

# The Toronto World

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THURSDAY MORNING, DEC. 21.

## Go Slow in Tearing Up the National Railway.

Can we tear up twelve hundred miles of track for war purposes in Europe without seriously impairing the efficiency of our Canadian railway system?

Probably we can, or the government would not make the attempt. Yet we note with apprehension the rather vague statement that the bulk of this trackage is to come from sidings on the government railway system.

The "government railway system" (outside of Prince Edward Island) embraces: (1) the Hudson Bay Railway, (2) the Intercolonial, and (3) the National Transcontinental. It might be, as some contend, that all of the Hudson Bay Railway could be spared, but that is a question we will neither discuss nor decide. As a matter of fact the mileage which it is said will be furnished from the Hudson Bay Railway seems rather insignificant.

We take it for granted that the Intercolonial is in no position to be stripped of its sidings, because during the last session of parliament there were many complaints about congestion of traffic, and we all know that the business of the road has grown enormously in recent years. We may therefore take it for granted that the bulk of the trackage to be sent overseas will be taken from the National Transcontinental.

No sacrifice is too great for war-time, but the burden should be distributed. The National Transcontinental is a pioneer railway, traversing a comparatively unsettled region, but lately a wilderness. At many points it is hundreds of miles from any other railway. It is, therefore, essential for its efficient operation that there should be plenty of switches and sidings.

The establishment of a six-cent rate on wheat from Armstrong to Quebec by the National Transcontinental last winter was one of the most significant economic happenings on this continent since the opening of the Panama Canal. It means that wheat and grain can now go forward all the year round from the western wheatfield to the Atlantic coast. It is a feather in the cap of public ownership which we do not want to see lost or thrown away. If there is anything like sufficient ocean tonnage available at Halifax we may expect to see a great deal of grain move this winter from west to east by the all-rail route. We want to see it moved promptly and efficiently by the National Transcontinental.

No rails are to be torn up, we understand, except upon the joint recommendation of the committee of experts recently appointed to investigate our Canadian railway situation, and the Dominion Board of Railway Commissioners. This places a great responsibility upon Sir Henry Drayton, who is chairman of the board and a member of the committee. He should go far before doing anything to impair the greatest national road that has cost the country so much, and we think, in this connection, that the government should take an inventory of all the steel rails in the country.

Eighty-pound rails are probably not required for the line about to be built in France. So much replacement work has been going on in the last few years that there must be thousands of lighter rails which are now serving no particular purpose in the possession of the railway companies, the steel mills and the government. We should think it quite likely, moreover, that there are duplicate local lines in Ontario and elsewhere which could be taken up without great public inconvenience. Everything possible should certainly be done before we commence tearing up any part of the railway which has cost us as a people, over three hundred million dollars. That road, now in the possession of the government, should be made more efficient rather than less efficient, and made to play a big part in the economic development of the Dominion.

Sir Harry Drayton will have to assume responsibility for what is done.

## The Only Way Out

There is only one way to avoid squabbles like those which now engage the attention of the Dominion Railway Department on the one hand, and the Conservative politicians of the Maritime Provinces on the other, and that is frankly and sincerely to take out of party politics the government postoffice, the government railways, and all other public utilities under government control.

Mr. John Stanfield, M.P. for Colchester, N.S., the chief government whip, threatens to resign his seat in parliament as a protest against the appointment of J. W. Matheson, of Belleville, Ont., to be assistant superintendent of the Intercolonial at Halifax. This is not because Mr. Matheson is not competent, but because Mr.

## LOOKING THE GIFT HORSE IN THE MOUTH



## CITY HALL NOTES

"I'm going to run for the mayoralty," Harry Winters reiterated to The World yesterday.

Mayor Church and members of council will meet Sir Robert Borden when he arrives at the Union Station Friday.

It required twenty-five men and carts from the street cleaning department to clean up the snow on the downtown streets yesterday.

The Fireman's Benefit Fund Committee for 1917 has been appointed as follows: Deputy Chief William Russell, Capt. Fox, Fireman Jcs. Waterman, Fireman Slaght, and H. Smith.

Preliminary to the civic campaign in favor of the municipal ownership of the Chippewa power scheme, Mayor Church yesterday issued an appeal to voters "yes" on the proposal at the polls.

Curtiss Aviation School closes today and the following graduates are announced: Calver, McGregor, Whitfield, Davis, Turner and McLean. There will be a farewell flight over the city about noon.

Ex-Ald. John Dunn declares the evening papers had no authority to report that he had reconsidered his decision to run for alderman in ward 5 this year. "Put me down definitely as being in the field," he said yesterday.

## GO SOUTH FOR THE WINTER—THE CUTHBERT WAY.

A winter tour of the Southern States and California in a luxurious train via Grand Trunk Railway from Toronto, arranged with every comfort for continuous travel. Drives and entertainment in the principal cities of Kentucky, Tennessee and Alabama. A leisurely trip down the coast of Florida from Jacksonville to Miami with special entertainment at each important place and a week at Palm Beach. Charming trip along the Gulf, making ten stops, with drives and entertainment between Pensacola and New Orleans. Pass Christian Sea, Biloxi, Pass Christian Sea, Biloxi, New Orleans in time for Mardi Gras. A five weeks' trip. Those who desire formal a nine weeks' trip, including everything from Redlands, Riverside and San Diego south to San Francisco and the north; either trip at a little expense—possibly less than you could pay to go to one place. Traveling thus leisurely from point to point you get infinitely more for your money both in pleasure and profit. A competent doctor will accompany the party, entertaining for the party, entertaining for the party, entertaining for the party. For full information write E. Y. Cuthbert, 321 Jarvis street, Toronto, Ont., phone Main 753, or W.J. Moffatt, Railway, northwest corner King and Yonge streets, Toronto, phone Main 1299.

## ASKS DAMAGES FROM CITY.

Justice Middleton has postponed for a week hearing in the suit of Mrs. Margaret McDonnell, 71 years of age, who is suing the city for \$3000 damages for injuries alleged to have been sustained thru the defendants' negligence in permitting an accumulation of ice on the walk opposite Grange Park. Mrs. McDonnell sustained a fracture to her hip in a fall on the pavement, and alleges that she is permanently injured.

## ADmits ROBBERY.

In the police court yesterday Fraser McMillen admitted that he broke into the drug store of W. A. Horrell, Wallace and Lansdowne avenues, recently, and stole a number of articles. He was committed for trial.

**CANADA PERMANENT**  
**For Christmas**  
Give a deposit account. It will bear interest, compounded at Three and One-half per cent. You can open an account with  
**ONE DOLLAR**  
**MORTGAGE CORPORATION**

## OSGOODE DECISION FAVORS RAILWAY

Nicholas Baker Loses Suit for Damages Against Grand Trunk.

VICTIM OF COLLISION

Alleges Company Made Contract, Terms of Which Were Not Fulfilled.

Chief Justice Falconbridge has dismissed without costs the action of Nicholas Baker, of Port Huron, Mich., who he sued to recover \$5000 from the Grand Trunk Railway Company as damages for alleged breach of contract. Plaintiff was a baggage man on the Welland division of the G.T.R. and on Sept. 18, 1914, he sustained injuries in a wreck on that division which confined him 5 months to his home. He alleged that the company's claims agent thru misrepresentation induced him to sign a paper, the contents of which were unknown to him. Plaintiff further alleged that among other things the agent told him that the company would fully reimburse him for every day lost as a result of the accident and this has not been done.

The injunction to restrain payment by the Royal Bank of Toronto of some \$12,000 to Charles Rheume, late lieutenant in the Canadian Expeditionary Force, but since released, was enlarged by Mr. Justice Clute yesterday until Jan. 4. Material filed on the application states that the police have a warrant for Rheume's arrest and are trying to locate him. It is alleged that the amount on deposit in the Royal Bank is made up of money obtained in payment of cheques forged by defendant. It is further alleged that he forged the name of Capt. Ray, paymaster to the militia and defence, and secured the sum of \$35,000 in all.

About twenty persons were equally divide \$35,000 left by R. P. Labatt, a brewer of Prescott, Ont., formerly of Prescott, Ont., according to a judgment handed down by Justice Middleton. The amount represents a fund which Labatt bequeathed to his wife, the income of which was paid here during the thirty-nine years she lived after his death in 1877. Among the beneficiaries are: the wife of Lieut. Col. S. C. McWhann of Hamilton, a sister; Colonel R. H. Labatt, a nephew and the wife of Hon. J. D. Reid, a niece.

## RESERVES JUDGMENT.

Judge Cuthbert has reserved judgment for a week in the case of Darrell Goulding of Newtonbrook, who was under trial in general sessions yesterday on a charge of criminal negligence. He is alleged to have struck down Herbert Carr, 64 Eglinton avenue, who was riding a bicycle on Yonge street, near Eglinton avenue, with his motor car, Sept. 23. Carr sustained several broken ribs and a fracture of his jawbone.

## CHARGES NEGLIGENCE.

The case of Homer Young a teamster, who is suing for \$500 damages for injuries from the Toronto Street Railway is being heard by Judge Winchester and a jury in court court. Young was driving a wagon across the Bloor street at Balfour street on July 8, and was struck by a westbound Avenue road car. He alleges negligence.

## ORANGEMEN ATTEND FUNERAL.

Bellefonte, Dec. 20.—The funeral of the late Rev. S. A. Dupre, of this city, this afternoon, was largely attended by many ministers of the Orange order. A number of the grand lodge officers of the Orange Society of Eastern Ontario, including Grand Master Capt. Maclean of the 265th Battalion, and was struck by a westbound Avenue road car. He alleges negligence.

## REPORT OF THE AUDITORS TO THE SHAREHOLDERS OF THE CANADIAN BANK OF COMMERCE

In accordance with the provisions of sub-sections 19 and 20 of Section 56 of the Bank Act, 1915, we report as follows:  
We have audited the above Balance Sheet and compared it with the books and vouchers at Head Office and have obtained the information and explanations that we have required, and are of the opinion that the transactions of the Bank which have come under our notice are correct.

We have checked the cash and verified the securities representing the investments of the Bank at its chief office and principal branches at a date other than, and in addition to, the verification at 30th November, 1916, and found that they were in agreement with the entries in the books of the Bank relating thereto.  
In our opinion the Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the affairs of the Bank according to the best of our information and the explanations given to us, and as shown by the books of the Bank.

T. HARRY WEBB, C.A.  
of Webb, Reid, Hegan, Callaghan & Co. AUDITORS  
JAMES S. WILKINSON, C.A.  
of Macmillan, Mitchell, Peat & Co. AUDITORS

## Eyes Treated Scientifically

Eyesight is so precious that you cannot afford to deal with the incompetent or the unscrupulous. Good eye-glasses are never sold at bargain price. We need the kind of glasses you need at the lowest possible price consistent with the highest quality and the service we render.

Let this be distinctly understood. Each case is carefully considered, each eye is scientifically examined, each patient gets the earnest interest of G. Saporito, our Graduated Optometrist and Optician.

## OPTICAL DEPARTMENT OF H. W. TISDALL'S Jewelry Store

Issuer of Marriage Licenses

150 YONGE ST., Toronto

## Cremeries at New Liskeard Is to Encourage Dairying

Hon. G. Howard Ferguson announced yesterday that he planned to establish a creamery at New Liskeard in conjunction with the minister's schemes for developing the dairy industry in Northern Ontario. It is a beginning. If it is as successful as the minister has been led to expect further steps in the same direction will be taken.

One agent of the department is already on the ground. The co-operation of the farmers of the district has been solicited.

## SPECIAL TRAINS VIA CANADIAN PACIFIC RAILWAY FOR CHRISTMAS TRAVEL.

Special trains will be operated via Canadian Pacific Railway, Saturday, Dec. 23, as follows:  
2.30 p.m., for Orillia, Walkerton and Owen Sound. 2.40 p.m. for Lindsay, Peterboro and Tweed. 7.20 p.m. for Hamilton and Buffalo. Extra equipment carried on all trains. Buy your tickets early, now on sale at any Canadian Pacific Ticket Office.

# THE CANADIAN BANK OF COMMERCE



## Statement of the result of the business of the Bank for the year ending 30th November, 1916

Balance at credit of Profit and Loss Account brought forward from last year	\$ 461,892 25
Net Profit for the year ending 30th November, after providing for all bad and doubtful debts	2,439,415 17
	\$ 2,901,307 42
This has been appropriated as follows:	
Dividends Nos. 116, 117, 118 and 119 at ten per cent. per annum	\$ 1,500,000 00
Bonus of one per cent. payable 1st June	141,317 42
do do 1st December	150,000 00
War tax on bank-note circulation to 30th November	147,288 33
Transferred to Pension Fund (annual contribution)	80,000 00
Subscriptions:	
Canadian Patriotic Fund	\$50,000 00
British Red Cross Fund	5,000 00
British Sailors' Relief Fund	5,000 00
Sundry subscriptions, including Northern Ontario Fire Relief Fund and War Hospitals, etc.	11,700 00
Balance carried forward	71,700 00
	\$ 2,901,307 42

## GENERAL STATEMENT 30th NOVEMBER, 1916

### LIABILITIES

To THE PUBLIC	
Notes of the Bank in circulation	\$ 19,239,347 68
Deposits not bearing interest	\$ 62,484,072 27
Deposits bearing interest, including interest accrued to date	167,412,079 88
	\$ 229,896,152 15
Balances due to other Banks in Canada	141,317 42
Balances due to Banks and Banking Correspondents elsewhere than in Canada	5,021,882 49
Bills Payable	2,186,836 68
Acceptances under Letters of Credit	2,092,640 13
	\$ 288,598,176 85
To THE SHAREHOLDERS	
Dividends Unpaid	2,084 12
Dividend No. 119 and bonus, payable 1st December	525,000 00
Capital Paid up	\$ 15,000,000 00
Reserve Account	13,500,000 00
Balance of Profits as per Profit and Loss Account	802,319 09
	\$ 29,302,519 09
	\$ 288,427,579 76

### ASSETS

Gold and Silver Coin Current	\$ 20,975,529 83
Dominion Notes	19,315,476 00
Deposit with the Central Gold Reserves	6,000,000 00
	\$ 46,291,005 83
Notes of other Banks	\$ 1,630,360 00
Cheques on other Banks	9,668,098 71
Balances due by other Banks in Canada	1,389 86
Balances due by Banks and Banking Correspondents elsewhere than in Canada	7,201,796 13
	\$ 18,501,646 70
Dominion and Provincial Government Securities, not exceeding market value	17,282,911 96
British, Foreign and Colonial Public Securities and Canadian Municipal Securities	7,810,461 73
Railway and other Bonds, Debentures and Stocks, not exceeding market value	14,725,133 07
Call and Short Loans (not exceeding 30 days) elsewhere than in Canada on Bonds, Debentures and Stocks	21,141,333 83
Deposit with the Minister of Finance for the purposes of the Circulation Fund	806,964 42
	\$ 129,341,420 21
Other Current Loans and Discounts in Canada (less rebate of interest)	133,788,151 21
Other Current Loans and Discounts elsewhere than in Canada (less rebate of interest)	16,504,418 23
Liabilities of Customers under Letters of Credit, as per contra	2,092,640 13
Overdue Debts (estimated loss provided for)	230,738 30
Real Estate other than Bank Premises (including the unused balance of the Eastern Townships Bank)	\$ 1,264,458 34
Less mortgage assumed	100,000 00
	1,164,458 34
Mortgages on Real Estate sold by the Bank	389,411 53
Bank Premises at cost, less amounts written off	5,139,487 26
Less mortgage assumed on property purchased	300,000 00
	4,839,487 26
Other Assets not included in the foregoing	126,904 34
	\$ 288,427,579 76

B. E. WALKER, PRESIDENT. JOHN AIRD, GENERAL MANAGER.

## TORONTO POLICE CAUSE ARREST IN BORDEAUX

Traced Chas. Rheume, a Deserter, Who is Charged With Forgery.

On information supplied by the Toronto police department, Lieut. Chas. Rheume, alias Robert, a deserter from the Quebec Battalion, was arrested yesterday at Bordeaux, France, on a charge of manufacturing and forging Canadian military pay cheques to the amount of \$28,000. The local police were informed of the arrest at noon yesterday. Rheume will be brought back to Canada to stand his trial.

A short time ago the local police were notified by Sir A. P. Shawcross, K.C.M.G., M.V.O., chief of the Dominion police, that Rheume was suspected of manufacturing and forging military cheques, and that he was believed to be in Toronto. Inspector of Detectives Kennedy investigated, and found that the man had been here, had withdrawn several hundred dollars from a local bank and left for New York on Dec. 7. It was learned that he had booked passage for Bordeaux, France. Accordingly, the chief of the Dominion police was notified, and he cabled the French authorities to arrest Rheume. On the arrival of the boat at Bordeaux yesterday the man was arrested.

Rheume, according to the police, stated that he had been rejected from the aviation corps, and was on his way to join the Foreign Legion in France. It is understood that the \$28,000 is deposited in a Montreal bank.

## GRAND TRUNK RAILWAY SYSTEM

Travelers from Toronto to Chicago via Grand Trunk connect favorably on the excellent service of the International Limited, "Canada's Train of Superior Service," operating daily between these cities. Leaving Toronto 4 p.m. daily a traveler is placed in Chicago at 8.15 the following morning, traveling via double-track route, which is conducive to safety, and reducing delays to a minimum with the maximum of comfort. Pullman, drawing-room, compartment, observation car, carried through from Toronto, and unsurpassed dining car service, are offered to travelers patronizing this train.

Full information, tickets, reservations, etc., can be secured from City Ticket office, northwest corner King and Yonge streets, phone Main 4209.

## JAPANESE STEAMER.

London, Dec. 20.—The sinking of the steamer Taid Maru, of 3434 tons, is announced by Lloyd's Shipping Agency. Twenty-three out of her crew of 45 have been picked up.