

The Toronto World

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WEDNESDAY MORNING, JAN. 3, 1912

THE IRON INDUSTRY.

An essential feature of any national policy is the establishment of the base of all manufacture, that is, iron and steel. There is something in the iron industry that appeals to every man—it requires money, brains and brawn. Our people are ready to go forward to turn our raw material into manufactured products if the government will give them an equal chance with the foreign manufacturers. We have mountains of iron ore in Ontario—enough for smelting, furnaces at Midland and Port Arthur—idle or practically so. Why?

Over 90 per cent. of the iron exported from the United States comes to Canada. In 1900 the importations were 44,000 tons; in 1910 the figures were 115,000 tons and this year the quantity will be greater. The furnaces in the United States were only operating about 65 per cent. of their capacity. Still they produced over 25,000,000 tons of pig. It is some assistance to them to turn one per cent. of their product to Canada at a slaughter price and Midland and Port Arthur furnaces would be closed and Hamilton gasp for life.

Pig iron has been sold in Canada for \$11.50 from Duluth furnaces, when everyone in the trade knew its cost of production was about \$15. The government must have the courage to take up this question now. If no changes are to be made in the tariff at the present session a bounty ought to be given until the tariff can be amended and rid of its present anomalies.

The iron manufacturers complain of the insufficient duty afforded them. Farmers and manufacturers consider the protection accorded pig iron, the base of all manufactures, is by reason of the preferential tariff only equal to 10 per cent. on steel billets—the next process 7 per cent. This is not a revenue tariff. The average on all imported goods is 16 per cent. and on dutiable alone is 26 per cent. What did the United States do until the industry was established? Duties were made prohibitive. In the days when the country was expanding the tariff was framed so that the iron industry would keep pace with the country's requirements. Nine dollars was the duty on pig, and on steel it was whatever was necessary to keep the foreign market out. The result is that now nearly one-half of the iron and steel produced in the world is made in the United States and over \$200,000,000 was exported. They succeeded and we can do so by following their example.

Let the government go on with courage and have no more idle mines or furnaces. The people are with progressive policies, especially when they are designed to build up our country.

ERNEST COULTER'S LECTURE.

The most interesting lecture of the season will be that to be given by Mr. Ernest K. Coulter at the Association Hall on Monday evening next, the 8th inst.

Mr. Coulter's lectures abound in human interest, incident, pathos and humor clinching sober appeal. The Big Brother Movement, that new and intensely practical and humane individual work for child victims of bad environment and neglect, which has already spread to more than twenty cities, was originated by Mr. Coulter and speaks something for his resourcefulness. He has been one of the pioneers in the work of bringing about some provision for the special treatment of mentally defective delinquents; he is a member of the National Council of the Boy Scouts of America; of the committee to federate child play and recreation activities in New York, as well as of other important organizations working in this field.

As will be seen by the advertisement, seats may now be reserved at the Bell Piano Ticket Office, 146 Yonge-street.

BUILDING THE VIADUCT.

There is no good reason for postponing the construction of the viaduct over the Don for any longer than it will take to prepare the specifications for tenders and award the contract. It is possible that the structure may be erected for a less cost than at present estimated. But in any case it will be of the most substantial character and a thing of beauty from every point of view. The statement in one paper that it would be cumbersome and unsightly is quite wide of the mark. On the contrary the aesthetic character of the fine stretch of arches will be one of the show features of the city, and it will be a record in cement construction as the largest on the American continent. The great viaduct at Philadelphia will be the only one approach-

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ing it in importance, and it will rival the Philadelphia viaduct in massive grace.

It has been objected also that it will spoil the view of the Don Valley and Rosedale. More people will see this beautiful part of the city from the Castle Frank viaduct than is at all possible at present, and they will get the view from the best point. The Rosedale ravine will be improved and made accessible. Very few people now visit it. It is dark and damp and lonely, and only a few naturalists and stray pedestrians frequent the shaded haunts. In sleighing time and in summer some driving is done, but to say that the viaduct will spoil the ravine is altogether a mistake. Such has not been the experience in similar situations in other parts of the world. Does anyone, for example, suppose that the Dean Bridge spoils the Water of Leith. Toronto is to be congratulated on having at last arrived within sight of the symmetrical development, which will follow the erection of the Castle Frank viaduct.

SINGLE TAX IN VANCOUVER.

Remarkable figures illustrative of the great progress Vancouver has made since it adopted the principle of the single tax were recently given by Mr. Walter A. Hilliam in The British Columbia Magazine. As far back as 1895 the council of that city commenced the practice of partially exempting improvements by levying a tax on only half the value of buildings. Improvements were in that year assessed at \$4,317,760, and ten years later the amount had risen to \$11,894,250. In 1909 the city council went a step further by reducing the tax on improvements to twenty-five per cent. This was followed by decided increases in the values of buildings, these rising from \$14,787,640 in 1908, to \$29,644,730 in the end of 1909. In 1910 the single tax was adopted in its entirety, and less than twelve months later the value of buildings was increased to \$37,888,660, the system thus exactly acting as was predicted. Owners of vacant lots were encouraged to make them revenue-producing, or dispose of them to those prepared to do this.

According to Mr. Hilliam, "the character of whole streets has been changed by the enormous amount of building that has been projected during, and completed during, the past twelve months; huge office buildings now pierce the skyline where formerly the land was unoccupied; blocks which, not old—the city has been in existence less than a quarter of a century—were not bringing in sufficient income in the estimation of the owners, have been demolished and replaced by imposing and better revenue-producing structures. Many apartment houses have been erected all over the city, and a much better type of residence has been built in consequence of the encouragement in the way of a tax on vacant land, and no tax on improvements. That is what the exemption of improvements really means." The reason of this is obvious, since large revenue-producing buildings carry their own taxes without detriment to their owners.

So satisfied is the City of Vancouver at the result of the experiment with a single tax system that it has decided to continue it. The council further found that they could do this without raising the tax rate of twenty mills net on the dollar on the assessment. That rate has been levied since 1906, and the council does not anticipate that any increase will be required for many years if the increase on the unearned increment continues at the same rapid rate that it has done during the past five years. Vancouver's authority for its adoption, first of reducing taxation on improvements and then of their entire exemption, was given in the city's special act of incorporation. The result has been watched with keen interest all over the Pacific coast states, and its example is certain to be followed once it is fully realized how much of its recent surprising advance is directly attributable to the inducement the exemption of improvements offers for the establishment of industries and the erection of superior classes of residences. Ontario ought not to be backward in allowing the option to its cities and municipalities.

MR. ROWELL TO RESIGN?

The Globe is out with a recommendation that N. W. Rowell, K.C., get off its board of directors. What is the

row in the camp, or is it only one of the ill-digested editorial efforts? The organ commends Bonar Law for resigning his directorship on taking the leadership of the British opposition, and says, "It would be well were this rule introduced into Canadian life." What does Mr. Rowell say?

POLITICS IN THE CITY ELECTION

The Star was not big enough to retract its falsehood that The World advised the electors to vote against Controller Ward on political grounds.

In an article summing up the chances of the various candidates for the board of control, The World stated that Messrs. Hocken, McCarthy and Foster would be elected. They were elected and in the order named, Ald. McCarthy being a Liberal. The World further said, discussing the chances for the fourth place, that the public would probably believe that Messrs. Spence and Church would have enough opportunity for civic service on the harbor board. Of Controller Ward it was said that he had weakened himself by his political escapade—a simple statement of fact, of which everyone was aware. The World also said that Ald. Sweeney was a negligible quantity, as it provided.

The Star still insists, by taking the sentence out of its context and quoting it alone, a trick in which The Hamilton Times is the provincial expert, it can convince itself that The World recommended the electors to vote against Controller Ward. If The Star can convince itself of that, it can convince itself of anything.

Furthermore, it says "The World is anxious to clear itself of the charge that it introduced politics into the civic campaign." The Star is wrong again. The World was anxious to know whether The Star had really made an honest error, or whether it was merely constitutionally incapable of taking a fair attitude on a question on which there were no two opinions for an impartial person. The Star leaves us in no doubt. It is not even faithful in little.

"GOLDEN RULES FOR JURYMEN."

In connection with a proposed enquiry into the British jury system, a correspondent of The London Daily Chronicle has called attention to a pamphlet, entitled "Golden Rules for Jurymen," issued by Sir Richard Phillips in 1812. Of late comment has been evoked, both in Canada and the United States, over various cases in which the presiding judges have directed the jury to return certain verdicts or refused to accept those actually returned. Jurymen have, of course, to accept judicial rulings on points of law that may be involved, but judges have on occasions certainly trespassed on the proper province of the jury.

As a specimen of Sir Richard Phillips' golden rules, the following certainly deserve wide publicity and suggest that the pamphlet itself would be well worth republication or circulation on this side the Atlantic:

The judge is authorized to expound the law, but not to direct and over-rule their decision; he is to be respected by the jury, but not to be implicitly obeyed.

"Every jurymen should recollect that he is acting for his country and that, for the time being he is the uncontrollable arbiter of justice."

"In deliberating on their verdict every jurymen is bound to exercise his own judgment, to give his individual opinion freely and boldly and to bear in mind that it is the sole and entire object of the institution of juries that every jurymen should decide according to his own conviction on the points at issue."

"The sole hope of persons under accusations and of suitors in appeals to the law is on the good sense, integrity and firmness of grand and petty juries."

The Globe is loath to admit the victory of the viaduct bylaw. It thinks Toronto can afford "to waste" a million in building a "straight" viaduct, still clinging to the incorrect figures supplied by the Civic Guild for a "crooked" viaduct.

THE WAY OUR BIG RAILWAYS HANDLE PASSENGERS.

Editor World: I wish to give publicity to your valued columns to the inadequate passenger service of the Grand Trunk Railway Co., and the careless and negligent manner in which the said company handled a portion, at least, of the passenger

traffic at the Union Depot on the morning of Dec. 23 last.

I had a ticket for Chatham, and arrived at the depot at 7.30 a.m. to find a 3 o'clock train going thru Hamilton, Brantford, London, etc. When I arrived at the track designated, there were a few cars standing there, and people pouring into them. There was no brakemen, porter or conductor at any part of the train, nor any platform-step to assist people to board the train.

At 8 o'clock, or a very few minutes after, the train pulled out, and the car I was in—a first-class day coach, No. 2158—had every seat filled, and in the aisle of the car proper thirty people and dozens of pieces of baggage, such as suit cases, parcels, etc., were standing. The smoking compartment was filled with men smoking, and following and children, some of the latter in arms. The passage alongside of the smoking compartment was crowded with people standing, as were also both vestibules. The train, estimated, would seat comfortably about 80 people, yet fully 130 were jammed into and on it.

Speaking of passengers riding in the vestibules, I may say that the International Limited, running from Montreal to Toronto on June 16 last, was derailed near Newcastle, Ont., and one passenger was killed and several injured. The Grand Trunk Railway Co., I understand, are resisting payment of a claim for damages by the widow of the man who was killed on the ground that he was standing in the vestibule when the accident occurred, yet on this train on the 23rd inst. the conductor made no complaint about standing in the vestibules, and seemed willing to carry as many passengers as could be crowded on or into the train.

Not until we were forty minutes on the way did a train official put in an appearance, when a conductor came thru for tickets and fares. A few minutes after that a brakeman came thru and asked him if this was the only train they were going to Chatham that morning, and was informed that this was a "special" and that the regular train would leave the Union Depot about 8.40. I asked where he had been from 7.30 to 8 o'clock, and why he was not on hand at the train to assist passengers and inform them of the train running. He replied that he was very busy all morning at different parts of the depot "hustling around," as he said.

I may add that there was no drinking-cup at the water tank of the car. The law deals severely with the shipper and railway companies, who crowd the cars with passengers, but yet human freight, which pays better and handles itself, is allowed to pack and jam into a passenger car until it is almost impossible for anyone, even a conductor, to pass thru.

I may say that I have traveled thru-out Ontario a great deal during the last ten or twelve years, and instead of finding better accommodation, it is getting much worse every year. The traffic, I consider, has doubled and perhaps trebled, in the last ten years, and yet the seats no more trains are run now than were ten years ago.

I have sent a statement of the above facts to the chairman of the railway commission at Ottawa, and trust my humble efforts may be the means of starting an agitation which will compel our railways to give passengers better accommodation.

Thanking you for the valuable space you have allowed me,

S. R. Wilkie.

308 Jarvis-st.

STREET RAILWAY PRECAUTIONS.

Editor World: I have been greatly interested in the accident of Sunday at the T.R. and would, thru the columns of your paper, make a few remarks about it. I have been a conductor for some time on the T. R. and a motorman on the Hamilton street railway, and, as a driver, a heavy double truck car with hand-brake for a good while, and so talk from experience. There are several things to say for the motorman and getting better, the accommodation here and talking about tubes, Mr. Editor, in some of the cities there could not possibly get along without them, and have had them used them, and proved their worth both as a convenience, safe and reliable, and as a financial investment for years, and are still building more.

Trusting these few remarks may have their desired effect of speedy equipment of a more safe device for both officials, employees and public alike.

Welland. W. S. B.

AT OSGOOD HALL

ANNOUNCEMENTS.

2nd January, 1912.
Master's Chambers.
Before Geo. M. Lee, Registrar.
Feuchen v. Pollard-Bethune (Martin & E. L.) for plaintiff. Motion by plaintiff for an order amending writ of summons by substituting another date for the one mentioned in the writ. Order made.

Judge's Chambers.
Before Middleton, J.
Re West Nissouri Continuation School—W. L. Meredith (London) for trustees v. C. Gibbons, K.C., for the township. A motion by the trustees for a mandamus to compel the township council to raise the sum of \$7000 and pay the same to the school treasurer or to issue debentures for the amount under bylaw 208 and to pay the proceeds to the treasurer.

Judgment. This is an unfortunate contest between a municipal council and a school board, in which the council quite forgetting the limitation of its sphere seeks to review the action of the school board and to protect the ratepayers from the action of that board. Nothing can be more improper than this attitude on the part of the township council. In our complicated system of municipal government each subordinate body is supreme within its own limits. The reeve and his associates are quite wrong in seeking to answer this application by the assertion that they and the ratepayers do not approve of the continuation school. It is the duty of the council to prevent this invasion by one municipal body of

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the legislative territory assigned to another and to compel the discharge of one municipal body of any duties, which it may be called upon to discharge, are merely ministerial and ancillary in their nature. But the passing of bylaw 216, by which bylaw 208 was repealed, does not destroy the rights of the board. I think a mandamus should go directing the township to discharge the duty devolving upon them under sec. 38, in view of the approval of the application of the board by the issue of debentures and the passing of the necessary bylaw therefor and to pay over the proceeds to the school board when the debentures shall have been sold. The mandamus should direct the doing of this forthwith, but no motion of a primitive character should be made with reasonable diligence is shown and the matter is taken up and proceeded with at the first meeting of the new council in 1912. The mandamus should be directed to the township council, and not to the individuals, who the individuals were properly notified. Another motion for a mandamus is made, based upon a requisition for \$1000 for maintenance of the school. It was the duty of the council to levy the amount necessary for the maintenance. I see no reason why the council should be prevented from levying the sum necessary to enable the board to carry on its work for the current school year. I am not concerned with the discharge of the township may be in by reason of its default and leave it to work out the situation as best it can. The municipal authorities are under an absolute obligation to obey the behests in that regard of the school trustees. If there has not been a waiver in regard to the school, I think it is to be noted that the school trustees are to be marked by the proper officer nunc pro tunc. The township must pay the costs of both motions.

Before Sutherland, J.
Strong v. Crown Fire Insurance Co.; Strong v. Anglo-American Fire Insurance Co.; Strong v. Montreal-Canada Fire Insurance Co.; Strong v. Rimouski Fire Insurance Co.; Strong v. K.C. and G. Kerr for plaintiff. G. T. Blackstock, K.C., and H. E. Rose, K.C., for defendants. Actions by plaintiff against C. A. Strong, K.C., for \$5000 from the Crown Fire Insurance Co.; \$4000 from the Anglo-American Fire Insurance Co.; \$4000 from the Montreal-Canada Fire Insurance Co. and \$5000 from the Rimouski Fire Insurance Co.

Judgment: The plaintiff within a year from the date of the fire, namely, on 20th December, 1911, issued new writs in this and the other actions and applied for an order consolidating former actions with these. I think it is proper in my view of the case and in the light of the findings I make to do so and I make an order consolidating the two actions accordingly.

Judgment against the Crown Fire Insurance Co. for \$5000 without costs, against the Anglo-American Fire Insurance Co. for \$4000 without costs, against the Montreal-Canada Fire Insurance Co. for \$4000 without costs, and against Rimouski Fire Insurance Co. for \$5000 without costs.

THE TAME MONKEYS OF GIBRALTAR.

A carefully protected tribe of apes inhabit the Rock of Gibraltar. They are practically tame and have a chief that is known about the garrisons as "Major."

There are only about 30 left of this host of monkeys, which, in some mysterious manner, came over from Africa many years ago and claimed citizenship in Europe. They are protected by martial law, and any addition by birth to their number is carefully chronicled and announced in the local paper.

The apes change their place of residence from the Rock of Gibraltar.

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dance from the highest peaks of the rock to lower and more sheltered portions and back again, according to the state of the weather. They show their sense of humor by throwing stones at the soldiers, but they are often not so far from a time save in the early morning.

A few years ago, on account of the diminutive number of these animals, some apes were procured from Barbary and introduced into the park. But the resident monkeys killed them all. Although so fierce to intruders of their own kind, they never attack human beings, and are greatly beloved and esteemed.

ODDS AND ENDS.

Rub'n'stich once declared to someone that he was descended from one of the crusaders who accompanied Richard Coeur de Lion to Palestine. "On the pl no, presumably," was the smiling response.

The pastor of a church at Marshalltown, Ia., resigned when his flock refused to cut his salary from \$1000 a year to \$800. That was bad enough, the pastor thought, for a man with a wife and six children to support, and he decided it was rubbing it in for the church to demand that he keep account of all fees received and credit the amount on his reduced stipend. He has quit in disgust.

The human body contains, among other constituents, about two pounds of phosphorus, which is essential to the health of the bones and the vigor of the brain. The phosphorus in Harper's Weekly, if extracted and put to another use, would make up about 4000 packages of friction matches.

A strange discovery lately made in the walls of the old palace of the Louvre shows that reinforced concrete was by no means unknown in Paris as far back as the sixteenth century, when the rebuilding of the Louvre was undertaken by that industrious builder, Francis I.

A distinguished physician was asked whether he could tell of any cures for senility. "I know of only two," he replied. "One is to land at the earliest opportunity, and the other is to go down with the ship."

The Harvard student who kicked a football for 27 miles, from Boston to New-York, on a water, had an Association football, which is perfectly round, and would go in a straight line when bored along the ground. Association football has about as strong a place in the average American college as the electric. You can spend a lifetime at college without seeing either, says The Springfield Republican.

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