The Toronto World

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will pay for The Sunday World for one year, by mail to any address in Canada or Great Britain. Delivered in Toronto or for sale by all newsdealers and newsboys at five cents per copy. Postage extra to United States and all other foreign countries. Subscribers are requested to advisate promptly of any irregularity or delay in delivery of The World.

THURSDAY MORNING, OCT. 28.

THE GLOBE'S RANSOM.

The Globe appears to be determined not to consider the fact that what it calls a "ransom" is an estimate of profits entirely clear of the cost of obsolete cars and overcrowding and lengthened journeys. All these have been allowed for in the Arnold-Moyes report. The net earnings are not, as The Globe seems to think, \$12,000,000, for the next eight years, but \$20,454,-937, and this is after the city's regular percentages have been deducted from the \$32,606,887. Awhich is the balance between gross earnings and operating expenses at \$5 per cent. . It is well to note here that practically every the real operating expenses of the simplifies the consideration of the problem, because it shows that in the matter of operating expenses the Toronto Railway is on a level with street railways elsewhere.

Taking the present value of the net earnings of \$20,454,937, we get \$15,-701.106. From this has to be deducted what The Globe charges up to the final residue, a sum of \$7.100,000 allowed by the experts for new cars, additional cars, 22 miles of track extension and the like. The present value of this \$7,100,000 is \$4,987,558, which, deducted from the \$15,701,106, leaves the sum of \$10,713,553, which the city is to get in probing the question of controlling out of its \$22,000,000, but which The and regulating ocean freight rates." Globe alleges must be paid out for the and is busying itself "in promoting improvements already allowed for.

likely added evil of a franchise re-

newal lobby in permanent evidence.

bye to bear on the problem?

TOMMY'S TELEGRAM.

teemed contemporary. The Star, to his scientific method of retreat while covering the commissariat and baggage on Bay street.

It was a hitter pill for The Telegram to swallow, but Tommy said it had to

not a good originator, but he special- to go up from the west. izes on adaptations. So for his own personal activity he has appropriated The World plan of suburban railway service, long and ardently advocated by us, but neglected and even jeered at by The Telegram. The Telegram

People are wondering why this vio-

conducting The Telegram.

RATES, NOT ROUTES, THE QUES.

We rejoice with The Toronto Mail that the earlier harvest this year has terday with the metropolitan area resulted in a greater quantity of grain plan. As soon as the municipalities than usual getting to the seaboard. realize that it is not an annexation, No doubt the government and the rail- but a co-operation scheme, and that ways are to be commended. The all will be benefited, with an equitable blockade of 1911, to which The Mail apportionment of cost, there will be refers, bowever, occurred after the nothing but satisfaction, and the declose of navigation. Our railways, no- logates gave voice to this feeling yesbably the Canadian Pacific, fell down, terday. There was a hearty and and we had to appeal to the United unanimous acceptance of the princi-

sion and the United States railways to

But The Mail goes on to say that the railways are now in better shape, that the canals are being deepened and that therefore no Canadian grain hould go to or thru the United States. But what has The Mail to say about the rates charged the western farmer for the carriage of his wheat by the all-Canadian route from his railway station to Liverpool? Are these rates not higher than they were when the present government came into power? Are they not extortionate? Does it not cost the Canadian farmer more to get his grain to England than it does the American farmer living within a stone's throw of him? VIs it not true that during the past two years all inland shipping has passed into the control of one big merger, which, in turn, is dominated by the North Atlantic combine of which the Canadian Pacific Railway Co. is a member? And s not the all-water rate from Fort William to Montreal precisely the same as the rate part water and part rail? Is there not a transportation trust, headed by the Canadian Pacific Railway Co., which fixes the rate on Canadian grain from the western

wheat field to the British port? son for not answering? Our neighbor above any Ontario minister or member of parliament, has weight and in-

enough water to float a boat from penny of the city's percentages is paid Fort William to Liverpool, or whether out for paving and trackages, so that there are box cars enough to carry the wheat from line elevators to terminal railway are over 70 per cent. This elevators, but whether the rates panies upon Canadian wheat are higher than the rates charged by American transportation companies for similar service. The Mail senses something of this and we read:

In the meantime the govern-ment has been engaged in prob-ing the question of controlling, or regulating, Atlantic freight rates on grain, and in promoting measures to develop the efficience of the Canadian grain routes.

measures to develop the efficiency of If The Globe is still pessimistic, and the Canadian grain routes." But why inclined to view the \$10,713,553 as a should this probe into rates be condisappearing quantity, we can only fined to the high seas? Why does not say that, if we continue for eight years the government probe the inland naas we are, it will never have the chance vigation merger, and its agreement of appearing, nor will the improved with the Canadian Pacific Railway service. We will continue to struggle with the Canadian Pacific Rallway with double and triple fares, overcrowding, antiquated cars and all the told the inland marine association the other day that the inland navigation Fort William to Montreal by water man McIntyre and the other one. Will The Globe bring its business are unduly high. You get no cheaper rate by shipping all water than by shipping part water and part rail. The obvious reason is that the rail-Controller Church has discovered ways and the inland navigation merthat he has taken his organ. The ger are in the same trust and affiliat-Telegram, into a tight place and he is ed with the North Atlantic shipping now making heroic efforts to extricate combine. The Canadian Pacific Railit. We call the attention of our es- way Co. operates on land, on inland waters, on the ocean, and is the directing genius of the three-ringed

transportation trust. Surely The Mail will admit that Mr. Drayton's mission to England about be done, and The Telegram swallowed the ocean rates resulted in nothing. that we can't decide, tho we've tried the pill and itself also. The pill is And our neighbor will also admit that pursue but amid the right course to the ontario Government the tube scheme proposed by Mayor no effort has been made to prevent, Hocken and bitterly opposed by The probe or regulate the inland naviga-Telegram some years ago. Controller tion merger. Nor have railway rates Church says it has to be done, even been reduced. As to them we will be if it is Mayor Hocken's idea, in order told with some humor that they are if it is Mayor Hocken's idea in order told with some to defeat Mayor Hocken's other idea under consideration by the railway his massive brains he is toiling 'midst the defeat Mayor Hocken's other idea under consideration by the railway his massive brains he is toiling 'midst commission in the western freight But Controller Church is not going rates enquiry. This retort will raise to be satisfied with keeping The a hearty laugh among the railway Telegram busy on tubes. Tommy is supporters, and cause another groan

In short, the contention of the western farmer is that the same wheat brings a better price on the American side than on the Canadian side, altho it sells for the same price will now become sympathetic since at Liverpool. Why this difference? Tommy is willing to stepfather the It can only mean that the Canadian idea in order to exhibit a larger fam- is taxed more heavily for transportaily of projects than he could come by tion. Then why not give him the American market and the benefit of the American railway competition? lent and unreasoning antipathy to If the answer be that a certain street railway purchase on the part of amount of grain must be ground in The Telegram. A few are enlightened this country on account of the byand the news is going round. There products, and for the encouragement is a reason for taking up old and de- of milling, then we can only suggest, spised plans in order to maintain if without committing ourselves to the possible double and treble fares for proposition, that it might be better the next eight years, and we know not to bonus flour exported via the Canahow much longer, and so prevent the dian route, than to leave the farmer development of certain portions of the of Western Canada at the mercy of the land and water transportation But it's great fun watching Tommy trust, whose directing genius is the Canadian Pacific Railway Company.

METROPOLIZATION.

Excellent progress was made yes-States interstate commerce commist ples set out, and in the next few

In a Nutshell

What we give for the Railway Equipment worth \$13,532,995 Discounted to \$ 9,894,485 Cash in profits for 8 years of \$19,575,000, less

allowance for extensions, improvements, etc...

\$21,663,558

let the city expand seems to the blocking crew as big as the output of

gold from the Yukon. The opposi-tionist is obsessed with the suspicion that Sir William Mackenzie is trying to hoodwink the city, or else he is out to down Mayor Hocken at any cost to the city.

On the one hand is the opposition

running around crying bankruptcy, tubes, and anything to down Mayor Hocken. On the other hand are Mayor

the city council is over, the opposition will have some glimmering of the smallness of its ideas.

Decided Upon Best Build-

ing Material.

One of the most important of the

many road improvement plans now

under way in various parts of Can-

ada, is that just launched in Essex

line, the completed series of roads will be, in effect, one long continuous high-

highways. This magnificent series of highways has been a model for other

communities, and has attracted visit-ors on inspection tours from all over

the world. Now comes Essex County

a sister community, on our side of the river, with a plan which bids fair to

mately 100 miles of concrete

TORONTO MUST GROW TO MEET HER GROWING MARINE TRADE

Within Four Years, With Harbor Complete and New Welland Canal Open, Shipping Will Multiply—Can Toronto Grow Against the Handi cap of Inadequate Transportation?

Until the debate in the city council have to be ready for an energization brings out all the facts bearing upon the cleanup of the franchises within be ready for that extraordinary dethe limits of the city, those members who are now busy opposing the deal, and Mayor Hocken at the same time, can have no realization of what they way system that extraordinary defends for final extraordinary defends for that extraordinary defends for final extraordinary defends for fin the limits of the city, those members can have no realization of what they will be up against. The arguments in favor of the deal are increasing every day. The arguments against the deal are limited to vague generalities and the suspicion that Sir William Mackenzie is putting it all over the city.

Notwithstanding that the experts have found that the intangible value of the Toronto Railway Company's system is sixteen millions, and that the city would have to pay only ten.

system is sixteen millions, and that the city would have to pay only ten millions, the opposition use the cry of The Globe, that the ten millions are a "ransom."

The opposition, The Globe included, appears to be incapable of estimating appears to be incapable of the To
item that all the workingmen required in the city may live and not merely exist upon their earnings.

"Down With Mayer Hocken."

None in the opposition sees beyond his nose. An investment of ten millions to clean up the franchises and the city expand seems to the

ronto Railway Company to Toronto.
Not one of the opposition is capable of giving a thought to the fact that in four years the Welland Canal will be enlarged to permit the largest vessels on the great lakes to use Toronto harbon as freely as they now use the harbor as freely as they now use the harbors of Buffalo, Cleveland and other ports all the way up to Fort

Not one of the opposition is capable of giving a thought to the fact that in four years Toronto harbor will be equipped for marine and industrial energy equally with the great ports from here to the head of the lakes; or that in the enlargement of the Welland Canal and the improvement of Toronto harbor the government and the city are spending a great many more mil-lions than will be necessary to clean up the franchises in the city.

Make Ready Now.

Not one in the opposition is capable of giving a thought to the fact that in four years from now Toronto will

weeks progress will be made TO USE CONCRETE necessary organization work.

When Controller Church prope franchise management, with the very merger diverted Canadian wheat from reference to the Ontario Railway Montreal to Buffalo by making a lower Board The Telegram just loves the rate. He promised, however, to keep idea of a board "that could prove as For \$22,000,000 we get rid of all these up the coastal regulations, so as not big as its opportunity and duty." But Essex County Council Has inconveniences. We take over the real to permit American vessels to carry when Mayor Hocken proposes a reassets, We bring the system into first- grain from one Canadian port to an- ference to the same board language class shape, and we have \$10,000,000 other. He perceived, what we all fails The Telegram in expressing its or so to the good if we manage our know, that the rates for grain from contempt of Brother Ingram, Chair-

The Philosopher Sherwood Hart of Folly

ARTHUR HAWKES.

When the men we've sent up to par lament have put things on the blink: when the world can see that our policy is all to the rinky-dink, there's aye on man in the country's van who comes to the fore and talks, and we hear his voice, and our hearts rejoice at the words of Arthur Hawkes. We sweat and groan and we make our moan that we don't know what to do, of the smaller towns. pursue, but amid the brawl with a word for all as to what is what, there stalks thru the troubled land with a scheme he's planned our only Arthur Hawkes. It is always thus-while we fret and fuss till we wear our top knots thin, on the tangled skeins he makes a path where the nation dark let the people hark to the voice of Arthur Hawkes

TO OPEN BRANCH LIBRARY.

The Dovercourt Branch Library, at the corner of Bloor street and Gladstone avenue, will be opened tonight at 8 o'clock. Addresses will be given by T. W. Self, chairman of the public board, and by members

WOMEN'S LIBERAL ASSOCIATION. A meeting of the Toronto Women's Liberal Association will be held in th Margaret Eaton Hall at 3 p.m. today.

NDS

Our Bonds offer the small investo an opportunity to invest his money profitably and without risk. We issue them in sums of One Hundred Dollars and upwards The Corporation was established in 1855, and the accumulated experience of considerably more than half a century is brought to bear upon the selection of the securities in which the Bondholders' and Shareholders' money are invested.

These Bonds are by law an

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CANADA PERMANENT MORTGAGE CORPORATION

Established 1855 TORONTO STREET - TORONTO

At Osgoode Hall

Peremptory list for appellate divi-on, for Thursday, 23rd inst., at '11

1. Watters v. City of Toronto.
2. Herriault v. Cochrane.
3. Sachs v. Briggs.
4. Re Ontario Power Co. and Fort

6. Wynne v. Dalby.6. In re Renaud.7. Myer v. City of Toronto.

Master's Chambers.

Before George S. Holmsted, K.C., Registrar.

Long v. Evergite Explosites Co.—G. Grant, for defendant, moved for order postponing trial. H. S. White for plaintiff. Order made postponing trial to next sittings, with liberty to plaintiff to apply to try the case at some other sittings. Defendant to facilitate trial at as early a date as possible. Commission to issue to take evidence of Mair either in France or Brazil. Defendants to advance to plaintiff \$50 to enable her to be represented on commission. Costs in the cause.

Lang v. Peters—Gilmour, for defendant, moved for order dismissing action for want of prosecution. Armstrong (Aylesworth & Co.), for plaintiff. Motion refused. Costs in cause. Gilmour Ice and Coal Co. v. Travelers—T. N. Phelan, for defendant, moved for order dismissing action for non-attendance of plaintiffs on examination for discovery. No one for plaintiffs. Order made dismissing action with costs, including costs of motion.

Re Armstrong Trusts—T. H. Peine Before George S. Holmsted, K.C., Re-

Yericuk v. Sinclair-Orr, for defend

Judge's Chambers.

Before Britton, J.
Scully -v. Nelson—J. P. MacGragor, for plaintiff, appealed from order of master in ordinary sitting for master in chambers, striking out part of statement of claim and ordering particulars to be given by plaintiff. M. H. Ludwig, K.C., for defendant. Judgment: It seems to me that even more of plaintiff's statement of claim could be tiff's statement of claim could be streuk out without prejudice to plain-tiff's alleged cause of action. It is

Auburn Nurseries v. McGredy—H. W. Mickle, for defendants; A. C. Mc-Master for plaintiffs, Appeal by defendants from order of senior registrar acting for master in chambers, dismissing defendants application to set aside order allowing service out of jurisdiction of writ. Judgment: Leave should be given to defendants to enter a conditional appearance. Appeal allowed to extent of permitting defendants to enter a conditional appearance. Costs of appeal and of motion before senior registrar will be costs in the cause.

June 13, 1912. Action by James Murray to recover \$500 damages for broken leg, alleged to have been received by plaintiff thru rough handling from defendants' boat by defendants' employes on Dec. 24. 1912. At the trial judgment was given plaintiff for \$495 and costs. Appeal dismissed with costs,

Hunter v. Windsor. Essex and Lake Shore Hapid Railway Co.—J. M. Pike. K.C., for defendants. E. S. Wigle. K.C., for plaintiff. Appeal by defendants from judgment of junior judge of Essex of June 12, 1913. Action by

Single Court. Before Mr. Justice Britton.

County, Ontario. At a meeting of the council, on Thursday, Oct. 16, a bymotion for order continuing injunc law was drawn up for presentation to tion on return of papers and an order the voters next January. This bylaw continuing injunction until 27th inst. calls for the raising of a million dolcalls for the raising of a million dol-lars to provide concrete roadways covering no less than 150 miles, and con-necting all the important communities of Essex County. The proposed routes of the concrete roads will completely circle the county, and afford the finest moved for order quashing bylaw No. 369 of the Village of Beamsville school purposes on some eight dif-ferent grounds. No one contra. Or-Huber of the Ontario Government the committee appointed at the last session of the council, went over the different roads proposed for paving. Basing his recommendation upon the fact that the route will be used for much heavy traffic, Mr. Huber made his report in favor of using concrete thruout. and for an order to pass accounts. F

nities where otherwise excellent road development ideas were, in a measure, spoiled by failure to have the good road a continuous good road. The Essex County Council have shown their wiscounty Council have shown the council have s dom and far-sightedness by providing for the complete connecting up of the proposed concrete stretches, so that in the completed project there will appear no interruptions of unimproved or bad roads. While not in a straight

moved for order continuing injunc-tion. G. Grant, for defendants. Or-

fully equal that of Wayne County, and which will, perhaps, eventually eclipse the splendid road system that ing of 150 miles of concrete highways such as Essex County is to have, means a model county from the viewpoint of inter-communication between towns. Doubtless we will find deputations of municipal officers visiting towns. Doubtless we will find deputations of municipal officers visiting Essex County to obtain pointers on how best to link together the farm communities with the market places. The eyes of all North America will turn toward Essex County and watch with growing interest the completion of this project.

The eyes of all North America will turn toward Essex County and watch with growing interest the completion of this project.

For executor. J. Tytler, K.C., for respondents. Appeal by the son and daughter of Barry S. Cooper from the judgment of Kelly, J., of 26th May, 1913, declaring that residuary estates under will of Francis Cooper goes to the nephews and nieces of Barry S. Cooper. Judgment: Appeal allowed. Costs of all parties out of estate.

Kettle v. Dempster— J. J. Grav. Kettle v. Dempster-J. J. Gray for defendant. T. N. Phelan for plain-Organs at 50. a Week. tiff. Appeal by defendant from judgment of Falconbridge, C.J., of 18th ted, offer the choice of about slightly used organs, all put in May, 1913. Action by plaintiff, a

ANNOUNCEMENTS.

Motions set down for single court for Thursday, 23rd inst., at 11 a.m.; 1 and 2. Scott v. C. P. R. Co.
3. Re Boon Estate.
4. Whitney v. Small.

Re Armstrong Trusts—T. H. Peine, for Bank of Hamilton, obtained stop order against money paid in to credit of Thomas Henry Armstrong.

Waldron v. Timiskaming and Northern Ontario Railway Commission—A. J. Thomson, for defendants, moved for orders: (1) for physical examination of plaintiff, and (2) for a commission to take evidence of witness at Boston. H. S. White for plaintiff. Motion for examination adjourned before a judge, and motion for a commission enlarged until 28rd inst.

Wood v. Worth—Huycke, for plaintiff, obtained order allowing issue of concurrent writ and service of notice thereof. Twenty days' limited for appearance.

ant, obtained order, on consent, dis-missing action without costs.

Hocken. On the other hand are Mayor Hocken and his supporters steadily endeavoring to emancipate Toronto from an inadequate street railway service, to open up the city to radials and the trade of the immediate contributory territory, and to get the city ready for the expansion that will come in four years from Toronto harbor having a full share of the immense business from the inland lake merchant marine. When the debate in the city council is over, the opposition

Langley v. King-H. H. Shaver, for plaintiff, obtained leave to set down W. McPherson, for E. A. Armstrong, which provides for the issue of de-bentures to raise \$20,000 for high der made quashing bylaw with costs.

Re McDevitt Estate—E. J. Hearn,
K.C., for committee and executors of
will of Daniel McDevitt, moved under C. R. 600 for the advice of court. W. E. Raney, K.C., for James Mc-Devitt. J. Tytler, K.C., for John Mc-Devitt. J. F. Hollis, for Hugh Mc-Reserved. Empire Limestone Co. v. Carroll-

An interesting feature of the plan as outlined, is the provision of a continuous route of good roads. There have been instances in other communities. H. D. Gamble, K.C., for defendant.

are being taken by the Ry. Co. and as No. 1022, all the parties claiming to asked that motion stand to allow this way all of concrete, and taking in practically the whole of Essex County.

There would seem to be a peculiarly enterprising spirit in the vicinity of the Detroit River. On one side of the river we have Wayne County, Michigan (the county of which Detroit is the principal centre), with approximately 100 miles of concrete county. asked that motion stand to allow this to be done. W. N. Brewster, K.C., for defendants. Motion stands one week.

Home Bank v. Might Directories,
Limited—A. E. Knox, for plaintiffs, tion. G. Grant, for der made that trial be expedited and that parties go down to trial on or before 31st inst. Injunction so far as it restrains interference with wall continued meantime. Costs reserved to trial judge.

Appellate Division.

Before Meredith, C.J.O., Garrow, J.A.

You never get "Short Count" when buying a box of

EDDY'S MATCHES

THE CHOICE OF GENERATIONS

The price you pay buys you full quan-

tity-every time. Remember this when buying matches. Always ask for EDDY'S.

36 Brands for all demands.

girder with his wagon and throwing it over on plaintiff's leg. At trial judgment was given plaintiff for \$800 and costs. Judgment: Appeal dis-missed with costs.

Appellate Division Meredith. C.J.O.; Maclaren. Magce, J.A.; Hodgins, J.A. J.A.; Magce, J.A.; Hodgins, J.A.

Re Toronto Suburban Railway Co.

—R. B. Henderson, for the railway company, moved for order giving leave to appeal from the order of the Ontario Railway and Municipal Board of Sept. 26 last. G. R. Geary, K.C., for the city. Motion to stand to procure certificate of the Ontario Railway and Municipal Board as to proceedings.

and Municipal Board as to proceedings.

Re Ontario Power Co. and Township of Stamford—G. Osler for Ontario Power Co. A. M. Greer, K.C., for Canadian Niagara Power Co. E. Wallace for Electric Development Co. F. Aylesworth for township. Three motions by the three companies for leave to appeal from orders of the Ontario Railway and Municipal Board of Sept. 26, 1913. Reserved. Board of Sept. 26, 1918. Reserved.

Lane v. Dickinson.—F. W. Gladman (Exeter), for defendant. R. S. Robertson (Stratford), for plaintiff. Appeal by defendant from judgment of Falconbridge. C. J., of May 27, 1918. Action by widow of Frederick V. J. Lane for a declaration that the east half of lot 11. third concession. Blanchard forms part of estate of said F. V. J. Lane, and that the plaintiff as the administratrix of his estate or as his widow is entitled to said lands or to an interest therein, for possession and for an injunction. At trial judgment was awarded plaintiff for possession of the land and for an injunction with costs and giving

tiff for possession of the land and for an injunction with costs and giving defendant executors costs out of estate. Appeal dismissed with costs.

Gammon v. Osborne.—J. G. Wallace, K.C., for defendant C.J. Holman, K.C., for plaintiff. Appeal by defendant from judgment of the county judge of Oxford of July 2, 1913. Action was on an I.O.U., alleged to have been given defendant to plaintiff for \$443, and the defence denied making it. At trial judgment was given plaintiff for the amount and costs. Appeal dismissed with costs.

Murray v. Detroit and Windsor

tial judgment was given plaintiff for \$496 and costs. Appeal dismissed in the popular plan explained elsewhere in this issue. Six certificates and the small expense amount named the popular plan explained elsewhere in this issue. Six certificates and the small expense amount named the small expense amount named the popular plan explained elsewhere in this issue. Six certificates and the small expense amount named the popular plan explained elsewhere in this issue. Six certificates and the small expense amount named the popular plan explained elsewhere in this issue. Six certificates and the small expense amount named the popular plan explained elsewhere in this issue. Six certificates and the small expense amount named the popular plan explained elsewhere in this issue. Six certificates and the small expense amount named the popular plan explained elsewhere in this issue. Six certificates and the small expense amount named therein are all that are required.

K.C. for plaintiff. Appeal by defendants from judgment of deed and taken to a station two miles east where she was obliged to get off and walk back in rain and cold. At trial judgment was awrided plaintiff for \$250 and costs. Appeal dismissed with costs.

Re woolhouse and Land Titles Act.

E. Meek, K.C. for Woodhouse. W. B. Milliken for Christie. Brown & Co.

Appeal by John Woodhouse of Toronto biscuit manufacturer, from judgment of Latchford, J. of May 10, 1913. John Woodhouse applied to the master of titles to register him as the owner of the lands in dispute. Christie. Brown & Co. opposed the application. The master decided that they were not entitled to dispute the right of Woodhouse to be registered as owner, and on appeal from this ruling Latchford. S. est aside the right of Woodhouse to be registered as owner, and on appeal from this ruling Latchford. S. est aside the right of Woodhouse to be registered as owner, and on appeal from this ruling Latchford. S. e

At request of parties stands sine dieg to be heard with appeal.

Re Orr and Cash—G. T. Walsh, for purchaser, moved for order declaring that purchaser's objections have not been answered and that vendor has not shown good title. A. J. Keeler, the standard of the company of the not shown good title. A. J. Keeler, eral in place in the Gillies limit on for vendor. Reserved.

Aug. 20, 1312, and Murdoch McLeod for vendor. Reserved.

Hardy v. Lake Erie and Northern
Ry. Co.—W. T. Henderson, K.C., for
plaintiff, on motion for injunction,
stated that expropriation proceedings commissioners dismissed McLeod's and Armstrong's claims and directed that George Johnston be recorded for 'ands staked by him. No order was made as to costs. Judgment: Appeal dismissed with costs.

NO INJUNCTION

trestrains interference with wall continued meantime. Costs reserved to trial judge.

Appellate Division.

Before Meredith, C.J.O., Garrow, J.A., Magearen, J.A., Magee, J.A., and Hodgins, J.A.

Re Francis Cooper—H. T. Beck and the Reserved to be used to be used.

There will not be an injunction against the holding of the National Fat Stock Show in Exhibition Park next month. At a conference yesterday between the executives of the show and of the Canadan National Exhibition, it was agreed that the transportation building would be used for the horticultural building for the poultry exhibit, and the arena for the horse exhibit. The government building is not to be used.

HOME RULE

VICTROLA RECORDS.

Where to Find a Large Assortment. fifty slightly used organs, all put in good condition, at prices ranging from \$25 to \$65 and delivered to your home on payment of fifty cents a week. If out of town write the firm less and negligent driving of one of at 193-195-197 Yonge street. Toronto, defendant's servants, striking a steel selections as soon as issued. In ye Victrola Parlors of Ye Olde Firme of Heintzman & Co. Limited, 193-195-197 Yonge street, you will find trola records, and always all the new

MICHIE'S Cigar Department

Michie & Co., Ltd., 7 King W

But Size and Price by No Means Convey True Value of Rare Contents.

transaction. The quick sales, however, are in a greater part responsible for inducing the publishers to distribute these books solely through newspapers. They are not sold at stores, otherwise a profit would of necessity need to be provided for and with other usual trade conditions added, \$4 would be a comperatively low price to ask for such a volume. Daily papers throughout the country are making this great distribution for the benefit of their readers, which explains why it is put out at the mere cost of distribution.

quite clear that the statement of claim even yet contains irrelevant matter, which, of course, can be dealt with by the trial judge when evidence is offered. Appeal dismissed with costs in cause to defendant.

Auburn Nurseries v. McGredy—H. W. Mickle, for defendants; A. C. Mc-Master for plaintiffs. Appeal by recover \$500 damages for Murray to recover \$500 damages for plaintiffs. Appeal by recover \$500 damages for plaintiffs. Appeal by and the people. The result is a great, big, beautiful book, double the dimensions of the usualistic novel, but the size nowel, the great work, as well as the country and the people. The result is this complete story of the canal, setting forth its history, purpose and promise, a book that should be in the hands of every man, woman and child that wishes to advance.

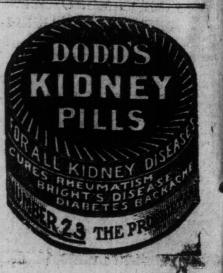
The World presents this book on the popular plan explained elsewhere in this issue. Six certificates and the small expense amount named therein are all that are required. Present your certificates without delay.

p.m. daily and will consist of the same equipment as the "Gate City Express." This train is the best to take for points west of Winnipeg, but for Winnipeg and east the "Gate City Express" is the right train to travel by. Full particulars from any Canadian Pacific agent, or write M. G. Murphy.

district passenger agent, Toronto. MUST REPORT ON CLAIMS.

OTTAWA. Oct. 22.—(Can. Press)—The international joint commission has given a ruling to the effect that in future all applications coming before it must be investigated and reported upon by the government of the country from which the application comes. The effect of this is that the preliminary work in every case will be done by United States or Canadian government officials, and it will be the duty of the commission te finally pass upon the application.

INLAND REVENUE INCREASES OTTAWA, Oct. 22.—(Can. Press)—The official inland revenue returns of the Dominion for September total \$1,886,040. In the same month last year they were \$1,000.



THUI JOHN

Big

Now i

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