

The Toronto World

FOUNDED 1880.

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THURSDAY MORNING, OCTOBER 1.

Is the Whitney Tradition to Be Cast Aside?

In spite of the protest of party organs that everyone connected with the Whitney Government was of the same stripe and calibre as the old leader, the conduct of affairs yesterday has not given admirers of the late premier the assurance which they had hoped for that everything done about choosing a new leader would be after the old tradition—open, above board, square, fair and level.

To have a leader chosen for the province by the federal authorities from Ottawa is none of these things. Sir James Whitney would have repudiated any such action with all the force his language could express. No one could have misunderstood him. To suggest that he is worthily followed by those who resort to hotly-and-corner methods is to dishonor the man who was honest enough to be bold and bold enough to be honest.

It is neither honest nor bold to evade calling a caucus of the Conservative members and to engineer the choice of a tool, a puffy man, who will obey the behests of the Ottawa Government. This is not what the members of the Ontario Legislature were elected for, nor is it what they want. Party discipline may have reduced them to a frame of mind in which they are afraid to say what they think, but we have not the least doubt that we are expressing the opinions of most of them, and that if a caucus were in session they would have courage enough to express them.

We are not specially concerned whom the caucus chooses so long as he represents the members of the legislature and their desire to carry on the Whitney method and the Whitney tradition. We do not believe that a caucus would efface itself before the Grand Panjandrums from Ottawa, but if the members of the legislature did so, then we at least would know where Ontario stood and could begin again.

With an Ottawa caucus the Conservative party in Ontario would be working in the dark, the members could have no real loyalty to a machine in which they had no interest and over which they had no control. The party would very soon, as in the case of the Liberals in 1904-5, be on the way to disintegration and collapse. It is on that way now if the members be supine enough to permit their prerogatives to be extinguished.

The World used to phrase on Saturday last that has already established itself in the political history of Ontario: It spoke of the Whitney tradition. It now takes the place of the Whitney policy. This phrase has a real and forceful meaning to the people of Ontario. It stands for public rights as against corporate aggressiveness, for efficiency, for public ownership, for good faith kept with the people. And for courage.

It is not in accordance with the Whitney tradition to choose a successor to Sir James in the way that has been laid down by the Ottawa authorities. Nominally the lieutenant-governor should choose the new premier. Practically it should be the members of the Conservative party in the legislature in caucus assembled. Democratically, the people of Ontario.

What right has the federal government to butt into the situation at all? Are the people, or the members of the legislature to have a chance of exercising their rights in the matter? Will time be given to them to do it? Or, are men outside the Whitney tradition to do it and tell the members and the public: "Here's your chief; we've picked him for you!" We have heard a good deal about kaiserism of late, but this is kaiserism in principle coming right home to Ontario, and it is just as well to start fighting it where it puts in an appearance, and before it becomes more active.

One is so able to pick the leader to uphold the Whitney tradition as the people of Ontario, who helped to make that tradition along with Sir James. To them it means everything in politics and progress, and it has a

perfume of hope about it never met before, with the single exception, perhaps, of the national policy of Sir John Macdonald.

The people of Ontario will not be satisfied to allow the Whitney tradition, and all it means, to become involved in the exigencies of Dominion politics, or the Dominion Government; it must be kept away from these. That tradition would soon go to pieces if directed from Ottawa, whereas if maintained at its source of vigor and strength it would be a form of great vitality to Conservatives and Liberals as well as to all the other provinces.

How to Build Up Home Industries

Whatever manufacturing of any consequence we have in this country is directly due to the National Policy, formulated by Sir John Macdonald in 1879. That great statesman never hesitated himself into believing that the mass of the people would buy goods made in Canada if they could buy as good an article at a lower price imported from some other country. He knew that the United States tariff had built up great industrial establishments which could afford to sell at slaughter prices in Canada.

Unfortunately after the death of Sir John Macdonald no statesman arose to adapt the National Policy to meet changing conditions. The Laurier government hacked at it here and there and finally evolved no less than seven tariff tables. We had the general tariff, the intermediate tariff, the British preference, the French treaty, the German surtax, the anti-dumping clause and finally the peanut tariff schedule fixed up at the Albany conference between Mr. Fielding and Mr. Taft. Only the results of the election of 1911 prevented us from having an eighth table in the shape of a reciprocity agreement with the United States.

The accession of the present government to power was not followed by any scientific development of the National Policy. Slight changes have been made here and there, but we doubt if a single new industry has been started or an existing one materially strengthened. For some reason the manufacturer has been on the defensive. Liberal newspapers like The Globe and The Star have preached something like free trade, while Conservative papers like The Toronto News, have apparently considered the tariff as it stands the last word in fiscal legislation.

All these journals are now loudly urging the people to encourage home industry by purchasing goods made in Canada. No doubt people will endeavor to buy Canadian goods in preference to the imported article. But we venture to think that if the highly specialized industries of the United States, and the United Kingdom can undersell the Canadian manufacturer in his own market, the consumer will make his money go as far as possible by taking the best bargain offered him. Moreover, as a rule, he cannot tell where the article he is buying was manufactured; the shopkeeper himself often does not know. While the advice not to buy any goods made outside of Canada, if goods made in Canada are obtainable, is good as far as it goes, we fear the manufacturer stands in need of some more substantial encouragement. Those who opposed protective duties have not been his friends in the past and those loud in urging the plain people to build up home industries never addressed themselves to the banks, without whose assistance the manufacturer can neither successfully hold his home market or capture those markets in South America, which are said to await him.

As for the National Policy it must be developed in a broad way, along progressive lines and not by mere tariff tinkering. It may be that the tariff for government regulations of prices and wages. However that may be, we venture to think that foreign competition can only be excluded or restricted by governmental action.

What the manufacturer needs in many cases just now is better banking facilities, altho the papers that wish to "encourage" him do not seem to think so. Next he needs the home market; his export trade, in the nature of things can hardly yield him more than the cost of production. One customer in Canada is worth ten in South America.

A Whitney-Oshawa Road to Toronto

Roads are the sign and token of civilization. The better the roads and the more extensive the road system of any country the more highly it is civilized. It was the mark of the old Romans to have the finest roads in the world. They are as good as ever where they branch thru Britain. In Ontario, we are building up a great civilization and we are just beginning to lay the foundations strong with good roads. The new road between Hamilton and Toronto has stirred up a demand for miles of other road, and east and west the ways will extend, and north and south, until people coming to the province will stop casting up the old Romans to us and will tell us that Caesar had nothing on us, which will be altogether more agreeable.

This is how the people of Whitney and Oshawa are feeling at any rate, and they have started a movement

POLICE!



to build their share of the road from Toronto eastwards and downwards. The east is a great country and those who have gone down the Kingston road on a summer day know what beauty and pleasure there is in that direction. The farms are as fine as any in the world, but the roads are not in that class at all.

This is all to be remedied, and today a conference will be held at which Mayor Willis has called of the municipalities interested. Engineer McLean will represent the Ontario Government and Controller McCarthy will be present for the City of Toronto. There should be no doubt of the adoption of a plan in harmony with the work about to be put in hand in the west.

The Man in the Helmet

A man with a spiked helmet, always in uniform, claiming to be a war lord from God Himself, is not the most likely instrument to maintain the peace of Europe! Nor is such a one likely to be a shining leader of culture and spirituality, or the protector of women, children, old age. The Kaiser's helmet is the symbol of all the war and slaughter, inhumanity and rapine, irreverence and cruelty of the past. The ever-present spiked helmet is the one thing outstanding in William's career.

FORM WHOLE BRIGADE OF FRENCH-CANADIANS

Proposal is to Raise Four Thousand Men for Active Service.

MONTREAL, Sept. 30.—The proposal to form a French-Canadian regiment for active service will probably be offered into a much larger scheme. The promoters met this morning and discussed the details of a plan to form a brigade of French-Canadians, commanded and completely officered by men of that race and consisting solely of French-Canadians. This will mean that instead of enrolling 1,000 men for service, the recruiting officers will try to raise over 4,000 men. Col. Joseph Landry, commander of the Fifth Militia Division of Canada, will probably be one officer chosen to command this brigade when formed.

TO DISTRIBUTE APPLES AMONG POOR OF LONDON

LONDON, Ont., Sept. 30.—Mayor Graham has arranged to have apples offered by farmers of the district, distributed among the deserving poor of the city on Saturday next. Collegiate and public school students have offered to pick them, motorists transporting them to the orchards, while businessmen and merchants have offered motor trucks for the hauling of the fruit to London, and the charities organization will look after the distribution.

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WILL BEGIN SURVEY OF HYDRO RAILWAY

J. N. Stanley and Staff at Guelph to Start on Line to Toronto.

WILL BE MAIN ROAD

Connections Will Be Made With Two Other Branches North and South.

Special to The Toronto World. GUELPH, Ont., Sept. 30.—J. N. Stanley, district superintendent of the Hydro-Electric Survey, accompanied by G. F. Hanning and a gang of seven men, arrived in the city today and will remain here for perhaps a week and a half. Mr. Stanley stated this morning that they were here to make a survey for another Hydro Electric railway from Guelph to Toronto. He said this line would be a sort of a main line thru western Ontario and might be continued even past Guelph. It would be built to connect with the proposed line to north of Guelph and also with the one from Hamilton to Guelph, making this city a central point for western Ontario.

FRENCH SHARPSHOOTERS FIRED ON HOSPITALS?

Germans Make Charge Against Franc-Tireurs—Minor Reverses Mentioned.

LONDON, Sept. 30, 6.33 p.m.—The correspondent of Reuter's Telegram Company at Amsterdam says that a despatch has been received there from Berlin stating the German general staff announces that the surgen-general of the army has sent the following telegram to Emperor William: "A few days ago a military hospital at Orleans, France, was attacked by Franc-Tireurs (irregular sharpshooters)."

NEUTRALITY OF CHILE IS STRICTLY OBSERVED

German Cruiser Bremen Followed Until Clear of Chilean Waters.

VALPARAISO, Chile, Sept. 30.—Chile is making every effort to maintain absolute neutrality in the European war. The Chilean cruiser, Almirante Lynch, followed the German cruiser Bremen until she was clear of Chilean waters. Several German steamers, whose departure from Chilean ports there was a violation of neutrality, have been warned not to leave. If they did so they were told they would be pursued and stopped. The Chilean fleet has been distributed to give effect to these orders.

GREAT GALE CUTS OFF CABLE COMMUNICATION

Sweden and Germany Not in Touch—Foreign Mail Held Up.

CANADIAN PRESS DESPATCH. LONDON, Sept. 30, 6.30 p.m.—A Central News despatch from Copenhagen says that all cable communication in Sweden and Germany have been interrupted since yesterday as a consequence, it is stated, of the great gale prevailing. It is reported that Germany has been without any foreign mail since last week.

COLONEL SAM HUGHES WILL GO TO ENGLAND

Definite Announcement Made That He Will Not Head Contingent.

By a Staff Reporter. OTTAWA, Sept. 30.—Col. the Hon. Sam Hughes, M.P., has been short of his duty in his absence the department of militia and defence will be administered by the prime minister. Col. Hughes, it is stated authoritatively, will not go as a member of the Canadian troops, nor will he go to the front, but simply to England in an advisory capacity, while the Canadian division is in training. The date of Col. Hughes' departure has not been fixed.

DEATH OF JOHN LALLY.

CORNWALL, Sept. 30.—John Lally, 68, for the past twenty years lockmaster on the Cornwall Canal, died of appendicitis at the Hotel Dieu Hospital this morning. He was not ill a week. Mr. Lally was a son of the late Francis Lally and was born in Cornwall. He is survived by his widow, two daughters and one son, Mrs. James Quigley and Mrs. Mary Quigley. Mrs. Lally was prominent in lacrosse circles, and four sons, Mrs. Patrick Denney of Ottawa, Mrs. James Pendergast and Mrs. Cornelius Cavanagh of Cornwall. He was a member of the Knights of Columbus and the C.M.E.A. The funeral will take place on Friday morning to St. Columban's Church and cemetery.

FARMER GORED TO DEATH.

OTTAWA, Sept. 30.—Chester Spearman, 62 years, farmer, of Richmond, 20 miles from Ottawa, was gored to death yesterday by a bull on his own farm. Neighbors found the mangled body in a field near his home early this morning. Spearman left his house yesterday afternoon to call on a neighbor, and was crossing a field when attacked.

CADETS GET COMMISSIONS.

KINGSTON, Sept. 30.—Four more senior cadets of the Royal Military College, left Kingston today to join the Canadian contingent for overseas service, they having accepted commissions. The four are: A. G. Dobbie, who will be attached to the Scots Guards; M. W. Brown, to the Leicesters; C. H. Palmer, to the Irish Fusiliers, and H. H. Ferguson, to the Scotch Rifles.

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GRAIN MOVEMENT HEAVY FROM WEST

Twenty-Five Million Bushels in Elevators at Head of Lakes.

CANADIAN PRESS DESPATCH. FORT WILLIAM, Sept. 30.—The latest estimate is that 25,000,000 bushels of grain is in the elevators in the twin cities, which leaves 17,000,000 bushels of storage space yet to be filled. Receipts have been about twice as heavy as shipments so far, but it is anticipated that market conditions will be exceedingly favorable for export business with the opening of October, and this will cause a movement which will exceed receipts from the west. The elevator situation at Buffalo is not as satisfactory as it should be, and this, together with the decrease in exports, has affected shipment from the Canadian head of the lakes. An average of one cargo of a day is being shipped to Buffalo, as compared with an average of four cargoes for the same period last year. There are close to two million bushels of grain afloat in Buffalo harbor now, and the elevators there are filled to capacity.

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G. T. P. TO CONSTRUCT DRYDOCK ON PACIFIC

President Chamberlin Outlines Big Project at Prince Rupert.

WINNIPEG, Sept. 30.—President Chamberlin of the Grand Trunk Railway announced today: "The Grand Trunk has decided to build one of the largest drydocks in this country in Prince Rupert, at which a 20,000-ton battleship can be docked."

Work will be started Jan. 1, giving employment to thousands of unemployed men. A full, complete shipbuilding plant, as good as anything New York can boast of, will be in full swing shortly after the first of the year, so that the unemployed of the Pacific coast need not be without employment this winter.

GUELPH PATRIOTIC FUND.

GUELPH, Sept. 30.—At noon today Guelph's patriotic fund reached \$16,753, and by the time all the team reports are in it is expected to be close upon \$23,000.

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