

# The Toronto World

FOUNDED 1850.  
A morning newspaper published every day in the year by The World Newspaper Company of Toronto Limited, H. J. Maclean, Managing Director.  
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\$2.00  
Will pay for The Sunday World for one year, by mail to any address in Canada, Great Britain or the United States.  
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Postage extra to United States and all other foreign countries.  
Subscribers are requested to advise us promptly of any change of address or delay in delivery of The World.

THURSDAY MORNING, OCT. 23.

## 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 obsolescence and overworking 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 \$32,000,000, which is the balance between gross earnings and operating expenses of \$11,545,063. It is well to note here that practically every penny of the city's percentages is paid out for paving and trackages, so that the real operating expenses of the railway are over 70 per cent. This 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 \$4,987,568, which, deducted from the \$15,701,106, leaves the sum of \$10,713,538, which the city is to get out of its \$22,000,000, but which The Globe alleges must be paid out for the improvements already authorized and planned. If The Globe's estimate is pessimistic, and inclined to view the \$10,713,538 as a disappearing quantity, we can only say that, if we continue for eight years as we are, it will never have the chance of appearing, nor will the improved service. We will continue to struggle with double and triple fares, overcrowding, antiquated cars and all the defects and inconveniences of existing franchise management, with the very likely added evil of a franchise renewal lobby in permanent evidence. For \$22,000,000 we get rid of all these inconveniences. We take over the real assets, we bring the system into first-class shape, and we have \$10,000,000 or so to the good if we manage our affairs properly.

Will The Globe bring its business eye to bear on the problem?

## TOMMY'S TELEGRAM.

Controller Church has discovered that he has taken his organ to the Telegram, into a tight place, and he is now making heroic efforts to extricate it. We call the attention of our esteemed contemporary, The Star, to his scientific method of retreat while covering the commissariat and baggage on Bay Street.

It was a bitter pill for The Telegram to swallow, but Tommy said it had to be done, and The Telegram swallowed the pill and itself also. The pill is the tube scheme proposed by Mayor Hocken and history opposed by The Telegram some years ago. Controller Church says it has to be done, even if it is Mayor Hocken's idea, in order to defeat Mayor Hocken's other idea of street railway purchase.

But Controller Church is not going to be satisfied with keeping The Telegram busy on tubes. Tommy is not a good originator, but he specializes 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 will now become sympathetic since Tommy is willing to stepfather the idea in order to exhibit a larger family of projects than he could come by naturally.

People are wondering why this violent and unreasoning antipathy to street railway purchase on the part of The Telegram. A few are enlightened and the news is going round. There is a reason for taking up old and despised plans in order to maintain if possible double and treble fares for the next eight years, and we know not how much longer, and so prevent the development of certain portions of the city.

But its great fun watching Tommy conducting The Telegram.

## RATES, NOT ROUTES, THE QUESTION.

We rejoice with The Toronto Mail that the earlier harvest this year has resulted in a greater quantity of grain than usual getting to the seaboard. No doubt the government and the railways are to be commended. The blockade of 1911, to which The Mail refers, however, occurred after the close of navigation. Our railways, notably the Canadian Pacific, fell down, and we had to appeal to the United States for interstate-commerce commis-

sion and the United States railways to help us out.

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 should 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? Is 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 Company, of which the Canadian Pacific Railway Co. is a member? And is not the all-water route from Port 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?

Now, these questions are certainly to be answered. Has The Mail any reason for not answering? Our neighbor could get the information desired in a moment from Sir Edmund Osler, who, above any Ontario minister or member of parliament, has weight and influence with the present government.

The question is not whether there is enough water to float a boat from Port William to Liverpool, or whether there are box cars enough to carry the wheat from the elevators to terminal elevators, but whether the rates charged by the transportation companies 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 government has been engaged in probing the question of controlling or regulating Atlantic freight rates on grain, and in promoting measures to develop the efficiency of the Canadian grain routes.

Just a bit of a jumble here, is there not? The government is "engaged in probing the question of controlling and regulating ocean freight rates," and is busy itself "in promoting measures to develop the efficiency of the Canadian grain routes." But why should this probe into rates be confined to the high seas? Why does not the government probe the inland navigation merger, and its agreement with the Canadian Pacific Railway Company? Hon. George E. Foster told the inland marine association the other day that the inland navigation merger diverted Canadian wheat from Montreal to Buffalo by making a lower rate. He promised, however, to keep up the coastal regulations, so as not to permit American vessels to carry grain from one Canadian port to another. He perceived, what we all know, that the rates for grain from Port William to Montreal by water 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 railways and the inland navigation merger are in the same trust and affiliated with the North Atlantic shipping combine. The Canadian Pacific Railway 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. Dayton's mission to England about the ocean rates resulted in nothing. And our neighbor will also admit that no effort has been made to prevent, probe or regulate the inland navigation merger. Nor have railway rates been reduced. As to them we will be told with some humor that they are under consideration by the railway commission in the western freight rates enquiry. This retort will raise a hearty laugh among the railway supporters, and cause another groan to go up from the west.

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, although it sells for the same price at Liverpool. Why this difference? It can only mean that the Canadian is taxed more heavily for transportation. Then why not give him the American market and the benefit of the American railway competition? If the answer be that a certain amount of grain must be ground in this country on account of the by-products, and for the encouragement of milling, then we can only suggest, without committing ourselves to the proposition, that it might be better to bonus flour exported via the Canadian route, than to leave the farmer of Western Canada at the mercy of the land and water transportation trust, whose directing genius is the Canadian Pacific Railway Company.

Excellent progress was made yesterday with the metropolitan area plan. As soon as the municipalities realize that it is not an annexation, but a co-operation scheme, and that all will be benefited with an equitable apportionment of cost, there will be nothing but satisfaction, and the delegates gave voice to this feeling yesterday. There was a hearty and unanimous acceptance of the principles set out, and in the next few

weeks progress will be made in the necessary organization work.

When Controller Church proposes a reference to the Ontario Railway Board The Telegram just loves the idea of a board "that could prove as big as its opportunity and duty." But when Mayor Hocken proposes a reference to the same board language falls The Telegram in expressing its contempt of Brother Ingram, Chairman McIntyre and the other one.

One of the most important of the many road improvement plans now under way in various parts of Canada, is that just launched in Essex County, Ontario. At a meeting of the council, on Thursday, Oct. 16, a by-law was drawn up for presentation to the voters next January. This bylaw calls for the expenditure of a million dollars to provide concrete highways covering not less than 150 miles, and connecting all the important communities of Essex County. The bylaw also provides for the construction of a network of concrete roads which will completely encircle the county, and afford the finest type of highway connection to the farmers for reaching Windsor or any of the smaller towns.

The Ontario Government has appointed a committee of Engineers, Huber of the Ontario Government, to the committee appointed at the last session of the council, went over the bylaw and made suggestions. 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 throughout.

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 where otherwise excellent road development ideas were, in a measure, spoiled by failure to have the good road continuous. The Essex County Council has shown their wisdom and far-sightedness by providing for the expenditure of a million dollars to provide concrete highways covering not less than 150 miles of concrete county highways. This magnificent series of highways has been a model for other communities, and has attracted visitors on inspection tours from all over the world. Now comes Essex County, with a plan which bids fair to fully equal that of Wayne County, and which will perhaps eventually eclipse the splendid road system that is the pride of Michigan. The building of 150 miles of concrete highways such as Essex County is to have, means a model county from the view of the highway engineer and the farmer. Doubtless we will find deputations of municipal officers visiting Essex County to observe the plan, and how they can link together the farm communities with the market places. The eyes of all North America will be turned toward Essex County and watch with growing interest the completion of this project.

Organs at 50, a Week.  
We have the choice of about fifty organs of all kinds in good condition, at prices ranging from \$25 to \$65 and delivered to your home by express, for fifty cents a week. If out of town write the firm at 122-125-127 Yonge Street, Toronto.

These Bonds are by law an Authorized Trustee Investment

We shall be glad to send you a copy of our Annual Report and all particulars.

CANADA PERMANENT MORTGAGE CORPORATION  
Established 1855.  
TORONTO STREET TORONTO.  
12345

# In a Nutshell

What we give for the Railway \$22,000,000  
What we get:  
Equipment worth \$12,532,955  
Discount to \$1,934,485  
Cash in profits for 8 years of \$19,575,000 less allowance for extensions, improvements, etc. 11,769,073  
\$21,663,558

## 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 Handicap of Inadequate Transportation?

Until the debate in the city council brings out all the facts bearing upon the cleanup of the franchises within the 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 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 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 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 the value of the franchise of the Toronto 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 harbor as freely as they now use the harbors of Buffalo, Cleveland and other ports all the way up to Port William.

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; that in the enlargement of the Welland Canal and the improvement of Toronto harbor the government will be expending a great many more millions than will be necessary to clean up the franchises in the city.

Not one of the opposition is capable of giving a thought to the fact that in four years from now Toronto will have some glimmering of the smallness of its ideas.

On the one hand is the opposition running around crying bankruptcy, tubes, and anything to down Mayor Hocken. On the other hand are Mayor Hocken and his supporters steadily endeavoring to emancipate Toronto from an inadequate street railway system here to the head of the lakes, and the trade of the immediate contributory territory, and to get the city ready for the expansion of a million dollars in four years from Toronto harbor having a full share of the immense business from the inland lake market.

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

## TO USE CONCRETE ON GOOD ROADS

Essex County Council Has Decided Upon Best Building Material.

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

BONDS  
Our Bonds offer the small investor 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 Bonds are invested.

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# At Osgoode Hall

ANNOUNCEMENTS.

Oct. 22, 1913.  
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 Soon Estate.  
4. Whittier v. Small.

Preparatory list for appellate division, for Thursday, 23rd inst. at 11 a.m.:  
1. Watters v. City of Toronto.  
2. Macrae v. Hodgins, J.A.  
3. Sachs v. Briggs.  
4. Re Ontario Power Co. and Port Franco.  
5. Yvonne v. Dalby.  
6. In re Renaud.  
7. Myer v. City of Toronto.

Master's Chambers.  
Before George S. Holmsted, K.C., Registrar.  
Long v. Eveleville Explosives Co.—G. Grant, for defendant, moved for order postponing trial. H. S. White, for plaintiff, order made postponing trial to next sitting, liberty to plaintiff to apply to try the case at some other sittings. Defendant to facilitate trial at a date as possible.

Commission to issue to take evidence of Mair either in France or Brazil. Defendant to advance to plaintiff \$10 to enable him to go to France 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, further four months in the cause. Gilmour for defendant, for plaintiff, T. N. Phelan, for defendant, moved for order dismissing action for non-attendance of plaintiff on examination for discovery. No one for plaintiff. Order made dismissing action with costs, including costs of motion.

Re Armstrong Trusts—T. H. Peine, for plaintiff, moved for order against order against money paid in to credit of Thomas Henry Armstrong.

Waldron v. Timiskaming and Northern Ontario Railway Commission—J. Thomson, for defendant, moved for order: (1) for physical examination of defendant, (2) for a commission to take evidence of witness at Boston. H. S. White, for plaintiff, motion for examination adjourned before a judge.

Wood v. Worth—Haycock, for plaintiff, moved for order against order against concurrent writ and service of notice thereof. Twenty days' notice for application.

Yerliuk v. Sinclair—Orr, for defendant, obtained order, on consent, dismissing action without costs.

Judge's Chambers.  
Before Britton, J.  
Scully v. Nelson—J. P. MacGregor, for plaintiff, moved for order of master in ordinary sitting for statement in chambers, striking out part of statement of defendant and ordering plaintiff to give in a statement of claim.

Wig v. K.C. for defendant. Judgment: It seems to me that even more of plaintiff's statement of claim could be struck out without prejudice to plaintiff's alleged cause of action. It is a statement of claim, and it is not 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. D. Macdonald, for plaintiff, moved for order of master in ordinary sitting for statement in chambers, striking out part of statement of defendant and ordering plaintiff to give in a statement of claim.

Wig v. K.C. for defendant. Judgment: It seems to me that even more of plaintiff's statement of claim could be struck out without prejudice to plaintiff's alleged cause of action. It is a statement of claim, and it is not 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.

Empire Insurance Co. v. Carroll—J. P. Boland, for plaintiff, on motion for judgment on further directions. H. D. Gamble, K.C., for defendant. Motion quashed by writ with costs to be heard with appeal.

Re Orr and Cash—G. T. Walsh, for purchaser, moved for order declaring that defendant's obligations have not been answered and that vendor has not shown good title. A. J. Keeler, 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, 1814, declared by the Ry. Co. and asked that motion stand to allow this to be done. W. N. Brewster, K.C., for defendant. Motion stands as ordered. Home Bank v. Night Directories, Limited—A. E. Knox, for plaintiff, moved for order continuing injunction. G. Grant, for defendant. Motion 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 a wall continued meantime. Costs reserved to trial judge.

Appellate Division.  
Before Meredith, C.J.O., Garrow, J.A., Macrae, J.A., Magee, J.A., and Re Francis Cooper—H. T. Beck and J. R. Meredith, for nephews and nieces of Barry Cooper, J. R. Code for executor. Appeal by plaintiff, T. N. Phelan, for plaintiff, moved for order continuing injunction. G. Grant, for defendant. Motion 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 a wall continued meantime. Costs reserved to trial judge.

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