

The Toronto World

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FRIDAY MORNING, NOV. 19.

THE BUSINESS VIEW.

Standing with reluctant feet Where the brook and river meet
is Longfellow's picture of maidenhood. Something akin to this is true of Toronto at present and for some years past. The village status of the city council has been more positively changed this year than for at least five years back. The city itself has taken a definite trend towards larger issues. The citizens realize that the day of small things and of unwise penuriosities is past. It is no longer possible to become popular on a platform of village politics, and those who still cling to that form of civics are losing their grip on public life.

If it should prove that the reports shortly to be made on the previous reports of the railway purchase proposals are confirmatory of the views now taken by business men of these proposals the city will next year pass definitely and finally from the village stage to the mature status, the more businesslike policies, and the wider interests of city life. This means also the closer association of the leading men of the city of all classes in its public affairs.

It is a good many years now since Sir Edmund Osler offered himself as a candidate for the mayoralty. We believe he would be welcomed as a candidate for one of the new street railway commissionships. The men needed on the new commission are those who will command public confidence, and who will at the same time not have their breath taken away or be compelled to rely on subsidies from the problems of a \$30,000,000 investment. You could get half a dozen men on the Telegram staff who could turn out half a dozen different aspects of the street railway purchase on half a dozen different pages on half a dozen different days. But that sort of thing does not count in real life, and Toronto is beginning to feel the pulse of real life in the city hall and the council chamber. There is only one man connected with The Telegram whose views in managing a \$30,000,000 business would be worth much and that is Mr. John Ross Robertson himself. If he cared to let his name be submitted for the choice of the council in appointing the new commissioners we feel sure it would receive consideration. The men now serving the city directly or indirectly like Mr. J. L. Englehart, Mr. Fred Dane, and Mr. Denis Murphy on the T. and N. O. Commission are of the class to which the council must turn. The Trades and Labor Council could nominate several men from their own ranks like Mr. Gibbons or Mr. Simpson. In the Hydro-Electric Commission for Ontario and Toronto we have Hon. Adam Beck, whom we could not hope to equal, but in Messrs. McNaught, Hendry and Ellis we have the stamp the city requires. The harbor board supplies other examples in Messrs. Lionel Clarke, R. S. Courtney and R. Home Smith. The last mentioned especially we regard as exactly the type of man who could serve the city with distinction to himself and advantage to the citizens.

There are many citizens who are doubtful of the kind of commissioners who will be appointed, and we regret that The Globe and The Telegram, instead of striving to retrieve past errors and secure the best possible management for the railway when it is taken over, as now seems likely, spend their energies in muddling misconceptions, and useless abuse of public-spirited citizens. If everybody will turn to and get the best possible commission there will be more millions saved in the management than The Globe can possibly figure out in deficits.

The city ought to be able to manage the street railway well enough to do as well as the present company does, while devoting the present company's profits to the improvement and extension of the service. That can be done and easily done, and without loss to the city. This is the business man's view, and the citizens are taking it.

THE RAILWAY COMMISSION.

The Regina Standard thinks that parliamentary action should not be involved unless and until we find that the railway commission will not decrease equalization of passenger and freight rates. The commission has been wrestling with the problem for nearly two years, and no one ventures to say when a conclusion will be reached. Just now the railways are endeavoring to increase freight rates

by 5 per cent. east of Lake Superior, and no doubt an effort will be made to further delay the western freight rates enquiry, until the situation in the east is examined. Nearly every one in the west has abandoned hope of relief thru the railway commission, altho some of the western papers seem to shrink from an appeal to parliament. Others are outspoken in their dissatisfaction with the way in which the complaints of the west have been treated by the board of railway commissioners, and in The Edmonton Capital we read:

Western Canada, with a case to present which is based on the proven fact that the cost of operation is less, the cost of construction less, and the density of traffic greater than in the east, while the freight charges are tremendously higher, cannot even get the case to trial before the railway commission.

No doubt the commission will hand down a judgment making some reductions here and there in western rates, but we doubt if the commission will attempt to standardize passenger and freight rates all over Canada, unless such standardization and equalization is first directed as a matter of public policy by parliament.

As to the proposed advance in eastern freight rates, it is curious to note that the railway companies in the United States applied for a 5 per cent. increase east of Chicago and north of the Ohio River, to become effective on Nov. 15. Thereupon the Canadian railways asked for like increase in the territory east of Port Arthur. The United States Interstate Commerce Commission the other day postponed passing upon the application until March 12, 1914, whereupon the Ottawa commission put off the application of the Canadian railways to March 12, 1914. It is contended that if the United States commission permits the rate, the Ottawa commission should follow suit.

But if rates in Eastern Canada must go up with the rise in rates in the Eastern States, should not the railway rates in the western provinces automatically sink to the level of the rates charged in the Western States? When rates are to be raised the Canadian is told that he must follow the example of the United States, but when he asks to have the rates lowered to the American level he is told that conditions in the two countries are entirely dissimilar.

VICARIOUS SUFFERING.

The Telegram, we regret to have to remind our readers, still labors under the delusion that its best way to atone for a grievous fault committed in 1891 is to encourage those who suffer from the fault, to continue their suffering to the last possible minute. They might be delivered from their sufferings eight years earlier and at their own cost, but The Telegram says "No, we have sinned, and you will bear the punishment!" This is so characteristic of The Telegram and its odd ways under the hypnotic influence of Controller Church, that we are not surprised to find four columns devoted last night to expounding the virtues of getting other people to suffer for one's own sins. The Telegram, in its motor car, can enjoy eight years of stunting hanging for its readers.

CHERISH YOUR ENEMY.

The Globe: That car running on or obstructing Queen street east of the city service for a few years, and charging five cents if it ever takes a passenger, is demonstrating the truth that an enfranchised company is often a public enemy.

Yet The Globe balks at the opportunity of clearing away this and a score of other similar obstructions and recommends the citizens to put up with them for eight years longer.

THE BUOYANT WEST.

We take pleasure in printing a letter from an enthusiastic Winnipegger, who desires the people of Eastern Canada to know that prosperity has by no means departed from the golden west. Bountiful harvests must be doing much, and the buoyant optimism of their people will do even more to make the prairie provinces grow in wealth and power. Canada's west of Lake Superior has nearly every natural advantage, and has been settled by an enterprising and courageous people. That the western farmers are not getting their full share of the great wealth they produce is mainly due to

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TORONTO MUST QUICKLY DRAW UPON HER LOCAL RESOURCES

Western Stagnation Means Loss of Trade With Prairie Provinces and Loss to Industry at Home—Development Within the Twenty Mile Radius Will Maintain Prosperity.

Great Britain has contributed many thousands of people to swell the population of Toronto in the past few years. Nearly all of these new-comers have found in Toronto the opportunity to better their lot. Many of them have quickly earned a surplus sufficient to bring out friends to share in the good times here.

There is now somewhat of a check to the demand for employees. It is generally understood by the new-comers that world-wide money stringency is so felt in the great provinces that the western demand for manufactured and other supplies from the east has lessened considerably. Toronto, the greatest producer of these supplies for the western provinces, is so affected that the demand for labor has lessened proportionately.

It is thus made plain to the new-comers from Great Britain that Toronto's prosperity at present depends largely upon the prosperity of the western provinces. This fact is making plain to the new-comers from Great Britain that Toronto should give more attention to the other resources she has for keeping up a demand for labor.

Without a doubt the new-comers know that the street railway purchase and the clean-up of the city to all would put Toronto in a position to develop the resources of the territory within a radius of 20 miles of the city, and create in that metropolitan area a business and industrial activity which would maintain a large demand for labor, to say nothing of opening up opportunities to the new-comers to become employers.

Must Get Out Streets.

This metropolitan area is impossible until a system of radial lines is sent forth from the heart of the city to all parts of the 20-mile radius. Bringing radial lines into the centre of business in the city is impossible until the city regains control of its streets. By the street railway purchase all barriers to the development of the metropolitan area would be removed.

extortionate and discriminatory freight rates and to the excessive charges to which they are subjected for every quasi-public service rendered by private corporations.

With the handicaps upon its prosperity, there is more discontent in the west than perhaps our friend from Winnipeg would be willing to admit. Those handicaps should be removed, and the people all over the country should be comforted by the fact that the ordinary farmer may be getting very little out of life, even tho he is able to keep up with his payments. Just now we venture to think that the grain growers of the west are far from satisfied with the economic conditions they are up against.

The Globe is not as familiar with the Bible as we would expect a newspaper with a minister at its head to be. It stated yesterday, editorially, tho this adds no force to a Globe statement, that Jacob waited fourteen years for Rachel. Jacob married Rachel a week after Leah and served his second seven years subsequently. See Genesis xxix, 27, 28.

NATURAL GAS ON THE CANADIAN GOVERNMENT RAILWAYS.

The development of the natural gas areas in New Brunswick is proving a boon to the Intercolonial Railways. In the shops at Moncton it is used exclusively for the generation of power. The steady and reliable heat makes it an ideal fuel for the blacksmith's forges, furnaces and gas engines. Being immediately ready for use there is no time wasted in "firing-up." Over 30,000,000 cubic feet of gas were used in September, and in the winter months 50,000,000 feet per month will be necessary to meet the railway's requirements, and results show considerable saving in expenditure. It is not generally known that this gas is used for the lighting of the railway's passenger cars all over the line.

THE TELEGRAM ALWAYS AGAINST PUBLIC OWNERSHIP.

Toronto Star: What was "The City's Price" in 1891—the price at which The Telegram bade it sell its streets to the railway?

A paltry \$475,000 in cash and a lien for \$378,788.

The Telegram was against civic ownership and for "The Price" in 1891. It is against civic ownership in 1913. It says it will be for civic ownership in 1921, but what guarantee is there in its record that it will not be then, as it was in 1891, against civic ownership and for "The Price"?

The Telegram is today against public ownership, against a one-fare railway system for Greater Toronto, and against putting the consumer into touch with the producer by getting the radials into the heart of the city. It is in favor of a two-fare ride from North Toronto and from parts of West and East Toronto to the downtown district, in favor of a three-fare ride from parts of East Toronto to parts of North Toronto or West Toronto. It is in favor of eight years' more of increasingly bad service from the Toronto Railway, and then years of litigation as to the price the city must pay at the expiration of the franchise. Not only is it in favor of these things, now that the terms of possible railway purchase are made known, but it was in favor of them and against purchase before the nature of the bargain was disclosed. In order to vent its spleen against Mayor Hocken, it was prepared to boom the suburbanite to two fares, and the whole city to a wretched service, whatever the Maclean offer might turn out to be. Its mind was thoroughly made up before it had "heard the evidence." Hocken had "started something." The said "something" must therefore be fought.

But perhaps the worst element in its raging protests against relief for car-users. It fought to put Toronto in its present fix; why should

Why is it, then, that The Telegram, which proclaims from the house-tops its love for the new-comers from Great Britain, is fighting in a frenzied manner to prevent the street railway purchase? By its frenzied fight against the clean-up of the franchisees The Telegram is of a certainty trying to hold Toronto from developing her close-to-home resources. It is well-known to many that The Telegram is fighting the street railway purchase only because Mayor Hocken advocated it and would prove himself a benefactor of Toronto by cleaning up the franchisees. It is also well-known that Mayor Hocken threw The Telegram influence out of the city hall, and that is why The Telegram hates Mayor Hocken.

Blocking the Way.

New-comers from Great Britain who have found Toronto an inviting city for bettering their lot in life, and feel that they have settled down, are looking for prospects, or, should be, good, must view with considerable distaste the frenzied fight of The Telegram to prevent Toronto expanding as she would were her natural resources fully developed. They must look upon the frenzy of The Telegram as very much against their material interests.

New-comers from Great Britain who now feel themselves settled citizens of Toronto have daily a presentation of high rents and high cost of living thru one-half the city being held in a congested condition. They know that this congestion can be relieved only by giving all of the city a unified street railway service on a one-fare basis. They know that they cannot have homes of their own without living where double fares and much discomfort have to be endured.

That The Telegram, the champion of the new-comers from Great Britain, should be fighting against their interests, is a fact that must make them wonder what a profession of friendship for new-comers from Great Britain really means in Toronto.

It not fight to keep it there? When the syndicate which developed into the present company was given the franchise in 1891, it was The Telegram which shouted loudest to make the bargain, and make it quick.

What the city wants is its price! was The Telegram slogan. And it was gleeful when Toronto sold for a price the franchise which should never have been parted with for money. In that year—the year of the long-regretted "street railway agreement"—Toronto had possession of the railway; and it was reversing the order of Mayor Edward F. Clarke wished to continue it as a municipal enterprise, that was he was treated by The Telegram, as it berates Mayor Hocken today. The Trades and Labor Council and the Knights of Labor asked for a year's trial of civic ownership. The Telegram abused them, too.

At Osgoode Hall

ANNOUNCEMENTS.

Nov. 13, 1913.
Judge's chambers will be held on Friday, 14th inst., at 11 a.m.

Peremptory list for appellate division, for Friday, 14th inst., at 11 a.m.:
1. Bank of Hamilton v. Slatky.
2. Gordon v. Gowing.
3. Fleisher Electric v. Dimitroff.
4. Barton v. Sherenko.
5. Barton v. Sherenko.

Single Court.

Before Latchford, J.
R. C. S. S. Board of Steelton v. R. C. S. S. Board of Steelton. Marie-E. F. Raney, for plaintiff, on motion for order continuing injunction. G. H. Kilmer, K.C., for defendants. At request of parties motion enlarged one week pending negotiations. Injunction continued meantime.

Fitzgerald v. Chapman—T. N. Phelan, for plaintiff, on motion for injunction. S. G. Crowell for defendant. At request of parties enlarged until 17th inst.

Ballard v. Rogers—A. R. Lewis, K.C., for plaintiff, moved for judgment for specific performance of a contract to sell certain property. No one contra. Judgment for plaintiff as asked, with costs. Reference to master in ordinary.

Re Godchere Estate—E. C. Cattani, for official guardian, appealed from order of surrogate judge, allowing executors a commission for their care, pains and trouble over the estate, on the ground that the amount was excessive in that the estate has not yet been distributed. C. A. Moss for executors. Reserved.

Re Laidlaw and Campbellford L. O. and W. Railway Co.—C. W. Livingston, for the railway company, on motion to set aside award, stated that parties wish enlargement until Dec. 1. E. G. Long for Laidlaw. Enlarged until Dec. 1 next.

Scott v. C. P. R. Co.—W. A. Skeans, for plaintiff, in two motions; C. W. Livingston, for defendants. At request of parties both motions for orders for injunctions enlarged one week.

Steinhart v. Bone—J. A. Campbell, for plaintiff on motion for order continuing injunction. L. Davis, for one defendant, M. Wilkins, for remaining two defendants, asked enlargement enlarged until 17th inst. Injunction continued meantime.

Leckie v. Marshall—W. M. Douglas, K.C., for Gray's Shipping and Development Company, asked enlargement of his appeal from order of master in ordinary pending negotiations for settlement. G. Osler for plaintiff. G. Bell, K.C., for defendant Marshall, asked enlargement. R. B. Henderson for Ross. Enlarged one week.

Appellate Division.

Before Mulock, C.J.O.; Riddell, J.; Sutherland, J.O.; Lettich, J.
St. Clair v. Starr—S. H. Bradford, K.C., for plaintiff. R. McKay, K.C., and A. R. Hassard for defendant. Appeal by plaintiff from the order of Falconbridge, C.J., in chambers of June 15, 1913, reversing the order of the master in chambers requiring a further and better affidavit on production to be filed by defendants, the Jack Canuck Publishing Company. Appeal dismissed with costs.

Re Estate Louis, A. Harrison—W. B. Raymond, for administratrix. Appeal by administratrix from judg-

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RUSSIAN ATTACHE ENDS LIFE.

ROME, Nov. 13.—(Can. Press.)—Col. Boulgarin, the Russian military attache at Rome, committed suicide today. He had been suffering from a serious illness.

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