

## The Toronto World

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WEDNESDAY MORNING, OCT. 21.

## A New Phase of Hydro-Electric Development.

Agriculture and the intelligence of  
the farmers of the townships lying  
east of Toronto have been actively in-  
volved in the fine vote on the hy-  
dro-electric radial railway bylaws. It  
is true that two little villages stayed  
out in the wet, but in one case it is  
probable that partisan feeling had  
something to do with the result, and  
in the case of Newmarket everybody  
knows the real reason.

Newmarket has had a solid concrete  
platform built for years for the heavy  
trafficking of goods that are used to play  
upon all public ownership policies  
which bears the traces of such lack of  
enterprise. Instead of being another  
Brantford or Galt the place remains  
simply Newmarket and will remain in  
the village class.

With the opportunity of having the  
finest and cheapest kind of competi-  
tion in transport, the hydro radial line  
was turned down. But as Sir Adam  
Beck has remarked, the most profit-  
able part of the plan has been carried  
out. We sympathize with men of in-  
telligence like Mayor Allen and Reeve  
Hunter who gave a sensible lead to  
the Newmarket people, but they were  
evidently welded to their idols. Re-  
actionaries like Mr. Herbert Lennox  
will have a lot of explaining to do  
about the people did not know what  
was good for them. Ever since the  
days of "Bellamy" the Scarborough vil-  
lagers have been doubtful of the ad-  
vantages of progress, and the val-  
ues have increased beyond the dreams  
of the late Mayor Macdonald, there  
is still a reluctance to make any de-  
cided forward movement. The hydro  
power will be brought into the dis-  
trict in spite of the village vote, and  
it is possible that when some of the  
more progressive farmers in the vic-  
inity begin to use power on their  
property the others may wake up to  
the fact that modern civilization has  
reached them and is available. Those  
who do not avail themselves of the  
best methods invariably drop behind  
in the race.

The vote on the whole was highly  
encouraging and shows that the cam-  
paign of the last few weeks was an  
effective one. Sir Adam Beck did  
splendid work, as always, in his ar-  
guments and explanations, and for the  
most part the enemies of public own-  
ership had little comfort out of the  
result. The vote sets a-going a new  
and necessary part of the hydro-elec-  
tric system. The use of power de-  
pends for economy on the widest pos-  
sible distribution, the most varied  
forms of employment and the use of  
as large quantities of power as pos-  
sible. The distribution of the load al-  
ways helps the reduction of prices.  
The more places take power the bet-  
ter for the consumer.

The time will probably come, in the  
interests of the consumers, when the  
hours of factory labor may be changed  
in the eastern and western parts of  
the province, in order to shift the  
power load. Instead of having the  
whole heavy load between five and  
six, the hours could be changed so  
that half of it would fall between  
4.30 and 5.30 and the other half be-  
tween 5.30 and 6.30. This reduction  
of the peak load would result in a saving  
of thousands of dollars a year. It is  
merely by accident that the time mer-  
idian is fixed at Windsor instead of  
say Hamilton. It would be inconve-  
nient to change the actual time of the  
province, but factories and places of  
business might agree to change their  
time half an hour each way to their  
east and west of Hamilton and thus  
reduce the peak. But the reduction  
will take place, to a large extent, by  
the extension of business as well as  
by the artificial alteration of time  
tables.

The new phase of power exploita-  
tion which is involved in the con-  
struction of the hydro radials means  
a great increase in the consumption  
of power, not only in the district in

which the voting has occurred, but in  
many other districts which will be  
eager to follow the example now set.

We do not expect that there will  
be any hasty work done in carrying  
out the plans outlined for the Port  
Perry, Whitby and Markham lines.  
The stringent state of the money  
market owing to the war, and other  
considerations arising out of the war  
itself, will delay operations to some  
extent. Nothing can be done either,  
until the Dominion subsidy is secured.  
But there will be plenty to occupy the  
time in preliminary preparation before  
the actual laying of tracks is under-  
taken.

It must not be forgotten that the  
radial railway business is not the only  
part of the project, because it sup-  
ports the equally important work of  
distributing power and light to all the  
municipalities concerned, as it does to  
the farmers in every part of the ter-  
ritory interested.

## The Two Sides of Upper Toronto

That portion of the city up over the  
hill and west of Yonge street is now  
feeling the benefits of its new roads  
and pavements and of the viaduct and  
fill on St. Clair avenue across the ravine  
near Bathurst street. There is a  
first-class pavement up all St.  
George street and under the C. P. sub-  
way; then up Poplar Plains road, or  
instead of Poplar Plains road, and on to  
Bathurst street (and in a week's time  
by Davenport road and up Bathurst  
street), giving access to St. Clair av-  
enue, to Vaughan road in a north-  
westerly direction; or if you go by  
Poplar Plains road you strike Forest  
Hill road and further out and get ac-  
cess to all the good pavements in  
that part of the section. Up-the-hill  
and down-the-hill are now united by  
Avenue road and Bathurst street.  
These improvements after four years'  
time on them, have made a great new  
quarter in Toronto.

Something of the same kind is due  
to the east side of upper Toronto;  
but for five years now North Toronto  
as a town and as part of the city,  
has tried to get a thoroughfare paral-  
lel of Yonge street running from Rose-  
dale up thru Mount Pleasant Cen-  
terly and on to the north and named  
Mount Pleasant road. A large portion  
of the right of way has been laid out;  
what remains to be done and what is  
essential is that Macdonald avenue  
from St. Andrew's College in Rose-  
dale, should be taken across the C. P.  
Park and up the hill and thru Moore  
Park and the cemetery. Two miles or  
more is laid out north of the cem-  
etery. The work could be carried on  
this fall and winter to the great ben-  
efit of the unemployed; and if the peo-  
ple of North Toronto devoted them-  
selves to this proposition they would  
get something done that would be of  
the greatest benefit and put the east  
side or a part with the west side, now  
enjoying the benefits of the develop-  
ments already mentioned. But it looks  
as if up-the-hill and down-the-hill on  
the east side of Yonge are to be se-  
parated for many a day by the C. P.  
R. tracks.

The aldermen of ward two certainly  
owe it to their constituents to find  
out who has so steadily stalled off  
any improvement on the east side  
connecting Rosedale with Moore Park.

## The Kaiser's American Organs!

A month or so ago The World took  
occasion to point out that two Ameri-  
can weekly newspapers with large  
circulations in Canada were more than  
pro-German in their editorial attitude  
on the war. It has been stated since  
in the most direct way that large sums  
of money were paid to certain Ameri-  
can papers to steer public opinion  
toward the German side. The papers  
mentioned by The World saw fit to put  
large advertisements in our local  
rivals, proclaiming their fair-minded-  
ness! And now The Toronto Globe  
says it has no doubt of American pa-  
pers being bought up to discredit the  
British side. But this sort of adver-  
sity has little influence in the United  
States, and none in Canada.

## Is It to Be Sidetracked?

In order to clear the track for war  
legislation it is necessary to leave the  
proposed revision of the Railway Act  
on the siding indefinitely? That ac-  
tually is in need of revision, codifica-  
tion and amendment. Many reforms  
which commanded themselves to the  
government were postponed until the  
parliamentary session of 1914, when  
the new railway act was to be passed.  
But as it happened the 1914 ses-  
sion, convened in January, found it  
inconvenient to put thru this legisla-



"DIGGING HIMSELF IN"

tion. The government bill was in-  
troduced in both houses simultane-  
ously and sent to a joint committee. This  
was done so late in the session that  
the committee did not convene until  
the eve of prorogation.

Under our system parliamentary  
committees cannot sit during recess  
or resume their work where they left  
it off at the preceding session. It  
was hoped, however, that a new com-  
mittee would be reappointed and  
promptly consider and in due course  
report upon the bill at the 1915 ses-  
sion.

We see no reason why this legisla-  
tion should be dropped or indefinitely  
postponed and yet we fear powerful  
pressure will be brought on both par-  
ties quietly to sidetrack railway re-  
form for the present. The govern-  
ment bill introduced in the last ses-  
sion contained a number of important  
provisions, including one placing in-  
land navigation companies under the  
control of the railway commission.

Section 143, however, gave cold chills,  
followed by acute indignation, to the  
railway companies, and caused a pow-  
erful lobby to obstruct the progress  
of the entire bill. That section put  
all railway stock and bond issues un-  
der the supervision of the Dominion  
Board of Railway Commissioners and  
was designed to prevent stock water-  
ing, melons and other devices of high  
finance. It was a progressive meas-  
ure for which the government re-  
ceived great commendation. It should  
not be sidetracked.

## "Home Rule" in Drinking

The bewildered voter in Ohio this  
fall will be asked to vote upon two  
constitutional amendments, one pro-  
viding for state-wide prohibition, the  
other taking away the power of the  
legislature to pass a prohibitory law,  
while permitting local option to the  
township or municipality, as the unit.  
If both amendments pass, and stranger  
things have happened, a curious situa-  
tion will be created.

The liquor question can now be  
kept pretty well out of politics in Ohio,  
because the people may amend the  
state constitution thru the initiative  
and referendum without any action by  
the legislature. They can also pass  
laws, in the same way, provided these  
do not infringe upon the constitution.  
The history of the liquor legislation  
of the Buck Eye State is peculiar and  
interesting. For half a century they  
had the license system, much as it is  
in Ontario: then the constitution was  
amended to prohibit licensing the li-  
quor traffic. The passage of this  
amendment brought about a great  
deal of untaxed and unlicensed drink-  
ing, and after sixty years the state  
restored the licensed system. Now  
the temperance people are urging state-  
wide prohibition and the liquor men  
are pleading for "home rule," as they  
call it.

The indications are that for the  
present at least local option will be  
preferred to state-wide prohibition.

## Canada Permanent Mortgage Corporation

Toronto Street . . . . . Toronto.

ESTABLISHED 1885.

President—W. G. Gooderham.

First Vice-President—W. D. Matthews.

Second Vice-President—G. W. Monk.

Joint General Managers—R. S. Hud-  
son, John Massey.

Superintendent of Branches and  
Secretary—George E. Smith.

Paid-up Capital . . . . . \$6,000,000.00

Reserve Fund, earned . . . . . \$250,000.00

Investments . . . . . \$1,826,518.37

Deposits Received

Debentures Issued

135

## BRANTFORD PLANS TO BEAUTIFY CITY

Delegation Asks Hearst for  
Permission to Build Hand-  
some Driveway.

Brantford is the latest Ontario mun-  
icipality to visit the provincial govern-  
ment with the desire of obtaining  
special rights in by-law matters to  
enable them to work out their own  
unemployed situation. A deputation  
of three waited upon Premier Hearst  
yesterday afternoon and presented a  
formal request from the city council  
asking the privilege of undertaking  
certain improvements without going  
to the people for permission. In con-  
sequence a handsome park drive-way  
will be built about the city and gangs  
employed otherwise idle will be granted  
the total cost of the new driveway  
is estimated at \$27,000 of which the  
city's contribution is \$21,000. Inas-  
much as the project is to be carried  
out in a patriotic spirit, assistance  
to the extent of \$6,000 is expected  
from the Brantford social service com-  
mission, and word has been given that  
if necessary.

Hon. Mr. Hearst stated that the  
government would be glad to ratify  
at the next session any steps they  
might take in this direction.

## LINERS NOW RUNNING REGULAR SERVICES

The White Star-Dominion Line an-  
nounce the return of the steamers Lau-  
rentic and Megantic to the regular ser-  
vice between Montreal and Liverpool.  
These steamers, which are two of the  
century arrived in England, and a por-  
tion of the first Canadian contingent and  
the Megantic will sail from Liverpool Oct. 24  
in the regular passenger service, followed  
by the Laurentic on Nov. 7. The Lau-  
rentic will resume the service from  
Montreal on Nov. 7, and the Laurentic  
on Nov. 21.

## AN ECONOMIC CIRCLE.

The business of buying goods made  
in Canada is not a problem of "You  
scratch my back, I'll scratch yours."  
It's a program of "You keep factories  
open and I'll keep my wages circular."  
It all goes in an economic circle.  
The wages of Canada are spent in Can-  
ada, three hundred millions a year.  
Deplete that wage total spent in Can-  
adian homes, and you strike an ax at  
the root of business. Your dollar spent  
for goods made in Canada keeps the  
factory open, pays the interest paid  
on investments, pays the wages, keeps  
the banks doing business and the  
stores in Canada from having  
"To Let" posted on the windows. Do  
you want to keep the melancholy cir-  
cle of recurring in 1917? Then  
1898 from recurring in 1917? Then  
you will join the grand co-operative  
circle of production and distribution  
that keeps prosperity in Canada.

Ottawa Via C. P. R.  
Comfort and convenience are among  
the important services connected with  
the evening service to Ottawa via  
Canadian Pacific Railway. Leaving  
the Union Station at 10.40 p.m. daily,  
through train to Ottawa carries elec-  
tric lighted compartment and standard  
sleeping cars, first class coach and  
smoking car, arriving Ottawa at 7.25  
a.m. Electric lighted standard sleep-  
ing car is also operated on 10.00 p.m.  
train from North Toronto daily.  
The New Lake Ontario Shore Line  
is proving a popular day route to  
Trenton, Kingston, Smith's Falls and  
Ottawa; train leaves Toronto 8.05 a.  
m., arriving Ottawa 4.50 p.m. daily ex-  
cept Sunday, arriving Toronto 6.55  
p.m. Full particulars and reserva-  
tions from C. P. R. ticket agents and  
write M. G. Murphy, District Passen-  
ger Agent, corner King and Yonge  
streets, Toronto.

## WILL APPEAR TODAY.

Adolph Myers will appear before the  
advisory court jury today, to answer to the  
charge of criminal negligence. Myers  
was connected with the work of tearing  
down the old building at the corner  
Toronto and Adelaide streets, and is  
charged that he failed to take the nec-  
essary precautions to prevent materials  
falling upon pedestrians.

## CHESLEY FURNITURE WIN THEIR ACTION

Mr. Justice Kelly Awards  
Company Possession of  
Their Factory.

## DIRECTORS QUARREL

Widow of Adopted Son to Re-  
ceive Benefits Under  
Will.

Mr. Justice Kelly at Osgoode Hall yester-  
day granted an injunction brought by  
the Chesley Furniture Company restrain-  
ing William Krug and Charles E. Biehn  
from retaining possession of their factory  
at Chesley. In making the award, his  
lordship directed that the company keep  
an account of its dealings, and that it  
pay into the bank to the joint credit of  
itself and Mr. Krug the proceeds above  
what is necessary for the payment of  
employees.

Defendant Krug was formerly a direc-  
tor of the company, and became a share-  
holder to the amount of \$34,000, and in  
September last, he was stated, he paid  
into the bank \$34,111.97 for the assign-  
ment by the bank to him of his indebt-  
edness.

Two days after making the payment  
Biehn called at the factory to take pos-  
session on behalf of Mr. Krug, and the  
session on behalf of Mr. Krug, and the  
keys were handed over to him by the  
secretary-treasurer. Four days later,  
however, the directors were again in pos-  
session and refused to deliver up when  
Biehn called, and had new locks put on  
the doors. The directors were then in-  
vited to meet Mr. Krug in the office of  
W. Biehn, and when they left for the com-  
pany they left a man in charge. The  
negotiations were said to have been suc-  
cessful and arrangements arrived at.  
Biehn, however, Mr. Biehn reappear-  
ed at the factory and tried to obtain ad-  
mission "thru the front door when he  
was refused by the watchman. While the  
conversation, however, was proceeding, a  
number of men entered thru another part  
of the building, and admitted Mr. Biehn,  
who has been in possession ever since.  
Mr. Krug denied any knowledge of  
Biehn's plans.

Judge Kelly's decision again places the  
company in possession.  
Mr. Justice Middleton yesterday gave  
judgment that the widow of the adopted  
son of James Hickey, gardener, of Otta-  
wa, was entitled to receive the sum of  
\$200, which, according to the will of  
Hickey, was to go to the son. Under the  
will the dead man left a fund of \$5000,  
which was to be used in paying for in-  
surance on the life of his adopted son,  
and for the maintenance of the young  
man, after whose death it was to go to  
Mrs. Celina Isabelle Hickey, the son's  
wife. It turned out that the young man  
predeceased the testator by a couple of  
years, and Mrs. James Hickey, widow of  
the testator, argued that that fact voided  
the gift.

The question of rightful ownership was  
involved in a suit brought by Henry Led-  
yard and Harry C. Bullock, two Detroit  
lawyers, against five devisees of the late  
B. B. Young. The question was to decide  
who owned twenty-two acres of marsh  
land along the Detroit River, which the  
plaintiffs have used as a game preserve  
since their purchase of property adjoining  
the Young farm, in 1907. In the judg-  
ment given by Mr. Justice Middleton, it  
was held that the defendants have not  
proved any title by possession or other-  
wise, and granted an injunction restrain-  
ing them from trespassing. The land  
which is in Malden Township, was cov-  
ered by patents granted in 1798 to James  
Caldwell and George Ironsides.

## Today's Cases.

The following cases are down for hear-  
ing in the appellate divisional courts to-  
day:

—First Divisional Court—

Webb v. Pease (cross-appeal).

Finucane v. Peterson Lake M. Co.

Toronto v. Toronto Suburban Railway.

Toronto Electric Light Company v. To-  
ronto.

Dee v. Johnston.

—Second Divisional Court—

Stuart v. Taylor.

Stuart v. Taylor (cross-appeal).

Linde v. Keith.

Re C. L. O. & W. Railway and Jacques  
estate.

Sabiston v. Toronto.

Tanoping v. Fuller.

Steele v. Howard.

## VETERANS WILL JOIN IN SERVICE AT CATHEDRAL.

Archdeacon Ferner Will Preach  
Military Memorial Next Sunday.

The veterans of 1866-70, 1885 and  
South Africa will muster at the ar-  
mories on Sunday next at 6 p.m. for  
their annual church service, the day  
being the sixtieth anniversary of the  
famous battle at Balaklava. Headed  
by the band of the 12th York Rangers,  
they will march to the St. James' Cath-  
edral. Ven. Archdeacon Ferner, of  
Hamilton will preach and choir and  
music will be sung by the choir under

Mrs. Newlywed says:

"I can't imagine how you manage to be dressed by  
the time your husband comes home on a wash day."

Mrs. Wise Neighbor says:

"I use an Eddy Globe Washboard and an Eddy In-  
durate Fibreware Tub, which keeps the water hot for  
a long time. No fear of rust. But BE SURE THEY ARE  
EDDY'S."

## MICHIE'S GLENERNAN

Scotch Whisky

A blend of pure Highland malts, bottled in Scotland  
exclusively for

Michie & Co., Ltd., Toronto  
Established 1835

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The Toronto World, 40 Richmond Street West, Toronto,  
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WEDNESDAY, OCT. 21, 1914.

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WEIGHT OF SET 9 LBS. ADD FOR PARCEL POSTAGE

Toronto and 36-mile limit.	15 extra.
Province of Ontario, outside 36-mile limit.	42 "
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Provinces of Saskatchewan and Maritime.	55 "
Province of Alberta.	58 "
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Until further notice a big \$1.50 War Map FREE with each set	

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THE TORONTO SUNDAY WORLD for . . . . . months, for which

I enclose \$ . . . . .

Name . . . . .

Address . . . . .

Date . . . . .

the direction of Dr. Ham. Medals will  
be worn.

## ALLOWED TO LEAVE GERMANY.

LONDON, Oct. 20.—The American  
ambassador at Berlin has succeeded in  
arranging for the release and depar-  
ture of all Englishmen in Germany  
over 55 years of age. Similar ex-  
changes have been arranged for the  
nationals of France and Austria.

## FINED \$25 MORE.

At the sessions yesterday Judge  
Coatsworth imposed a fine of \$25 upon  
Dr. W. Young, who was charged with  
criminal negligence while driving an  
automobile on Queen street, Sept. 23.  
The doctor pleaded guilty and showed  
that he had already paid \$75 to cover  
two claims in connection with the  
same incident.

**O'Keefe's PILSENER LAGER**

**"JOHN BULL" RETURNS TO BEER.**

"What is the cause of the revival in popularity  
of Beer and Ale as table beverages?" asks the London  
"Fall Mail Gazette."

That there is a return of their ancient vogue in the  
restaurants of London is noted by Charles Pond, restau-  
rant-owner. "Beer has been coming into fashion again for  
some time," he says, and the tendency is becoming more marked.  
I was dining in a West End restaurant last night and was  
surprised to notice how many men were drinking beer. People  
have found out, I suppose, that beer is one of the best and  
purest of foods, and realize its value as they have not before.

**O'KEEFE'S PILSENER LAGER**

is Canada's favorite light beer. Rich in food values, delicious in  
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**WHITE HORSE SCOTCH**

**"WON'T BITE"**

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11 THE GLENVIEW HOTEL, GLENVIEW, ONT.