees Fahrenheit is an inadequate metaphor for the boiling point increases under pressure, and no one could say how many degrees the pressure of the campaign had raised it. Among various speeches of excellence that of Winter Bauer stood out as a remarkable example of easy and unconventional humor, glib and intelligible and telling. Such speeches are not reportable, but they leave an indelible impression of fine careless rapture. It served the end in view by giving expression to the jubilant spirits of the crowd, and when the magnificent totals of city, province and Dominion were read out there was no limit to the outbursts of gratification. The work of rolling up these totals is being done with something of the same pluck and contempt of the impossible that won the war, to liken small things with great. But the campaign affords anyone who has any consciousness of not having done all he might during the war, to do something now to wipe out the reproach. Toronto exceeded by eleven millions last night the corresponding total of last year, and with the co-operation of those who take pride in the city, even to the resolve of doubling their subscriptions, something remarkable in achievement may be announced at the Massey Hall meeting on Monday night. Toronto hopes to retain the place she won last year, but is in earnest in the desire very greatly to excel that record. The co-operation of every citizen of whatever standing is necessary for that result.

Farmers and Labor Choose Timiskaming Candidate

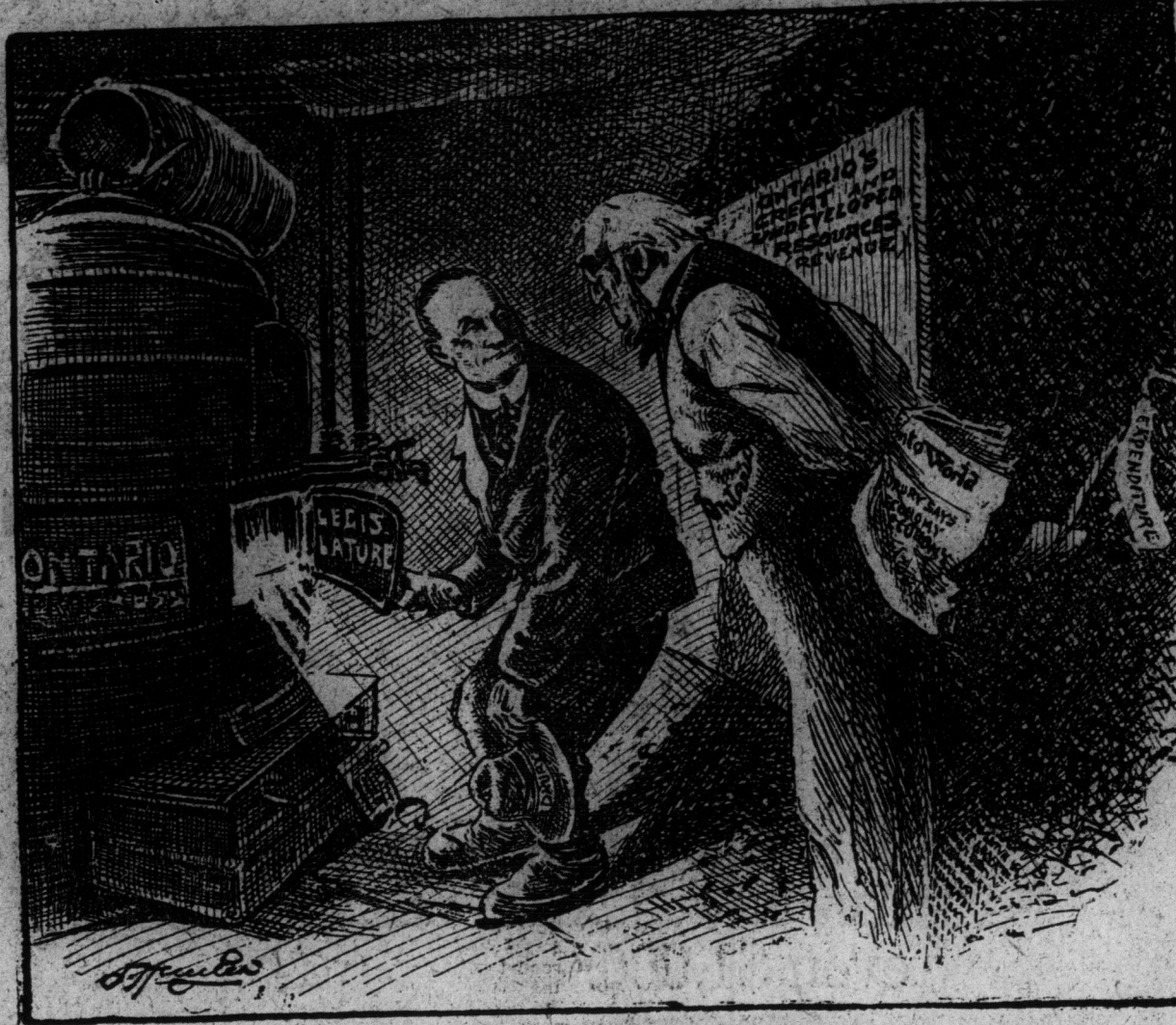
Englehart, Ont., Nov. 13.—One hundred delegates gathered in a joint U. F. O. and Labor convention here this afternoon and selected Angus McDonald of Cobalt to contest the Timiskaming federal riding in the by-election rendered necessary by the death of Hon. Frank Cochrane. Other nominations were those of Alex Montgomery, defeated in the Timiskaming provincial elections, and John Vanier, who lost in Cochrane, both of whom withdrew.

Tom Magliadery, Conservative M. L. A. for Timiskaming, was present as a delegate from the New Liskeard W. V. A. The convention telegraphed Premier Drury commending his independent stand in selecting his cabinet.

Recommend Lake Erie for Chatham Supply of Water

Special to The Toronto World.
Chatham, Ont., Nov. 13.—Lake Erie as the source of Chatham's future water supply is recommended in a comprehensive report of James Loudon & Company, Toronto engineers, who for several months have been investigating the water situation for the Chatham water board. The engineers estimate that the cost of such a scheme would be about \$600,000. It would provide for a filtration plant at Erie Ridge, to which the water would be pumped, and then allowed to flow by gravity for twelve miles to the city.

A WORD TO THE NEW FURNACE MAN



Old Man Ontario: We've got the coal, and we want prosperity warmth. Don't let the fire down.

CANADIAN NATIONAL IS WELL OPERATED

(Continued From Page 1.)

them in the election two years ago, it has been all right for the Canadian railways and therefore for our fair city.

It dare say those fellows at Ottawa think a good deal about their party fences and imagine they can be repaired some time soon. But on the whole they have cut out the old style of politics that used to curse the government railways. Even Eddie Beatty says that nothing could be better than the way the government has backed the railway war board and I'm going to say the same is true of the National Railway Board.

"Let me tell you something else I know, and there are a couple of you in this room who can easily verify what I say by asking some of your friends in the coal business down east. I could tell you whom to go to, but you can ask them for yourselves. They will find some of those fellows cursing the day that the Beachman from Toronto came into public ownership with the Canadian Northern."

"Kissin' always went for favor, and we could laugh here for ten minutes at the infamous old fellow who would kiss the coal man, and the efforts that were made to save a grimy face. They weren't very credible, but were certainly amusing."

"We Don't Buy Coal Here."
"But Nova Scotia coal operators began to find out that the C.N.R. they were up against as cold a proposition as the C.P.R. Coal was bought for the National Railway's benefit and not for the good of Nova Scotia and Bill Smith, good fellows, both of them, with good friends in the house of commons. Whatever the Canadian National operators may have thought about the theory of public ownership when they were a company's servants, they went heartily into the practice of it."

"Next time you see Bob Jones ask him to tell you of the session he and a score of his friends had with the Scotchman from Toronto in the private dining-room off the main corridor of the Chateau Laurier in Ottawa—where the mine operators had found things weren't going quite in the way they were used to, not a carload of them invaded Ottawa when they knew Hanna was going to be there."

"They put up a good story about the necessity of keeping their mines going, the highly increased cost of production and all that, and the desirability of making contracts their way, to cover cost and then some."

"They found the old man very like what you did here last Saturday. He jollied them about how they missed their way. 'We don't buy coal here—r-r-r,' he said to them, using his Glasgow r. 'We buy coal from the States. Then he was very polite and offered to do them the favor of sending a couple of more expert accountants to Nova Scotia just to see what labor and operating costs were so that justice could be done all round."

"What St. Catharines Was Told."
"Why, only the day before yesterday I was going to Sherbrooke and met on the train a man belonging to the Ontario branch of one of the big Sherbrooke engineering firms—at St. Catharines. I think it is. We got talking about this Grand Trunk deal and the chances of government operation. He told me the trolley system at St. Catharines and from Lake Ontario across the peninsula to Lake Erie, roughly the

paralleling the Welland Canal, is an old Canadian Northern subsidiary line that has gone into the Canadian National."

"St. Catharines was a better terminal facilities. The city council proposed to let the railway have some land on which to erect a big building. They got Hanna to meet them in open session. Their proposition was that the National should put up its building on a short lease, so that the whole thing could revert to the city in two or three years."

"They seemed to think that, as they were a public body and the Canadian National was a public concern, they could just naturally pull its leg. But Hanna told them right away that if that was what they wanted he would right thru without another word. They didn't want to be thru on those terms, and before the evening closed, with agreeability all round, they listened to some fatiguing talk by the president about the necessity for taking broad view on the business side of the National business. The man who told me about it was there, and said that it was Hanna who went to the city rulers."

"No, sir, this continual decrying of public service as a breeding of incompetence and worse had better be canned. I've come to the conclusion that this Toronto Stockman is a great public servant. What else would he want to be? I don't know anything of his relations with his old bosses, but I'll be bound he wasn't badly misled from them."

"Is any business man foolish enough to suppose that the other Canadian railroads, like Hanna, they were not in the service were wedded to Mackenzie & Mann or to Mackenzie & Mann ideas? Like Hanna, they were not in the service were wedded to Mackenzie & Mann and you can be sure they have a far more satisfactory time now than they did when the Canadian Northern was run according to the resources of two able and ambitious men who had bitten off more than they could chew. Towards Bill Hanna, the Canadian National is to be the dead-bury the dead."

"You ought to know that when the cement merchant wanted a general manager they offered the job to Mr. Hanna. He stuck to railroading because he was a railroad man thru and thru. He lent the stranger in Quebec who have supposed him to be. He came to Canada to work for the Grand Trunk here in Montreal, having had a varied experience on the Caledonian in Scotland."

"One Hundred Per Cent. Man."
"He was selected to look after the finances of the Manitoba and Northwestern when its terminus was Portage la Prairie. He was the first manager of the Canadian Northern when it was only a hundred miles of line, two engines and thirteen employees. He stayed with it till the mileage was nearly a thousand. He knows all about all the good things the private holders have done, and you may bet he knows what the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

"Go to the equipment men, like your friends the Canadian Car Company, right here in town, and ask them whether the government can count on the best and brainiest direction of all the government roads. What they will do is to let Hanna's one hundred per cent. man, with the right integrity of a Scotch Presbyterian elder and the shrewdness of a New England deacon, run the thing."

DROP PLUMB PLAN FOR U. S. RAILWAYS

(Continued From Page 1.)

under the restraint exercised by the brotherhood chiefs. Mr. Plumb himself, who has been on the road organizing the country, is reported to be despondent and on his way back to Washington to decide what will be the future of the league.

Advocates Lose Heart.
The author of the plan is reported to have been discouraged for a long time. The early agitation for the plan and the threat of revolution produced a reaction in the public which surprised and disappointed Mr. Plumb and Mr. Stone and disturbed the other brotherhood chiefs even more than it did these two leaders in the railway nationalization campaign.

For the first time the temper of the people was revealed, and it turned to be much more conservative than the leaders expected. They had been deceiving themselves with the belief that the government operation of railroads during the war was preparing the way for the nationalization of railroads.

The agitation for the Plumb plan was the signal for the return of Mr. Gompers from Europe. Mr. Gompers was committed to the nationalization of railroads by resolution of the American Federation of Railways. But he was not committed to the Plumb plan or to any radical pressing for nationalization.

He avoided committing himself and advised the brotherhood leaders to go slow. His advice and their own judgment that the time was not ripe for agitating for the Plumb plan resulted in the abandonment of all efforts at agitation and the confining the league to organizing the country.

During the industrial conference the radicals in labor generally and in the Plumb Plan League waited and hoped for a turn of events that would throw Mr. Gompers over to radicalism, and they hoped that if the conference failed, Mr. Gompers would go the whole distance and embrace the Plumb plan.

At the same time the Plumb radicals saw hope in the ming workers' movement. The miners were also demanding nationalization and holding a suggestion of an alliance with the railway brotherhoods on the lines of the British triple alliance. It was suggested to Mr. Plumb that he quit the league and take his plan over to the miners because of the conservative attitude of the railway brotherhoods.

But the break-up of the industrial conference has not had the expected effect. On its heels followed the coal strike and the defeat of radicalism. Radicalism failed in every effort. Mr. Gompers, while discredited with the public by reason of his concessions to radicalism, is likely to remain conservative and retain his control of the American Federation.

He was not likely to give his support to any radical program like the Plumb plan for the nationalization of railways, especially when no practical advantage could come from agitating a question which had just been settled by legislation.

The fate of the Plumb plan is likely to be decided in the immediate future. It must wait for the conference of the American Federation which Mr. Gompers has called for next month. But this is not likely. So far as organized labor is concerned, the Plumb plan appears certainly dead.

Its authors may abandon it until the temper of the public changes. Or they may agitate for it independently of the labor unions, with some organization for the democratization of industry. But the present propaganda, under the leadership of the Plumb radicals, is likely to grow steadily more impatient cannot go on long.

Commit Toronto Man on Highway Robbery Charge
Special to The Toronto World.
Chatham, Nov. 13.—Ocell Simpson of Toronto has been committed for trial here on a charge of highway robbery in connection with a hold-up of four Chinamen at the Royal Cafe early on the morning of the 15th inst. He is also charged with committing a similar offence at Campbellford, when with a companion named Thomas, alias Brown, of Toronto. They are alleged to have held up and garaged Charlie Mack, a Chinese laundryman, and secured a sum of money.

GALT LOAN PARADE.
Special to The Toronto World.
Galt, Nov. 13.—In connection with the Victory Loan campaign a parade of employees of different concerns winning the Prince of Wales flag, with many of them in costume, headed by the veterans' band, was held tonight with a free dance in the Armories following. Galt and South Waterloo have exceeded their objectives.

Parole Brantford Youngsters In Charge of Rotarians
Special to The Toronto World.
Brantford, Nov. 13.—Youngsters who are paroled from the juvenile court here will each be placed in the care of a Brantford rotarian. The rotarians met at noon today and adopted the suggestion which had been approved by Judge Harty, the juvenile court judge, that the youngsters be placed in the care of the public in making the railways efficient was given to the rotarians by Allan Purvis, general traffic manager of the C.P.R. in Ontario, who gave an address on Canada's transportation problems.

CMPULSORY VACCINATION.
Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

MOONLIGHT AND MONEY

BY MARION RUBINCAM

AN UNSYMPATHETIC WOMAN.

CHAPTER 35.
The complete isolation in which Louise and Harry had spent the summer was broken by the 4th of October arrived. One morning when the air was crisp and the trees around the pretty little house were turning red and gold, a letter came from Mrs. Driscorn. Louise read it with a slight look of vexation, and turned to Harry at the breakfast table.

"Mother's home," she's coming out this afternoon."

"Well, that will be nice, I suppose," Harry said rather doubtfully. "You'd better have a good dinner, or she'll accuse me of starving you as well as taking you to live in an empty house."

"She can't complain of the house now. It's lovely," Louise replied. "But as for dinner—it's Friday, you know, and I've used up all my table accessories. I can't get any more tonight, but I can't offer that to mother."

"No," Harry agreed with a humorous twinkle. "I can't quite see your mother enjoying canned peas and warmed-up spaghetti. Didn't you say you had ten dollars left from the sale of your necklace?"

"Yes, but I have been using that money just for house furnishings, and I've a special purpose for this. I'll right use it for your market—today, and I'll give it back to you tonight. I'll simply have to draw ahead on my salary."

"Ought you to do that?" Louise asked. "It didn't seem a wise thing, even to her immature judgment."

"Probably I oughtn't, but I've had to do it before," Harry said, as he rose from the table. "Anyway, let's eat tonight, and tomorrow will take care of itself."

Louise laughed as she went to the door with him. And so they adopted a policy that was to lead to its inevitable conclusion—trouble and sorrow.

Mrs. Driscorn came out at four. She was in a new car, and was wearing a sable scarf over a new and unusually handsome dress. She came in with the subdued glow of expensive perfume. She was quite as correct as ever, Louise thought. Even her kiss when she returned her daughter's greeting, was as cold and as formally polite as possible.

"You're looking quite magnificent, mother," Louise commented.

Mrs. Driscorn seated herself on the sofa, and looked at Louise with a reference failed. Mr. Gompers would go the whole distance and embrace the Plumb plan.

Plumb Plan is Dead.
At the same time the Plumb radicals saw hope in the ming workers' movement. The miners were also demanding nationalization and holding a suggestion of an alliance with the railway brotherhoods on the lines of the British triple alliance. It was suggested to Mr. Plumb that he quit the league and take his plan over to the miners because of the conservative attitude of the railway brotherhoods.

But the break-up of the industrial conference has not had the expected effect. On its heels followed the coal strike and the defeat of radicalism. Radicalism failed in every effort. Mr. Gompers, while discredited with the public by reason of his concessions to radicalism, is likely to remain conservative and retain his control of the American Federation.

He was not likely to give his support to any radical program like the Plumb plan for the nationalization of railways, especially when no practical advantage could come from agitating a question which had just been settled by legislation.

The fate of the Plumb plan is likely to be decided in the immediate future. It must wait for the conference of the American Federation which Mr. Gompers has called for next month. But this is not likely. So far as organized labor is concerned, the Plumb plan appears certainly dead.

Its authors may abandon it until the temper of the public changes. Or they may agitate for it independently of the labor unions, with some organization for the democratization of industry. But the present propaganda, under the leadership of the Plumb radicals, is likely to grow steadily more impatient cannot go on long.

Commit Toronto Man on Highway Robbery Charge
Special to The Toronto World.
Chatham, Nov. 13.—Ocell Simpson of Toronto has been committed for trial here on a charge of highway robbery in connection with a hold-up of four Chinamen at the Royal Cafe early on the morning of the 15th inst. He is also charged with committing a similar offence at Campbellford, when with a companion named Thomas, alias Brown, of Toronto. They are alleged to have held up and garaged Charlie Mack, a Chinese laundryman, and secured a sum of money.

GALT LOAN PARADE.
Special to The Toronto World.
Galt, Nov. 13.—In connection with the Victory Loan campaign a parade of employees of different concerns winning the Prince of Wales flag, with many of them in costume, headed by the veterans' band, was held tonight with a free dance in the Armories following. Galt and South Waterloo have exceeded their objectives.

Parole Brantford Youngsters In Charge of Rotarians
Special to The Toronto World.
Brantford, Nov. 13.—Youngsters who are paroled from the juvenile court here will each be placed in the care of a Brantford rotarian. The rotarians met at noon today and adopted the suggestion which had been approved by Judge Harty, the juvenile court judge, that the youngsters be placed in the care of the public in making the railways efficient was given to the rotarians by Allan Purvis, general traffic manager of the C.P.R. in Ontario, who gave an address on Canada's transportation problems.

CMPULSORY VACCINATION.
Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

Special to The Toronto World.
Reading, Nov. 13.—The Smallpox is reported from the township of East Oxford and the board of health at an emergency meeting decided upon compulsory vaccination of school children of the district. In the city no new cases have been reported for the past two days.

large sofa, in the living room and smiled slightly.

"I wish I could say as much for you, my dear," she returned. "You are thin as a rail and you look tired to death. What have you been doing?"

"Come and see," the girl said, and led the way thru the house. But Mrs. Driscorn was not impressed. Louise thought that the undeniable prettiness of her home would appeal to the older woman, but she was disappointed.

"Your place is a tragedy, my dear girl," was her comment when she was once more before the living-room fire. "And you look the part of its heroine. You've been unusually skilful and clever, but knowing you so well, of course, I can see the tragic point. Your curtains and your upholstery are nothing to me but your pretty dross, and you are nothing but a physical wreck, the result of your work."