### FRIDAY MORNING 6 ....

### The Toronto World

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Now an this the reews locoganes for it says: We find that river steamers are merged under one sreat pro-prietorship, that the railway companies control many lake ves-sels and that steamship confer-ences organize the ocean carri-ers into a gigantic monopoly. Under this system steamship companies, co-operating with railways, will be able to over-come all freight schedules author-ized by railway commissions just as they can increase their charges when tariffs are reduced. Unable to raise freight rates without au-thority from the railway commis-sions the representatives of the great corporations will operate thru steamship mergers. By this method they can increase ocean charges with every compulsory reduction of land charges. Thus the common interest of carrying companies control many lake vesteveste sets and that is the same in the active of the same is a control in the set of the same is a subject of this "denunciation."
 "Controller Church charges," and of the state is conjected by values a state of the same is a subject of the subject

A BUSINESS AFFAIR. can only injure the home market porarily and give no advantage t Mayor Hocken announced yester.

within the city, and acquire all street within the city, and acquire all street rallways and radial rallways within the present boundaries of the city, and within those boundaries they may be hereafter from time to time ex-tended. It seems to us the agreement, cov-oring such a blanket transfer, could be reduced to writing in a short time, and could be expressed in a few words. The Pennsylvania Rallway took over the Panhardie lines west of Pittsburg under an agreement written by the late Samuel J. Tilden upon one side of a single sheet of foolscap. It

gram was revealed a few nights ago. Nearly a whole page was given up last night to a recapitulation of what "Controller Church charges," and of what is the subject of his "denuncia-tion."

Pittsburg under an agreement written by the late Samuel J. Tilden upon one side of a single sheet of fooiscap. It involved many millions of dollars. Of course where there is a contract granting a franchise to run over a number of years many details have to be considered, and many contingen-cles anticipated. But where a city buys something lock, stock and bar-rel, the transaction can be expressed in terms of sweeping universality. The legal gentiemen engaged in drafting the agreement should not lose their bearings because the amount involved is so large. A bill of sale sufficient to convey a wheelbarrow can be effec-tively used to convey a traction en-gine and separator; words sufficient to convey a city lot worth two hun-dred dollars will be sufficient to con-vey a city lot, with a skyscraper on it. worth two million dollars: a bank cheque for ten dollars is drawn in precisely similar form as a bank/cheque for ten thousand dollars. A big railway system sometimes buys up a competing line over night, and a lawyer writes the agreement in short order. How long did it take the Bank of Montreal to complete its deal with the Ontarlo Bank?

IT IS A CONVEYANCE, NOT A

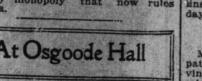
CONTRACT.

THE TORONTO WORLD.

retard the now rapidly growin, milling industry of the west, will also be considered.

shipper. Buyers from several points in the United States have already appeared on the Toronto market, thus provid-ing still keener competition. The facts to far observed seem to indicate that neither the Toronto nor Buffalo mar-kets will obtain special price advan-tages over the other, for natural con-litions must tend to keep quotations on a level. With this project, the On-tarko shipper and farmer will surely show his spirit of loyalty to Canadian home industries by sending all his supplies to Toronto. In the list sentence we are getting st the crux. Is there an equality of prices? We think not. James Car-ruthers says not. We deny that "the improvement in the transportation facilities has removed much of the desire for free entrance to the Ameri-can market." There is greater mile-age but higher freight rates and ab-solute combination to uphold rates. The demand continues for the Ameri-can market and for the very reason of freights. American freights are iower than Canadian: if we had free trade in prices we'd have free trade of freights. American freights are iower than Canadian: if we had free trade in prices we'd have free trade in freights! The Canadian Pacific Railway, to our mind, therefore, is the great upholder of the duty on wheat! As long as it is able to keep that duty in place it is master of the transper-tation. nome industries by sending all his supplies to Toronto. In conclusion we want to ask the Ontario farmer to keep his stockers and feed them himself rather than dispose of them to American farmers to fatten into prime beef.

**CONTRACT.** The agreement to buy out the To-ronto Railway Company and the To-ronto Electric Light Company is sweeping in its character. It is to be a clean-up by which the city will ab-solutely acquire exclusive control of the distribution of electrical energy within the city and excurse all street



Judge's chambers will be held Friday, 10th inst., at 11 a.m.

who is leaving for England aintiff su nation for n Monday before exa ness, order made for in cause

aintim -Motion referred to

Budge in chambers.
Haziewood v. Ross.—G. T. Walsh for defendants, Cash & Lurie, moved for directions as to third parties. No one for third parties. W. J. McLarty for plaintiff. Order directing that third parties be bound by adjudication between plaintiff and defendants. Costs of this motion and occasioned thereby to be costs in cause to plaintiff and defendants, Cash & Lurie, and question between defendants. Cash & Lurie, and question between defendants. Cash & Lurie, and question between defendants and third parties to be tried at conclusion of trial of original action.
Keiths v. Stewart—Gurney, for defendants, moved on consent for order dismissing action without costs. Order made without prejudice to right, if any, of any other lien holders, if any, on consent of other defendants being produced. EDDY'S "2 in 1" and "3 in 1" Washboards

being produced. McMahon v. Tonigher-Donovan, for plaintiff, obtained order for concur-rent writ for service on defendant Tonigher in New York.

Judge's Chambers.

Before Falcobridge, C.J. Re Thomas Collins—H. C. Macdon-aid, for Collins, obtained order for ha-beas corpus directed to warden of Central Prison, to have body of Col-lins before judge in chambers on Fri-day, 10th inst.

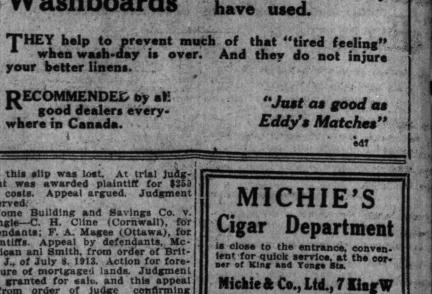
and this slip was lost. At trial judg-ment was awarded plaintiff for \$250 and costs. Appeal argued. Judgment

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and costs. Appeal argued. Judgmen reserved: Home Building and Savings Co. v Pringle--C. H. Cline (Cornwall), fo defendants; F. A. Magee (Ottawa), fo plaintiffs. Appeal by defendants, Mc Killican and Smith, from order of Brit-ton, J., of July 8, 1913. Action for fore-closure of mortgaged lands. Judgmen was granted for sale, and this appea is from order of judge confirming master's report. Argument concluded Judgment reserved.

Single Court. Before Falconbridge, C.J. Mr. Franklin Smoke presented his patent under the great seal of the pro-vince, appointing him a King's coun-sel, and he was called within the bar. Messrs. Stewart Cowan, Harry San-ders, Joseph James Freeman and Ai-bert Leo Brady presented their certifi-cates of fitness and were, on the flat of the judge, sworn in as solicitors of the supreme court of Ontario. Scott v. C. P. R. Co.' (two motions) -W. Proudfoot, K.C., for plaintiff, stated that parties wish enlargement of these two motions for injunctions until 23rd inst. Adjourned until 23rd inst.



**OCTOBER 10 1913** 

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# At Osgoode Hall

Oct. 9; 1913. ANNOUNCEMENTS.

Nor does it seem likely that any single country can exercise an adequate control over this new form of combination. If Canada should declare by act of parliament that ocean carriers refus-ing to submit to public regula-tion should not land at Cana-dian ports or should be subject to penalties fewer vessels would come to Canada and a far larger proportion of the trade of the country would be done thru the ports of the United States. It seems essential, therefore, to have common action at least by Can-ada, the United States and Great Britain if sea monopoly is to be curbed and the authority of the public over transportation re-es-tablished.

So this is the sorry breakdown we have to confess, if The News is right, namely: that Canada cannot deal with its transportation problems, but must appeal for help to Washington. We say Washington because our en-voy has already tried Westminster. Will not the question he heard on the Thames be repeated on the Potomac, "Have you no parliament in Can-"Have you no parliament in Can-ada?"

Is the Canadian parliament big enough to deal with the Canadian Pacific Railway Company? Pacific Railway Company? That question must be answered soon. Neither the British Parliament nor the American Congress will intervene. The Canadian Pacific Railway Com-pany considers itself above the law, it rides roughshod over the agreement as to rates, written in the sta-tute which gave it the breath of life, and endowed it with millions of dollars in money, and millions of acres of land belonging to the people of Canada. It laughs at the government and defies parliament by issuing 10 per cent, stock instead of 4 per cent. issuing 10 bonds whenever it sees fit to burden

the people with a new issue of securi-tles in order to cut up a melon for its stockholders. It patronizingly lends money to the Dominion Government, and advises, if it does not direct. legislation in which it is interested, including the tariff. Swollen with ar-rogance, this company thinks it owns Canada. It reminds one of the butler who in his master's absence takes possession of the house, makes free with the larder and the cellar, and persuades himself that he is the pro-

prietor. But we believe that the people of Canada are going to re-enter and take possession of their own premises. We think parliament will so deal with the Canadian Pacific that it will be glad to go back to its work as a servant of the public. Parliament can soon bring it to terms; the railway commission cannot do so unless strengthened and instructed by parliaunless ment. Sweeping relief cannot be hoped for from the commission. Fo nineteen months it has been struggling with one case, and no man is bold

enough to even guess when it may Can The News tell us whether parliament will be asked to deal with the

big transportation combine or does it Toronto Street - - Toronto ak with authority when it utters counsel of despair?

vasty more comprehensive and ef-fective. The simple fact is that Mayor Hocken conducted the negotiations to a point where he got what he want-ed; that he then referred the terms to experts for detailed and technical elaboration; and that on receiving the elaborated report, he called on the legal department to draft from this report the agreement to be submitted to the city council; but all this is re-presented by Controller Church as an attempt to withdraw from his posi-tion on the part of Mayor Hocken, while Tommy and The Telegram brandish a stuffed club. While the Pierrots of Bay street are consulting over their next page of "charges" and "denunciations" they who put the sick in sycophant. us. We have followed them in muni-cipal law, in railway law, corporation law, in the federal system. In the matter of railway commissions, etc., etc. We have followed them in most of their errors. The trusts are grow-ing here as they grew up there. And so all along the line.

If the Americans revise their tariff we begin at once to talk of revising ours. And we are talking that way tow. If they make free wheat a party starts to call for free wheat here. And they'll call for it till they get it. You cannot stop Canadians talking about our tax on (American) wheat and flour and their countervali-ing tax on cur wheat and flour. When they put up the fence we put up the fence: when they begin to take down the fence we begin to say that we must follow. Should we then take off our duty on wheat?

SUPPORT TORONTO MARKET. Changes in the American tariff have had the immediate effect of increasing the price of Canadian cattle, and of attracting attention to other stock-

yards than our own.

What are the people and the papers saying? The western farmers who raise wheat mainly say yes. Grain growers they call themselves. They want the wider market, the American market. Many western papers, many western people say the same. We believe, after a rather careful search of the market records that the price Shrewd as the Americans are to take advantage of anything which promises to put business their way, the interests behind the Buffalo mar-ket are endeavoring to draw cattle shipments away from Toronto to that market. On Monday last, the first day of free imports, the real effect of the tariff changes came into evidence. Our report of the Toronto market for that day indicated practically a par-ity of prices between here and Buf-falo, and that parity has since pre-

falo, and that parity has since prevailed. Now, the point The World wishes to

But many Conservatives say we must keep our protective lines and keep up the duty on wheat. The News, which is very near the influ-ences that are powerful in shaping Conservative policy, was inclined three days ago to take off the duty. It and The Mail are now not so cer-tain. In fact The Mail bell-book-and-candled The News yesterday. This is from a News special last night and shows a change: nake is this, that from a business standpoint alone, the drovers and farmers of Ontario should support their own market. Around the Toron-to Stock Yards allied industries are already established, ensuring a ready market for all supplies and we bealready established, ensuring a ready market for all supplies, and we be-lieve that these will be enlarged un-til Toronto, as a live and dead meat centre, will not be surpassed on the continent except by Chicago. Any di-version of Ontario cattle to Buffalo

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from a News special last high a shows a change: Ottawa, Oct. 9.—The effect of the new American tariff is closely watched by the Finance and Chs-toms Departments. As there will be no session until January, this will give several months to obwill give several months to ob-serve the operations before par-liament meets and to decide whether in the interests of Canada For the Small Investor The unquestionable safety of this It will be necessary to make any

tariff revision. In the meantime there will be investment is much more important to the person with limited resources than to the capitalist. To enable those who have only small sums to invest to do so safely, we issue In the meantime there will be no changes; in fact it is impos-sible to nicke any without the consent of parliament. The gov-ernment has no power to put wheat on the free list, not even the power of moving in an emer-gency as was done in the case of cement. These moneys are all invested by us in first mortgages on carefully selected improved real estate securi-ti.s, and behind them are

setty as was done in the case of cement. Before accepting the counter-valling offer on wheat and flour the government will consider the necessity of accepting this offer. The present equality of prices and the improvement in the Canadian transportation facili-ties has removed much of the de-sire for free entrance to the American market. Canadian wheat has now a much higher value on the English market than the American wheat and the gov-ernment must consider what effect on the standard of our wheat would result from the loss of its identity if mixed with the product in the United States How free wheat products would affect our great transportation facilities to secure which millions have been spent, and also whether it would spent, and also whether it would

In cause. East v. Brown-G. Kerr, for plain-tiff, moved for order striking out de-fence, or to compel defendant to file better defence. F. J. Dunbar for de-fendant. Motion refused. Costs in cause to defendant. O'Brien V. Pembroke Contracting Co.-R. McKay, K.C., for defendants, moved for order setting aside note closing pleadings. J. Moss, K.C., for plaintiff. Order made. Defendants to pay costs of motion. Defence to be delivered by 13th inst. Charlton v. Peard-R. McKay, K.C. Charlton v. Peard—R. McKay, K.C., for defendant, moved to set aside judgment by default. J. W. Bain, K.

Are route and payley J. G. Smith, for vendor, moved for order declaring that purchaser's objections are invalid and that vendor can make good title. Mr. D'Arcy Hinds presented his ap-pointment, by order in council, to be judgment clerk of the court, and took the oath of allegiance and oath of office

office. Appellate Division. Before Meredith, C.J.O.: Garrow, J.A.: Maclaren, J.A.; Magee, J.A.: Hodgins, J.A. Haines v. G. T. R. Co.-D, L. Mc-Carthy, K.C., for plaintiff. Appeal by defendants from county court of Stor-mont, D. and G., of June 11, 1913. Ac-tion to recover damages for being ejected from train of defendants at Whitby, in the night, by the conduc-tor, who had taken up his ticket and exchanged same for conductor's check, Before Meredith, C.J.O.: Garrow, J.A.: Maclaren, J.A.; Magee, J.A.; Hodgins, J.A. Haines v. G. T. R. Co.-D, L. Mc-Carthy, K.C., for plaintiff. Appeal by defendants from county court of Stor-mont, D. and G., of June 11, 1913. Ac-tion to recover damages for being ejected from train of defendants at Whitby, in the night, by the conduc-tor, who had taken up his ticket and exchanged same for conductor's check,

Fletcher v. Campbell-J. E. Jones, for plaintiff. H. H. Shaver, for de-lendant. Appeal by plaintiff from udgment of Winchester, J. of Coun-

CARRY RELIEF FREE.

TORONTO.

medicine was Dr. E w Dr. E. Smith Short. urth women to gradua are Dr. Alice McLaughi Dr. An Pickering respectively. Dr. Kathlee-ck graduated in the year 1897. Catharine F. Woodhouse, B.A., M.B.

SEATTLE, Wash., Oct. 9 .- (Can. Press.)-Relief supplies for Nome will be transported free by the steamship mpanies operating vessels from Seattle. The Senator's sailing has been delayed until Friday, and she will carry a large cargo of supplies. ew building an Clair avenue about the begin A two week dacted by the York, Fathers wright, at the the Rosary. T is for non-Ca week for the t is proposed nission to est foly Name the officers of peronto will be peront will be body of versfield r Mr. McLa ece of ] a Ca

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judgment of Winchester, J., of Coun-ty of York, of June 6, 1918. Action by J. S. Fletcher, a widow, to re-cover from defendants, real estate agents, \$200, alleged to have been paid