

# LINKS WATERWAYS WITH PROGRESS OF CANADA

### Speaker at Congress in Toronto Cites European Cities Which Have Been Industrially Retrieved by Canal Development—Importance of Transportation to Commercial Activity of the Dominion—Enthusiasm Over the St. Lawrence Scheme.

The commercial progress of Canada, and the efficient marketing of the produce of the Canadian west, figured prominently in the addresses at the opening meeting yesterday in the city hall of the Great Waterways Congress. Representatives were registered from some thirty municipalities interested in the prosecution of the St. Lawrence development scheme and undisciplined enthusiasm characterized the discussions of the gathering.

The importance of transportation to the commercial activity of a country was emphasized by S. A. Thompson, secretary of the National Rivers and Harbors Association of the United States. Mr. Thompson cited European cities which have been retrieved industrially by canal development, and quoted the following table of costs by different transportation methods:

In United States, by team, per ton, 23 cents; in England, by truck, per ton, 5 cents; in United States, by railway, per ton, 1/4 mill; on Erie canal, per ton, 3/4 mill; on European canal, per ton, 2 mills; on Sault canal, per ton, 3/4 mill.

Commercial distance, the speaker continued, was measured not by miles, but by transportation costs. This item limited naturally the districts from which raw materials could be drawn or to which commodities could be shipped.

Manchester, he instanced, in the early eighties had been evidencing the germs of industrial stagnation. Factories and warehouses were being abandoned and 5,000 dwellings were vacant. Twenty years later, however, a regeneration had been wrought by the medium of the Manchester ship canal. Factories had been re-occupied and extended and Manchester had entered permanently upon the era of prosperity which it has since experienced.

"Manchester was only 55 miles from the sea, and yet could not live without an outlet," pointed out Mr. Thompson, adding, "How then is our great west to develop without bringing the waterways as far as they will extend?"

Learn from Germany.

Continuing the speaker drew further illustrations from cities of Germany. That whole country, in size one-seventh the area of the United States, had possessed, he emphasized, 33,000 miles of navigable waterways. It had thus been able in war time to turn over its entire railroad system to the government without serious inconvenience to the industries of the country.

He stressed particularly the importance of uniform development of a country's transportation facilities. Road, rail and river, he declared, should be harmoniously utilized, and the attention paid to the one method need not militate against the profitable operation of the others. Experience in England and Germany had proven that waterway transportation actually attracted business to steam roads.

Mr. Thompson concluded his address with intimate references to the significance for Canada of the deep waterways project. He linked the scheme with the most efficient exploitation of the country's resources. "You have in the physical constitution of this northland," he concluded, "the foundations of an empire second to none. You have forests and mines and plains with top soil rich as cream."

Major Church, in his address of welcome, assured the convention of

the support of Toronto citizens, the city council and the harbor commissioners. Transportation facilities in Canada, he declared, were at present proving wholly inadequate for the handling of the country's traffic, and for this reason the St. Lawrence scheme was of pressing and national importance. Marine development generally, he continued, was of paramount importance to the country, and, in his opinion, the government would be well advised to undertake an aggressive shipbuilding policy, thus relieving unemployment and founding the nucleus of a Canadian merchant marine.

Raney Voices Interest.

In a brief address of welcome, Hon. W. E. Raney, attorney-general in the Drury cabinet, explained to the congress his interest in the deep waterways project. It rested, he stated, on predominantly sentimental grounds, the roots of which had been laid with the settlement of his great-grandfather near Morburg.

The Raney family had thus, from pioneer days, been prominently identified with the development of the St. Lawrence, and it was fitting that he should continue their interest in the region.

"Now," he remarked, "the pioneers are to be avenged for their toil. The rapids of the St. Lawrence are to be made lakes and the crooked places are to be made straight."

"The members of this convention," he concluded, may look forward to the time when the St. Lawrence valley will be the most active region in the world in the way of productivity."

President O. E. Fleming, K.C., reviewed briefly the activities of the waterways association. Since its organization it had realized that the public mind as regards the St. Lawrence project was practically blank. An educational campaign had, therefore, been instituted and had already given evidence of securing tangible results.

For the financing of the scheme, he recommended the flotation of government bonds, guaranteed by both the United States and Canada. Such an issue would be believed, he said, to be a commanding attraction in the financial world and would command a substantial premium.

# CLAIMS COMPACT TO TAKE HYDROPOWER

### Defendant Company Alleges Failure of Plaintiffs to Supply Needful.

Whether or not the Great Lakes Paper Company is bound by agreement to take Hydro-electric power for its Pic River mill and Black Sturgeon River mill plants is the subject of an action commenced before Mr. Justice Rose yesterday. The attorney-general of Ontario, "on behalf of His Majesty the King," states that J. J. Carrick, of Port Arthur, obtained the rights to cut pulpwood and pine lumber on the Pic River line on December 1, 1916, and later acquired the rights obtained by S. A. Marks on February 1, 1917, on the Black Sturgeon River limit. These rights, by "divers assignments," were turned over to the defendant company, which denies any obligation to take electrical power from the Hydro.

The attorney-general seeks from the court a declaration that defendant is obliged to take electrical power from the Hydro and an injunction against it from taking its power elsewhere.

Asks Declaration.

Defendant company declares that the Hydro has failed to furnish it with suitable water power or electrical power, and seeks a declaration, both that it is not obliged to take electrical power from his Majesty and that defendant is entitled to lease suitable water power from plaintiff. Defendant asks for a declaration that it may obtain electrical power where it pleases, and is entitled to damages by reason of default on plaintiff's part in obligations to furnish power.

Messrs. Kilmer, Irving and Davis are for plaintiff; Hellmuth, Cattnach and Meredith for defendant.

Opening the case for the plaintiff, G. H. Kilmer, K.C., stated that an arrangement was made between the government and Carrick by which Carrick gave up his right to power from the feeding river, which was needed for Fort William and Port Arthur industries.

Carrick agreed instead to take Hydro-electric power at cost.

L. Hellmuth, K.C., contended that the agreement was no obligation upon Carrick, nor the company, his successors. The company had the right to take Hydro-electric power if it wished to.

"There was no obligation to pay \$23.50 per horsepower when it could be got elsewhere at \$14 and \$15. That there was a firm agreement to take Hydro power under very onerous conditions and prices, we deny."

The further hearing was adjourned.

# MEN YOU HEAR OF

### Seen as Their Friends Know Them

REV. FATHER BENCH, superintendent of Catholic Charities, vice-president of the Federation for Community Service, vice-president of the Neighborhood Workers' Association, and vice-president of the Child Welfare Council, and vice-president of the Big Brothers and Big Sisters' Association. Father Bench was born in Orangeville, Ontario; has been prominent in campaigns for public welfare, and is popular with all classes and creeds, his recreation, like his work, being largely taking care of the poor.

# TENDERS SHOW BIDS ABOVE LAST YEAR'S

### Commissioner Opposes Letting Contract for Waterworks Pipe. MUST BE MODIFIED

### Board of Control Anxious to Avoid Sending Orders Across Line.

At the meeting of the board of control yesterday Commissioner Harris strongly opposed the proposal of the board to give contracts for the National Iron Works for next year's supply of pipe for the waterworks department and succeeded in having the proposal modified to such an extent that this firm will be the contractor if they can meet prices obtainable elsewhere.

Mr. Harris quoted figures to support his statement that the city was not getting fair treatment from the National Iron Works. Tenders recently had been called for and only the National Co. had put in bids and these bids showed increases of from 47 to 67 per cent. over last year's tenders. Last year this firm had tendered \$17.40 for six-inch pipe and \$4.80 for 12-inch pipe. All the tenders had been rejected as the commissioner had been authorized to go into the open market and buy the pipe. The result was that he got the pipe from the National Iron Works at figures about 20 per cent. below the tenders, namely, the six-inch pipe for \$15 and the 12-inch pipe for \$38.60.

He could not see any reason for tenders coming in now showing advances of 50 per cent. over last year's figures, when the iron, like other markets, was falling. The commissioner mentioned the recent bids for cement received by the city, which were all the same. These had all been rejected and within two days these firms were in with quotations below their tenders.

Con. Maguire was in favor of giving the contract in any case, because he did not think it was proper to place orders in the United States. Con. Ramsden said that the commissioner along the line should be avoided if possible.

Controller Cameron said he would give the contract to the National if they would undertake to protect the city on a falling market.

The board finally left the matter to the commissioner, who will report to the council on the matter. He will consider an offer from the United States. He said he would favor the Canadian firm, but would object to the firm taking advantage of the situation to charge an exorbitant price.

The treasurer's department renewed the request for an increase of the allowance to \$12 per week to retired employees of the department claiming that they were all needy cases. The board, at a recent meeting, refused to authorize a general increase of \$12 per week, but heads of departments had recommended, by rather to make the increases only in needy cases.

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# ACCEPT PLANS FOR WATERFRONT WORK

### Improvements Between Woodbine Avenue and Eastern City Limits. TO COST TWO MILLION

### Beach Lots Must Be Turned Over by Owners on Reasonable Terms.

The board of control yesterday accepted the harbor commission's plan for waterfront improvements between Woodbine avenue and the eastern city limits conditions upon the beach lots being turned over to the present owners on reasonable terms. Assessment Commissioner Forman was authorized to get prices on the properties and after he has reported the question of on with the improvements will then be decided.

The plans as prepared by the harbor commission's engineer call for improvements to cost approximately \$2,000,000. They provide for a bathing area 400 feet wide and half a mile long behind a breakwater and immediately in front of the Scarborough Beach Park. Anchorage areas for small craft are to be located at the foot of Woodbine avenue and at the foot of Victoria Park avenue. Space is set apart at each end of the improvements and at several locations along the front for refreshment pavilions.

For Street Extension.

Behind these improvements stretches a 40-foot boardwalk from end to end and immediately north of this is 250-foot wide green park strip. Space will be reserved at the north of the improvements for the waterfront boulevard if in future it should be considered proper to build it. The plan adopted provides for extension of the principal streets down to the property, and some of them are joined by streets on the boulevard right-of-way, and those that are not joined have a circular turning area at the foot. Woodbine avenue, Balsam, Munro Park, Neville and Victoria park avenues are to be extended with a turning space, and Kenilworth and Waverley avenues are joined; Leuty and McLean avenues are joined, and Fernwood and Silver Birch avenues are joined. Between Leuty and McLean avenues the roadway will be about 100 feet wide to accommodate cars approaching and leaving the bathing pavilion.

The enclosed bathing area will be chiefly for children, and the beach will slope gradually for 400 feet to the boardwalk. The depth will be from 12 to 15 feet. It is estimated that the temperature of this area will be from 12 to 15 degrees warmer than the surf outside the breakwater.

When the waterfront boulevard scheme is completed, said E. L. Cousins, who explained the plans to the board, it can be connected up with Danforth avenue on the east and Bloor street on the west, making a 17-mile drive.

RYOTT WILL RUN.

Edward C. Ryott has announced his candidature for board of education. He has been for 25 years a resident of ward one, and is well known throughout that part of the city.

# MONEY RETURNED BY MAYOR TO AUDITOR

### Special Appropriation Had Been Passed by the City Council.

Altho the board of control recommended, and council passed, a special appropriation of \$1,500 to Mayor Church early in the year, in consideration of the extra calls upon his time and purse in the latter years of the war, his worship has returned this sum to the city auditor. He took this action as a result of the criticism that the item had given rise to, and conceded among other things, the \$1,500 appears in the 1920 estimates mayor's office \$1,725.

In explanation of this, former Finance Commissioner Bradshaw wrote to the mayor yesterday as follows:

"The request to write to give you the facts in connection with the matter about which you telephoned me this morning. When the estimates for the year 1920 were being finally considered, by all the members of the board of control, in your office prior to submission to council, the matter of your request for the \$1,500 was not mentioned. It was only after the estimates had been adopted, and the council had passed the appropriation, that the matter was brought up and discussed. At that time it was generally conceded that the existing remuneration which had been in effect for many years was not in keeping with the very material increase in costs which had developed, not yet with the increases in remuneration being generally paid. It was decided not to recommend to council that the amounts paid to city officers be changed.

"It was, however, the unanimous view of the board, that in view of the numerous monetary demands made upon the mayor, and the special expenses which were being incurred in connection with the office during the difficult and trying period following the close of the war, council should make a special allowance of \$1,500 to him, for the year 1920, to meet these extraordinary expenses. This was done, and the amount formed part of the \$9,724, which was voted by the council, as set forth on page 21 of the official estimates."

Minutes of Board.

The following is an extract from the minutes of the board of control meeting held on April 9, 1920:

"A communication was read from the commissioner of finance, advising that he had received an allowance of \$1,500 to him, for the year 1920, to meet these extraordinary expenses. This was done, and the amount formed part of the \$9,724, which was voted by the council, as set forth on page 21 of the official estimates."

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# CUT IN RAILWAY PASSENGER RATES

### Reduction of Ten Per Cent. Will Be in Effect After End of the Year.

New tariffs covering the passenger rates, which will be in effect after the end of the year, are being issued this week by the C.P.R., Grand Trunk and the Canadian National railways. The tariffs provide for a ten per cent. decrease from the twenty per cent. increase granted by the Dominion railway board, and which went into effect on September 15 last.

W. E. Howard, district passenger agent of the C.P.R., said yesterday that the tariffs were now being distributed, and that the new reduction would go into effect pursuant to the order of the board on January 1. "It simply means a ten per cent. reduction on all tickets sold over the lines of the Canadian railways," he said, "and the present rates will remain in effect up to midnight of December 31."

# GREET MINISTERS HOME FROM JAPAN

### Declaration of Agreement Regarding Atrocities Committed in Korea.

A complimentary lunch was given yesterday by the connexional officers and staff in Wesley building to Rev. Dr. S. D. Chown and Rev. Frank Langford on their return from a trip to Japan and China. Rev. Dr. Burna acting general superintendent in Dr. Chown's absence, presided.

Rev. Dr. T. A. Moore in a few fitting words expressed the pleasure of the gathering at welcoming these brethren from overseas, and congratulated them upon their safe return.

In reply, the general superintendent spoke of his pleasure in returning home and referred briefly to his trip to the great Sunday School convention, and then dealt briefly with Methodist mission work in Japan. He visited nearly every mission of the church, and he was impressed above all else by the wholehearted loyalty and enthusiasm of our missionaries.

Rev. Frank Langford, in his usual brief and impressive way, told of the effect of the convention upon Japan and touched lightly upon the present disturbed situation in Korea, declaring that the missionaries were all agreed as to the atrocities which had been committed. He also referred to the famine sufferers of China, and bore strong testimony to China's sore need.

This informal reception to Dr. Chown and Mr. Langford will be followed by the more formal gathering in the Metropolitan Church on Tuesday evening next, when a great crowd is expected.

# DAMAGES AWARDED

### Official Arbitrator P. H. Drayton Yesterday Awarded Matthews-Blackwell, Ltd. \$54,000 for Damage to Their Property Owing to the Construction of the Bathurst Street Bridge.

### PRINCESS TONIGHT 8.30

### DAVID WARFIELD

### GRACE LARUE and HALE HAMILTON

### "DEAR ME"

### Regent

### "TO PLEASE ONE WOMAN"

### "ENLIGHTEN THY DAUGHTER"

### THE GRAND DUMBELLS

### GAYETY

### MAIDS OF AMERICA

### VICTOR GRANT

### YOU AND YOUR FRIENDS ARE CORDIALLY INVITED TO ATTEND

### CHRISTIAN SCIENCE

### IN LOEW'S UPTOWN THEATRE

### SUNDAY AFTERNOON, DEC. 19th, At 3.15

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