

The Toronto World

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A Morning Newspaper Published
Every Day in the Year.
WORLD BUILDING, TORONTO.
Corner James and Richmond Streets.
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delay in delivery of the paper.

TUESDAY MORNING, JAN. 9, 1912

ELECTRICITY FOR TOWNSHIP
AND COUNTY.

Hydro-electric power, which prom-
ises so much for the farming com-
munity, has not yet been taken advan-
tage of to anything like even its pre-
sent opportunities. York, the premier
county, and York, the premier town-
ship in the province, have done prac-
tically nothing to bring the splendid
advantages of electricity to its resi-
dents. The farmers of York Township
and of York County have not yet
shown a keen appreciation of the bless-
ings of this modern force, or, if they
have, have failed to for-
tunately tell their representatives that it
must be placed at their service. How
many things could be done on the farm
by electricity which are now objec-
tionable because of their very drudg-
ery? Then how electric light in the
house and barn would be enjoyed!
With an electrically driven motor all
the feed could be chopped, wood sawn,
water pumped, and numerous other
chores done at a big saving of hand
labor.

York Township and York County are
also now important enough to have
the leading highways lighted by elec-
tricity. Yonge-street, the Kingston-
road and Dundas-street should be
taken in hand at once and poled and
wired. After these are provided for,
other roads should be similarly treated
and used for distributing hydro power
throughout the county. It is imperative
that York Township Council take the
matter up at once. The county council
should follow suit and thereby pre-
vent the inroads of private corpora-
tions. The World hopes that the York
County Council is progressive enough to
see the need of action and that steps
will be taken to get in touch
with the hydro-electric power com-
mission at once. The same appeal is made
to the York Township Council, altho
purely this body should be sufficiently
modern to see the necessity of action
being taken without delay.

EAST AND WEST TRADE

The Globe thinks it funny that The
World said on Saturday that the Dem-
ocratic party could by a policy on its
own part afford some relief to the
farmers of the Canadian west by tak-
ing off the duty on Canadian wheat
entering the United States, and as a
consequence encouraging American
farmers to enter into northwestern
Canada, and in that way also give fur-
ther relief in handling the grain which
the Canadian railways do not seem to
be able to handle. We still stick to that
opinion. The Globe, however, thinks
reciprocity would have done all this
and that inasmuch as we have opposed
reciprocity, we are practically eating
our own words. Nothing of the kind.
We opposed reciprocity for a good
many reasons: For one reason that we
wished to have trade flow east and
west, as The Globe says; also because
we did not wish to be mixed up with
the United States in the way of our
trade policy, a country of which The
Globe of yesterday and in the very
next article in its paper says—and
these are very significant words—

What a commentary on the con-
dition of society in the United
States! Little wonder if unrest
prevails among the toiling masses
of the people—that the demand is
heard for the recall in the case of
the judiciary. For law and jus-
tice are the cement of well-ordered
society.

Our view is that the trade relations
proposed by reciprocity would end in
closer political relations and therefore
we do not want to have Canada mix-
ed up with the United States at all.
It is a very different thing if the
United States of ITS OWN MOTION
WHEAT FREE and to offer to carry
Canadian wheat without any political
commitment on our part, and espe-
cially when it involves, as it did involve
under reciprocity, the surrender of our
markets in the way of agricultural
products to the farmers of the United
States. If the Americans want to get
our products and care to let them in,
let them let them in; but we don't pro-
pose at the present juncture to undergo
the competition of American farm pro-
ducts with our products in the home
markets when they have many advan-
tages over us in the way of climate and
other things.

In the meantime, we invite The Globe
to say what it proposes to do to help
relieve the western farmer of the pres-
sing railway charges in the west, in-
cluding telegraphs and express and
passenger rates, and the lack of equip-
ment and service.

Miss Eva Mylott.
To-morrow morning Miss Mylott will
be crowded to hear Miss Mylott and
the Symphony Orchestra in the request
program. Secure good seats now at
50c, 75c and \$1.

YOUR OUTLINES
THIS YEAR'S WORKTwo More Filtration Plants,
Diagonal Streets, Under-
ground Wires Among
Projects.

Mayor Geary's inaugural address yester-
day was most comprehensive. That
review of the various civic problems
confronted the city council last
year. He gave a brief yet exhaust-
ive summary of the danger projects un-
der consideration by the city, and for some
of these he suggested a plan of action
to be taken in the future. He also touched
on many new schemes which in all prob-
ability will be dealt with in the future
by the city council.

Among the recommendations in the
address were the following: That the
railway commission be asked to order
the street railway to keep all cars in
commission all day; that the water
commission be appointed at once; that
the waterworks department be placed
under the hydro-electric commission;
that filtration beds be added to the
sewage disposal plant; that an emer-
gency sewerage system be constructed
for the city; that the question of over-
head wires be dealt with; that the old
buildings be restored and preserved;
that the garbage question be dealt
with; that the city streets, such as
roadways and sidewalks, be cleaned
as quickly as possible to newly annexed
districts; that diagonal streets be built,
and that the street intersections be bet-
ter lighted. These and many other re-
commendations were made.

Take Up Viaduct Now.

Regarding the blizzard-viaduct, Mayor Geary said:
"The city has a plan to build a
blizzard-viaduct and Danforth viaduct
which will be a marked feature of the
city. It is contended that more con-
sideration should be given by the
council to the general construction and
the route to be followed.

This matter should not be delayed
until the end of the year, but should
be taken up in earnest at once, so that
all parties may be heard and the most
satisfactory scheme put before the peo-
ple in plenty of time to receive full
consideration before the vote, which
will be taken at the end of the year.

The mayor had this to say on the in-
adequate street car service:
"Overcrowding on the cars of the To-
ronto railway Co. still continues. The
service rendered by the company is to-
tally inadequate, and cannot be work-
ed up to meet the needs of the city. If
actual incompetence were in charge,
the rolling stock of the company,
which is sufficient to meet the ordinary
traffic demands, to say nothing of ac-
cidental emergencies, would be rapidly
increasing population.

"With an utter lack of cars to supply
our present demands, the situation has
grown so acute that it should not be
disregarded by the Ontario Railway and
Municipal Board. Bad as the situa-
tion is, we are told that during certain pe-
riods of the day, when overcrowding oc-
curs, cars are lying idle at the yards."

STORM AND MISHAPS
DEMORALIZE SERVICECars Run in Groups—Long, Snowy
Waits Order of the
Day.

As usual on cold blustering winter
nights, when people like to get home
quickly, the street car service was
demoralized by the storm. The cars
came and went, but they came in
bunches and went the same way. Last
night on some of the lines it was mere-
ly a case of waiting until the procession
of cars arrived. The storm did its part
in tying up the service.

About 6 o'clock last night a car went
off in a truck at the corner of Sherburne
and King-streets. This car was nearly
an hour's delay, and no less than 16
cars, all packed with people, were
lined up behind. The King-street
cars finally proceeded east, but the
passengers were dumped off at the
Woodbine to "wait for the next car."

One passenger phoned up to The World
to say that in spite of the rush six
cars were lying in the King-street car
barns.

Another man phoned up to The World
to enquire about the time-table under
which the Queen cars were running.
He had waited, he said, from 7.35 to
8.55 for a Queen car, and in consequence
was unable to use tickets he had
bought for one of these cars.

The same man waited over an hour for
a Queen car before he could get home
again.

Another phoned in with a story which
partly explained the above. From 1.15
to 10.50 he had counted, from his win-
dow, 23 Queen cars going east. This was
the corner of Queen and South-
ren. The first car going east, he phoned
later to say, had passed at 11.05.

PERISHED IN THE SNOW
Young Woman With Night Dress
Ablaze, Tried to Save Life.

BARRIE, Jan. 8.—(Special).—With
the thermometer several degrees below
zero at an early hour this morning,
Mrs. Frank Mulholland of Craigville,
a village about ten miles from here,
left the house to meet her death partly
by burns and partly from exposure.

About 4 o'clock this morning the
young woman made her way down
stairs in her night clothes, leaving
slipped on her shoes and stockings
and a sweater coat presumably to pre-
pare some food for her five weeks old
baby. While lighting the lamp in the
dining room her clothes caught fire,
and, without raising any alarm,
the woman left the house. It is sup-
posed, in the hope of putting the fire
out, after another finding her daughter
was not in the house, awakened the
young woman's husband, who located her
lifeless body some distance from the
house in a field.

Deceased was a woman about 33
years of age, and leaves four children,
three boys, the oldest of whom is 6
years of age, and an infant girl, five
weeks old. It is said the unfortunate
woman had not been in the best of
health since the birth of the infant.
Coroner Evans was called, but in-
quest was not considered necessary.

School Caretaker's Wife Dead.
Deep regret was expressed at the
death of the wife of Hugh Wood, caretaker
of Hillcrest School. Mrs. Wood was
taken to a hospital on Saturday for an
operation and died suddenly.

G.T.P. SEEKING
\$15,000,000?

Railway Magnates and Borden Cabinet
Said to Have Discussed Mat-
ter at Conference.

OTTAWA, Jan. 8.—(Special).—Presi-
dent Charles M. Borden and William
Wainwright of the Grand Trunk Will-
am Ottawa to-day on what is said to
be an important mission as affecting
the relations between the Grand Trunk
Pacific Railway and the government.

The railway magnates saw Premier
Borden, Hon. W. T. White, minister
of finance, and Hon. P. D. Monk, min-
ister of public works, with whom they
held a lengthy conference in the office
of the prime minister.

Nothing in the way of an official
statement as to the nature and purpose
of the interview was forthcoming at the
close, either from the railway men
or the government. The visit is, how-
ever, thought to have had to do with
the financial aspects of the Grand Trunk
Pacific. It has been rumored that the
company proposed to ask the govern-
ment for a substantial loan the total
of which is placed at fifteen million
dollars.

The government, under the revised
contract of 1904, has already pledged
the railway a loan of \$15,000,000, the
bond guarantees amounting to \$13,000,
a mile on the Pacific section and three-
fourths of the cost of the mountain
section. In 1908 the company asked for
and obtained a loan of ten million dol-
lars at three per cent from the govern-
ment.

SIR WILLIAM SELFISH?

English Papers Say Latest Flotation
Injures Canadian Interest.

LONDON, Jan. 8.—(G.A.P.).—The
Financial News criticizes Sir William
Mackenzie's methods in issuing a \$1,
000,000 North Ontario loan in Decem-
ber. While it argues there is exaggera-
tion in the view that such an enormous
loan at such a time is bound to re-
act unfavorably on Canadian interests,
the fact remains he has done Domi-
nion interest a bad turn, and his
plan is now to recognize that the
particular railway over which he pre-
sides is only a unit in Canadian enter-
prise. He must see that making
provision for the needs of that por-
tion of the Dominion activity over
which his responsibility extends, he
does nothing which shall damage the
market for other Canadian enter-
prises as much entitled to consideration.

The News says it voices Canadian
sentiment here when it asks Mackenzie
to be more circumspect in future. Every
loyal Canadian puts Canada in the pre-
mier place, it concludes.

TO BOOST WELLAND CANAL.

Want Federal Aid Withheld From
G.T.R., Says Ottawa Deputation

OTTAWA, Jan. 8.—A delegation of
labor men to-day waited upon Premier
Borden to present a long list of griev-
ances against the Grand Trunk Pacific
regarding the machinery of the strike,
and wanted all federal aid withheld from
the G.T.P. The delegation, headed by
James McLaughlin, president of the
United Brotherhood of Carpenters and
Joiners, Toronto, P. M. Draper and W.
Lodge of Ottawa, and J. B. Macdonald,
and James McLaughlin of Mont-
real.

Among those who composed the dele-
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Why P. M. ENDED LIFE
Was Detected in Illegal Act—Not Vic-
tim of Persecution.

OTTAWA, Jan. 8.—(Special).—An
official denial is given to-night to the
story that the postmaster at Midway
had been detected in a crime. The
postoffice department is authority
for the following statement of facts
in the case: The Midway postmaster
was in a way threatened and had
not been communicated with by the
department since the advent of the
present government to power. On Dec.
2 a complaint was received that this
postmaster had opened a registered
letter, which is a criminal act. The
postoffice inspector was instructed to
investigate the matter at once, and the
postmaster admitted his guilt, asking
for leniency and mercy. However, the
postmaster committed suicide even be-
fore the inspector's report reached Ot-
tawa, and consequently before the de-
partment had occasion to take action."

INDIA'S FAREWELL TO KING.

NEW YORK, Jan. 8.—(Can. Press).—
The New York Times this morning
publishes the following despatch from
William Maxwell of The London Daily
Mail, from Calcutta:

"Calcutta's farewell to the King and
Queen was even more crowded
and impressive than last year's.
It gives a true measure of the
success of the royal visit. From Bom-
bay to Calcutta it has been a personal
and a progressive triumph. At every
stage of the journey the popular en-
thusiasm had a new force and a new
significance, but it was at Delhi that
the real impulse was felt."

ITALIAN CONSERVATIVES
BANQUET.

The Italian Conservative Association
held their first annual dinner last
night at McConkey's. Among the
speakers were: A. C. Macdonell, M.P.,
Edward Ernest Miles, E. W. J. Owens,
M.L.A., Fred Armstrong, Thos. McK.
A. H. Birmingham, H. A. Castrolini,
president, V. Meo, Dr. Gionna, Frank
Motta, Francesco Nicoletti, and A.
Mazzoni also spoke. The associa-
tion now numbers about 300 members.

MONTREAL MAY BUILD TUBES.

MONTREAL, Jan. 8.—Another batch
of charter amendments were put thru
the city council this afternoon. They
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the city is asking is the right to es-
tablish and operate or lease one or
more underground tramway lines, to
be operated by electricity or by regu-
lar motive power, and to regulate
the operation of auto-bus lines.

IT NEEDS WATCHING.

Thirty men from the city engineer's
department are keeping tab on the
street railway service these past few
weeks and they will tell their opinions
of it at the Ontario Railway Board's
session on Friday.

CHARGE THAT C.N.W.S.
PART OF WESTERN UNION

Counsel for Government Makes At-
tack Before Railway Commis-
sion—Assets Cut Down.

OTTAWA, Jan. 8.—(Special).—That
the Great Northwestern Telegraph
Company, which does business through-
out the Dominion of Canada, is a part
of the Western Union system of the
United States, was one of the chief
points which counsel for the Dominion
government endeavored to prove in an
enquiry commenced to-day before the
board of railway commission as to the
fairness of rates charged by the com-
pany.

At to-day's sitting it was shown that,
since the inauguration of the enquiry
some months ago, the company has had
the assets of this assets, without re-
sult that they have been reduced
from \$757,246 to \$365,000. One of the
chief liabilities is an accumulation of
the Western Union and C.N.W.S. are one
and the same company.

There is also apparently a bond
indebtedness of \$255,560 to the Western
Union, which is a part of the assets
of which goes to show, says counsel
for the government, which has exposed
the cause of the complainants, that
the Western Union and C.N.W.S. are one
and the same company.

STRIKE OUTLOOK DARK

Twelve Thousand Combos May Join
Cotton Workers in Lockout.

LONDON, Jan. 8.—(Can. Press).—
The English labor troubles have
a threatening aspect to-night. A fresh
strike has occurred at Manchester, in
the case of the cotton mill owners and
the operatives who were locked out
several days ago in many of the Lan-
cashire mills. Instead of the expected
compromise it is reported that the
strike has reached a deadlock. Only
Sir George Asquith's persuasion
succeeded in inducing the masters to
adjourn the conference again to-day.

In the meantime a small strike of
1500 wool combers at Bradford is ex-
pected to develop into a lockout of
12,000 combers and fears are increas-
ing that it will be impossible to avert
a miners' strike. Agents of the ad-
miralty are busy in Wales buying up
large reserves of coal in prepa-
ration for emergencies.

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department are keeping tab on the
street railway service these past few
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At Ogyside Hall

ANNOUNCEMENTS.

Jan. 8, 1912.
Judge's chambers will be held on
Tuesday, 9th inst., at 11 a.m.:

Peremptory list for divisional court
for Tuesday, 9th inst., at 11 a.m.:
1. Gray v. Reynolds.
2. Lamoreaux v. Simpson.
3. Re Mackenzie and Redfern.
4. Dominion Flour Mills v. Morris.
5. Willis v. Brown.
6. Nassar v. Equity Fire.

Masters' Chambers.

Before Cartwright, K.C. Master.
Jenkins v. City of Toronto—Hall
(William Johnston) for defendant.
Motion by defendant for an order for
the issue of a third party notice to
William Bushell. Order made.

Crabbe v. Crabbe—W. G. Thurston,
K.C., for defendant. Johnston (W.
Laidlaw, K.C.) for plaintiff. Motion
by defendant for an order changing
venue from Milton to Toronto, at re-
quest of plaintiff. Motion enlarged un-
til 3rd inst.

Lunn Yet v. Huggill—J. A. Macintosh
for defendant. E. F. Roney for plain-
tiff. Motion by defendant for an order
for particulars of statement of claim.
Reserved.

Kinsman v. Kinsman—E. A. Appelbe
(Hamilton) for plaintiff. H. D. Gam-
ble, K.C., for defendant. Motion by
plaintiff for an order for the examina-
tion of bene esse of R. E. Kinsman.
Motion referred to the trial judge at
Hamilton.

Hawes-Gibson v. Hawes—H. D. Gam-
ble, K.C., for plaintiff. F. R. Mac-
donald for defendant. Motion by plain-
tiff for an order for a commission to
take evidence at Edmonton. Reserved.

Cumulative Steel Co. v. Holkes—H. Fer-
guson for plaintiff. Ivey (Masten &
Co.) for defendant. Motion by plain-
tiff for an order for the examination
of an alleged transferee of the judg-
ment debtor. Order made.

Royal v. White—J. W. Boyd for
plaintiff. Motion by plaintiff for an
order for the issue of a writ for ser-
vice out of the jurisdiction and for
service of summons. Order made.

Clarkson v. Frances and three other
actions—F. McCarthy for defendants.
F. R. Macdonald for plaintiffs. Motion
by defendants for an order consolida-
ting the actions. Order made.

Vanhorn v. Verrell—W. G. Thurston,
K.C., for defendant. J. W. Mc-
Donough for plaintiff. Motion by de-
fendant for an order for a commission
to take evidence at Mexico City. Or-
der made.

Ford v. Bentley—Schlier (Beatty &
Co.) for plaintiff. Motion by plain-
tiff for an order for a commission to
take evidence at Mexico City. Or-
der made.

Judge's Chambers.

Before Middleton, J.
Duggan v. Keyes—H. S. Waite for
plaintiff. Motion by plaintiff for con-
sent, for an order referring the action
to His Honor Judge Barron, for trial.
Order made. Costs in the cause.

Single Court.

Before Middleton, J.
Re Solicitors—B. U. Davis for client.
Motion for an order striking off the
rolls, for non-payment of money. By
arrangement of counsel enlarged two
weeks.

Guthrie v. Clark—J. G. Smith for
plaintiff. Motion by plaintiff for judg-
ment. By arrangement between coun-
sel enlarged sine die, pending settle-
ment. To be restored to list if set-
tlement does not go thru.

Guthrie v. Clark—J. G. Smith for
plaintiff. Motion by plaintiff for judg-
ment. By arrangement between coun-
sel motion enlarged sine die, pending
settlement. To be restored to list if
settlement does not go thru.

Bank of Hamilton v. Perren—A. R.
Clute for plaintiff; G. S. Hodgson for
defendant. Motion by plaintiff for an
order continuing injunction. Enlarged
for two weeks. Injunction continued
meantime.

Lane v. Ottawa Coal—G. Grant for
plaintiff; P. McCarthy for defendant.
Motion by plaintiff for an order con-
tinuing injunction. Enlarged for two
weeks. Injunction continued mean-
time.

Before the Chancellor, Riddell, J.

Fukukaki v. Jardine—E. B. Ryckman,
K.C., for defendants. J. F. MacGregor
for plaintiff. An appeal by defendants
from the judgment of the County Court
of York of Nov. 3, 1911. An action by
the plaintiff, a judgment creditor of the
defendant, a judgment creditor of the
defendant, directors of that company,
to recover \$10,000 for work done by
that company. Judgment was given
the plaintiff with costs less the costs
occasioned to defendant by the writ as
originally issued, not having been spe-
cially endorsed and the enlargement
made to allow plaintiff to supplement
material. The court being of opinion
that the master of the ship had been
dealt with on a summary motion order
made vacating the judgment appealed
from for the purpose of allowing the
county judge to try the action in the
ordinary way. No costs of ap-
peal. Costs of motion in court below
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in the cause.

Before the Chancellor, Riddell, J.

Fukukaki v. Jardine—E. B. Ryckman,
K.C., for defendants. J. F. MacGregor
for plaintiff. An appeal by defendants
from the judgment of the County Court
of York of Nov. 3, 1911. An action by
the plaintiff, a judgment creditor of the
defendant, a judgment creditor of the
defendant, directors of that company,
to recover \$10,000 for work done by
that company. Judgment was given
the plaintiff with costs less the costs
occasioned to defendant by the writ as
originally issued, not having been spe-
cially endorsed and the enlargement
made to allow plaintiff to supplement
material. The court being of opinion
that the master of the ship had been
dealt with on a summary motion order
made vacating the judgment appealed
from for the purpose of allowing the
county judge to try the action in the
ordinary way. No costs of ap-
peal. Costs of motion in court below
in the cause.

Before the Chancellor, Riddell, J.