

The Toronto World

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WEDNESDAY MORNING, OCT. 16, 1912

THE CIVIC OUTLOOK

As a result of the action of the city council in appointing Mayor Geary as corporation counsel we may now expect the accession of Controller Foster to the mayor's chair. The people are probably not much interested at present. They will wake up in the course of a month or so to find out the choice they will have in voting. As long as the people are satisfied no one else should have any objection. Can it be possible, however, that the people are really satisfied? As the city extends in area and population, and increases in wealth and influence, the efficiency, even the competency, of the city government seem rather to decline than to keep pace with the responsibilities of the situation. The citizens do not personally know the candidates who offer themselves, and but slightly the controllers and aldermen. Familiarity with a name passes with many people for knowledge of the character and record and policy of the man who bears it. In such ways the election year after year, of men without other recommendation than "use and wont," has been accounted for, but the explanation seems feeble.

However good any few individual members of council may be, they have no power in the presence of a stagnant minority. A man of any aggressiveness and sufficient faith in the power of inertia can block almost any scheme, or succeed very frequently in bringing over the weaker vessels of the council to take his view of affairs whether in the public interest or not. The indignities of Controller Foster, a couple of weeks ago, when it was suggested that he would vote to appoint Mayor Geary as corporation counsel, may be taken as typical of these members.

There is an immense vitality in the city, or big city of the magnitude of Toronto, and in spite of errors and weakness and unnecessary burdens imposed by ignorance and incompetence, the city will go on and prosper. That it might go farther and prosper more under better conditions we may be assured, but we must try and make the best of the magnificent opportunities, even with the limitations with which we are beset.

Mayor Geary has proved himself a shrewd and clever politician on his own account. He has yet to accomplish something for Toronto. He can enhance his ability by zeal and his experience may be eked out by the wisdom of others. We trust he will surprise everyone in the discovery of talents such as responsibility and opportunity often call forth in a new office. He owes Toronto much, and if he makes a loyal effort to be faithful to the city and valiant against her enemies, we can ask no more.

BUFFALO AND OUR HYDRO AUDIT

Buffalo has a fight on with the electric corporations. Buffalo has nothing to say to Toronto, or Toronto to Buffalo. But the corporations that are fighting Buffalo and fighting Toronto are all on one side. They know the value of brotherhood and solidarity and they fight the good fight in common for their own interests.

The pre-corporation audit report, with which Mr. Sterling has obliged the city, will be of inestimable service to the corporations in Buffalo. It will serve to show the Buffalo people, if they can believe it, that Toronto is going bankrupt, that the mayor was unable to sell the city bonds in London, and that in a general way hydro-electric has ruined the city so that it cannot build a hospital or widen a street or do anything else that is necessary. Toronto will be a horrible example for Buffalo these days, and there will be an official auditor's report to prove the dreadful case.

We trust the Buffalo people will investigate for themselves, and learn accurately what the situation is. Hon. Adam Beck's announcement yesterday that power was to be reduced to \$16, instead of \$16.50, from the estimated cost of \$18.10, is worth all the audit reports they can read. The rate of \$16.50 was figured on a consumption of 13,000 h.p., but the consumption has already passed 13,000 and before the end of the year will be much higher, so that the \$16 rate is due to the city. Buffalo will make no mistake in adopting the people's plan.

LIVE STOCK SELLING IN AUSTRIA

Austria is far enough removed from Canada in distance, language and ideas. Yet Canada, or Ontario in particular, can learn something from that country of the European continent. In 1907 live

stock bred by Austrian farmers on their way to market, passed thru the hands of a whole series of middlemen before reaching the consumer. Each of these middlemen gleaned a handsome profit to the detriment of the breeder, who was at last driven to energetic, and what is even more to the point, concerted action to secure a reasonably profitable return.

Ontario farmers know, as their Austrian brethren earlier realized, that the isolated breeder cannot help selling his animals to the buyer who comes to him on his farm. It would not pay him to transport the limited number of his head of cattle to a distant market, because even the he obtained a higher price, the expense would be still greater. The Austrian farmers at last recognized that an effective remedy could only be provided by organizing the sale of the live stock on a co-operative basis on the lines of parallel societies established for the sale of other farm and dairy products.

From the July number of Bulletin of the Bureau of Economic and Social Intelligence of the International Institute of Agriculture, published in Rome, the history of the undertaking can be gathered. In 1907 the General Federation of the Agricultural Co-operative Societies of Austria opened, at the Central Market of Vienna, stockyards for the sale of animals for food. Its object was to sell the live stock sent there by farmers of all parts of the Austrian Empire, at the best possible prices. In this it acted with the support of the provincial and local agricultural organizations, and with their assistance built up a system of immense advantage to the individual breeder.

Reliable agents, in the principal centres of production, were engaged and instructed to collect the live stock available for shipment and forward the stock in carloads to Vienna. There the shipments were received by the federation agents, taken to the stockyards and sold at the most favorable opportunity. The price, after deduction of the proportional expense, and without any commission charge, was then forwarded to the breeder. Whenever this was appreciated breeders began to offer higher prices in the districts covered by the agents of the federation. The isolated breeder was no longer at the mercy of the dealer, and his profits correspondingly increased.

In 1908 the live stock from the different provinces sold by the federation on the Vienna market amounted in value to 2,998,270 crowns, approximately \$900,000. In 1911 the sales totaled 13,175,274 crowns, or about \$2,800,000, representing the price of 128,850 animals. The imperial government, thru its minister of agriculture, gave generous moral and financial support to the movement and opened a special office for its encouragement. Co-operative stockyards have now been opened in nine separate centres of population in Austria-Hungary, and others are in course of establishment. Those already in operation have everywhere proved successful and their advantages are recognized by both large and small breeders.

MELONS AND STOCK VALUES.

Defenders and apologists for the cutting of the Canadian Pacific Railway melon are finding justification and satisfaction in the recent drop in the price of that stock. Why they should do so is not evident, since the movement was in sympathy with the break caused by the menacing conditions in Eastern Europe and so far as the Canadian Pacific is concerned is not at all likely to be of long duration. Nor is it to be presumed that these conditions had more than partial influence, and small at that. The melon cutters are both able and willing to manipulate the market in a way that can be used in support of the specious arguments of their agents.

Precisely similar assertions to those made over the last melon proposal were advanced at the immediately previous capital increase. Power was obtained to issue the stock at par-part was made at 125 and the remainder at 150, while the market value ranged around 130. The public were told that the issue meant a reduction of the shareholding value, but the assertion was completely disproved by the course of the market. The stock did not fall—on the contrary, it rose steadily to its recent record, and it is certain that record will not only be equaled but surpassed in the near future.

St. Andrew's College.

The annual distribution of prizes will take place at St. Andrew's College on Tuesday afternoon, Oct. 22, at 3 o'clock.

TEA SPOONS

Our English Electroplate Tea-spoons at \$2 a dozen look well on any table, and also last well. Let us supply you.

WANLESS & CO.

Toronto's Oldest Jewellers. 402 Yonge St., Toronto

Itching and Burning on Face and Throat

Sores Disfigured So He Dreaded to Appear in Public. No Rest Night or Day. Cuticura Ointment Cured.

"Six months ago my face and throat all broke out and turned into a running sore. I did not bother about it at first, but in one week's time my face and throat had become so itchy and burning that I began to seek relief in different medicines, but none seemed to give me any relief. The sores disfigured my face to such an extent that I dreaded to appear in public. I suffered terribly and could get no rest night or day. At last a friend advised me to try the Cuticura Remedies. I had about given up hope, but thought I would have one more try. I used a little Cuticura Ointment, and it helped me from the start. I continued using it and in six weeks' time was completely cured. My friend advised me to use Cuticura Soap, as it is the best for the skin. I used it and my skin became good. Seven Persons, Alls., Feb. 15, 1911.

FOUND RELIEF ONLY FROM CUTICURA SOAP AND OINTMENT

"My little girl when only a few weeks old broke out on the top of her head and it became most horrid. I used a little Cuticura Soap and soon after trying different remedies found relief only from using Cuticura Soap. I used it for several months or more, but after a thorough treatment with the Cuticura Soap and Ointment never had her return. (Signed) Mrs. W. S. Owen, Yachin College, N. C., May 28, 1911.

More Street Cars

"There are a hundred and ten more street cars on the streets now than there were at this time last year." In the statement made by Manager R. J. Fleming of the Toronto Street Railway Company, he is of the opinion that the supply of cars furnished the citizens this winter will meet the requirements equally well compared with the case of other cities where the increase in the population.

GEARY RECEIVES 'GRATULATIONS'

Police Commissioners Offer Their Felicitations to New Corporation Counsel On Obtaining New Post.

A resolution was passed by Judge Winchester and Colonel Warden, congratulating Mayor Geary on his appointment as corporation counsel and assuring him that his services, while on the board had been, in their opinion, of great benefit to the public. They expressed their regret that they were to lose such a congenial member of the board and wished him success in his new position.

The tariff for motor cars will be revised at a future meeting of the board, for it is said these are unduly high. Mrs. Walden, treasurer, was given sick leave; Constable Polia (28) and Walker (19) resigned; Constable Walker (19) was restored as a first-class constable; B. Rouse was appointed island constable instead of Constable Goodman, who had resigned; and the contracts for the licenses were let.

TO WORK FOR BETTER ROADS

A provincial educational campaign for good roads is to be carried out under the joint auspices of the Ontario Motor League and the Ontario Good Roads Association. The representatives from the former will be W. G. Trethewey and Frank Roden and of the latter Major Kennedy, Dixie, and George Henry of Orleto.

The first meeting will be held today, when a salaried organizer will be appointed, who will actually administer the campaign. Large sums have already been obtained, and the rest of the requirements are in sight. The work of the organizer will mainly consist in traveling through the province, particularly the rural districts, giving illustrated lectures of the value of good roads.

Provincial Educational Campaign Will Be Carried On Under a Salaried Organizer.

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MORE FIRE PROTECTION FOR GALT.

GALT, Oct. 15.—(Special).—The recent \$190,000 fire has aroused the town council to a sense of the need of fire protection. A special meeting was held at which the chief reported that the fire-fighting equipment is not up to the standard. He thinks Galt should have a steam fire engine. The fire committee will report on the recommendations without delay, and it is likely all will be adopted.

A National Railway Across Canada

The Globe Thinks the Grand Trunk is to Drop Out and Canada Run the New Railway—What is to Become of the Intercolonial?

(Special Despatch to The Globe.) OTTAWA, Oct. 15.—The statement made to parliament by Sir Wilfrid Laurier in 1903, when introducing the bill providing for the construction of the National Transcontinental Railway, that it not only provided for a third great transcontinental railway opening up the Canadian hinterland, but also paved the way for the extension of the Intercolonial Railway to Winnipeg, and, if necessary, right thru to the Pacific Coast, is likely to come to the fore again in the latter phase sooner than was expected. The act of 1903 provided that the Intercolonial shall have, if desired, the right to purchase the National Transcontinental and over the Grand Trunk Pacific from Winnipeg to the Pacific Coast. It will be remembered that Mr. Borden at that time also advocated the extension of the Intercolonial to the west, and the government operation of the new line instead of leasing it to the Grand Trunk Pacific.

Big Card for Next Election. Recent developments in connection with the government's dealings with the Canadian Pacific, Grand Trunk and Canadian Northern railways, have not been forgotten. A government policy with regard to construction changes on the National Transcontinental, and well-founded rumors in government circles, all warrant the belief that the government has now in view as its big card for the next general election the realization in part at least of Mr. Borden's policy with regard to government operation of the National Transcontinental and the extension of the Intercolonial Railway thru the west. The first place it is known that the Grand Trunk Pacific does not want to lease the N.T.R. when completed from Cochrane to Winnipeg, and the original intention of getting it thru to the west via North Bay. This for this latter link has it is understood, been secured by getting running rights over the Ontario Government road from North Bay to Cochrane and the N.T.R. Intercolonial. The lease for this latter link has it is understood, been secured by getting running rights over the Ontario Government road from North Bay to Cochrane and the N.T.R. Intercolonial.

G.T.P. Unwilling to Lease N.T.R. The company has it is understood, already intimated its unwillingness to lease the eastern section of the N.T.R., when completed, and it is said its refusal to lease can be supported by recent changes in the standard of construction on the government line. The government is hardly in a position to lease the section from North Bay to Cochrane, and from economic reasons, to withhold from the Grand Trunk a lease of the Winnipeg to Cochrane section of the line. The Intercolonial and Grand Trunk and Intercolonial trains would run over this part of the National Transcontinental.

If deemed expedient, the Intercolonial, after thus being extended to Winnipeg, can be further extended to Prince Rupert by virtue of the provision in the act of 1903, securing for it running rights over the Grand Trunk Pacific. This phase of the act was emphasized by the Laurier Government when the bill was before parliament. Practically, however, the same result was achieved by the agreement with the Grand Trunk Pacific for interchange of traffic at Winnipeg, leaving the operation of the line from Winnipeg to Prince Rupert solely in the hands of the Grand Trunk Pacific.

C.N.R. Wants Eastern Line. With regard to the present line of the Intercolonial, it is a well known fact that Mackenzie & Mann have for some time past wanted running rights over it as the Maritime link for the new C. N. R. transcontinental. A readjustment by which running rights or a lease might be granted to the C. N. R. in this line would dispose of the question as to what the government would do with the two sections which the taking over of the Levis-Moncton portion of the Transcontinental would place upon its hands. The government would thus while only called upon to operate the new line, leaving the present line to the C. N. R. to operate, still maintain running rights over the latter.

The policy outlined above, is in the main, in line with what Mr. Borden urged while in opposition. It is in line with recent hints in the government press in closest touch with the premier and his minister of railways. And it is apparently to be the government's chief card to solve the west in regard to its freight rate and transportation problems. A government-operated railway from Winnipeg east, with the proposal for practically a further extension by the government of running rights on the G. T. P. to the Pacific coast, would, it is believed, prove a popular appeal, especially in western Canada, and is apparently the only thing the government will have to offer as an offset for the demand for lower tariffs and wider markets.

The announcement, and details formulated of the policy will, of course, be delayed until the opportune moment prior to the next general appeal to the electors. But in a general way, that is the policy which the government now has in view. In the above despatch there are a number of statements that assert a great deal: First, that the Grand Trunk is likely to throw down the National Transcontinental east of Cochrane, that it can get out of its agreement in that respect anyway. It prefers Portland to St. John. Second, that it is to lease, or rather has taken a lease of that part of the line between Winnipeg and Cochrane. Third, that it is free to lease the second and discard the first. Next, that the government is to move over to the Grand Trunk and Intercolonial, and send the Intercolonial over to the west. Fifth, that it is to give the Intercolonial to the Canadian Northern Railway.

Plant and Nine Acres Near Canada Foundry Bought By U.S. Factory for \$125,000

The Wilkinson Flow Company's plant and eight and three-quarter acres of land next to the Canada Foundry, have been sold to the Bateman Manufacturing Company, Grenloch, N.J. The purchasers are manufacturers of agricultural implements, who will take possession of the property almost at once. The Wilkinson Company assigned two years ago, and the property was disposed of by the assignee, E. R. C. Clark. It is on the east side of Campbell avenue, and north of the C. P. Ontario and Quebec division tracks. The property is two-thirds covered with buildings, mostly low brick structures. The price paid was close to \$125,000.

FRUIT FARM AT LORNE PARK SOLD

Davis Gollon has sold his fruit farm at Lorne Park to J. S. McMeney, Toronto, for \$12,500. Its extent is 18 1/2 acres. Stephens & Co., 128 Victoria street, were the agents.

SIGMA THETA FRATERNITY

The Sigma Theta Fraternity, Phi Chapter, held their initial meeting of this season on Monday, Oct. 14, at the home of K. C. Burness, 9 Hillcrest Park. Officers for the coming year were elected as follows: Exalted sigma, J. A. Gairdner; elevated sigma, R. C. Hewlett; scribe, H. R. Hargrave; vicer, C. Gregory; warden, L. Adlard. Members present were: K. C. Burness, C. G. Lye, G. Pilkey, E. Shipp, G. Murray and F. Mills.

YOUTHFUL BURGLARS AT KINGSTON

KINGSTON, Oct. 15.—(Special).—The police have rounded up six lads between 14 and 16 years of age on the charge of entering several stores around the city with skeleton keys. The plunder was not great but they entered many places.

Eddy's Matches. Here Since 1851—The Very Best Full Count Guaranteed in Every Particular. MADE IN CANADA. MADE IN HULL. Always Everywhere in Canada. Ask for Eddy's.

SAYS GAMBLERS PLOTTED MURDER. Becker's Effort is to Shift Responsibility to Shoulders of Clique—Schepps Corroborates Evidence.

NEW YORK, Oct. 15.—(Can. Press).—Gamblers, and not Police Louis Chas. Becker, instigated the murder of Herman Rosenthal, a large sum of money, raised by gamblers, was paid to get Rosenthal out of New York when he began to "squawk" on the subject of police protection, and when he took the money and then refused to go, the gamblers, threatened with the loss of their protection, plotted and executed his murder thru the agency of the four gumps.

Such was the line of defence implied in questions put by John F. McIntyre, Becker's counsel, to Sam Schepps on the witness stand today. Schepps was not given an opportunity to say whether he had knowledge that such was the origin of the murder plot, for Justice Goff excluded the questions. Schepps merely looked bored. He had at that time spent practically the entire day on the stand corroborating the testimony of Jack Ross, Bridge Webber and Harry Wallon, the trio of self-confessed accomplices in the murder of Becker of having inspired the murder.

Schepps added another link to the chain of evidence against the defendant by swearing that Becker had asked him if the gun had been paid for their work. He also testified that he had been the bearer of a reassuring message from "Zetzi" Becker to Jack Ross, when the latter was in hiding "ready to commit suicide" at the home of Harry Pollock.

HARBOR LIGHT OFFICERS

A meeting of the harbor and junior literary societies of Harbor College Institute was held a few days ago. The following officers were elected: Senior society—Hon. President, Miss Gertrude Lawler, M.A.; president, C. H. Heywood; first vice-president, W. B. Black; second vice-president, G. Vickie; secretary, Miss Mary L. Barclay; treasurer, Walter Smith; pianist, Miss Eva Galloway.

Modern Train Service to New York

Via Canadian Pacific Railway, T. H. & B. Michigan Central-New York Central. The following trains are perfect in appointment, carrying the most modern electric-lighted equipment. The "Empire" leaves Toronto 8:30 a.m. daily, connecting at Buffalo with the world-famous "Empire State Express," arriving New York 10:10 a.m. daily, except Sunday, and on Sunday with the "New York Special," arriving New York 11:02 a.m. daily, arriving New York 7:50 p.m. daily, carrying electric-lighted sleepers Toronto to New York and Pittsburgh. These are the only through trains operated from Toronto to the Grand Central Terminal, in the heart of New York City, affording the public every comfort, and passengers should insist on being ticketed via this route. Secure tickets and reservations, etc., at city ticket office, 16 East King street.

GLENERNAN SCOTCH WHISKY. A blend of pure Highland Malts, bottled in Scotland exclusively for. Michie & Co., Ltd. TORONTO. REV. H. A. BERLIS ACCEPTS

Will Take Up Special Work Among Ruthenians. Thru the generosity of a layman in a city church the Board of Social Service and Evangelism at an executive meeting, held on Friday last, invited Rev. H. A. Berliss of Victoria Harbor to take up special work among the Ruthenians of Canada. During June and July Mr. Berliss and Rev. F. A. Robinson, associate secretary of the board, spent several weeks among the Ruthenians of Saskatchewan. Since then it has been their aim that Mr. Berliss was admirably fitted to become a leader in the church's efforts to help foreigners. Of German and Lithuanian parent, Mr. Berliss is able to speak five languages, and is a fluent preacher in most of them. During his course in Knox College he was a member of the pastoral staff of Cooke's Church for a year. Mr. Berliss was in Toronto yesterday, and it is understood he intends to accept the position offered.

FATHER HAYDEN DEAD

For Many Years He Was Connected With St. Paul's. Rev. Father Hayden, who was pastor for many years with the parish of St. Paul's died yesterday at the House of Providence in his seventieth year. Father Hayden was well known in the archdiocese of Toronto by both Catholics and Protestants. He had spent the last six years of his life as an invalid in the House of Providence. He is survived by a brother in the United States, and a sister who is a nun in a convent in Oregon.

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Three M Board

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AFTER the day's work—a bottle of O'Keefe's "Pilsener" Lager.

When you come home all tired out, a bottle of O'Keefe's "Pilsener" will take the tiredness all away. O'Keefe's "Pilsener" Lager is concentrated strength, vigor and refreshment. As a food-tonic—a strength-giver and reviver—nothing surpasses this delicious, sparkling lager.

Keep it in the house—enjoy a bottle after a hard day's work.

Order a case from your dealer.

O'Keefe's PILSENER LAGER

"The Light Beer In The Light Bottle."