

## The Toronto World

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Every Day in the Year.  
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MONDAY MORNING, DEC. 16, 1912

## THE NAVAL SITUATION AT OTTAWA.

Sir Wilfrid Laurier's amendment to the naval policy of the government, as proposed in the house Thursday afternoon, changes the whole political situation in Canada in a flash, so it may take some time for the general Canadian public to appreciate it.

What happened is this: The Liberal party, who had lost office and had been soundly thrashed by the people for their reciprocity deal with the United States, who were without credit, and were disorganized as well as split into two camps over that defeat, suddenly recovered themselves, became united and started to a man cheering their leader on a policy which went much further than the policy of the government in regard to naval defence, and which, at one and the same time, was both national and imperialist in tone.

As we said, all this occurred in a moment. But something else happened, and that was parliament and the country found out what a poor affair the Nationalist movement in the Province of Quebec amounted to. These Nationalists had cost Sir Wilfrid Laurier something and had cost the Conservatives something, and both parties at one time or the other were more or less frightened and fearful of any policy in regard to naval assistance. Now, nobody cares for the Nationalists; everyone sees that courage in dealing with these boys—men by either party would have put them out of business long ago.

In the meantime the public will be entertained with all sorts of charges and recriminations as between the two parties, and both parties are on record in many inconsistencies. The pot and kettle calling one another black will be the order of the day, probably until after the holidays. The World would not be surprised if the Conservatives make an effort to move up several steps in their policy, and perhaps declare that they will be prepared to build and maintain and man the Dreadnoughts by the time they are built. Sir Wilfrid has made them set busy. Everybody is imperialist now.

**ARISTOCRATIC APHASIA.**  
The Telegram is proving an apt pupil of The Globe. Having been closed up in argument it now resorts to misrepresentation and informs its readers that Donlands Democracy is opposed to the plan we have advocated for years, and pointed out constantly as the method properly adopted in cases of annexation in American cities. It is scarcely going too far to say that no influence would be directed against such a policy more strongly than The Telegram's.

Fortunately the misrepresentation of The Telegram is coupled with such inconsistency that few will be misled. The instance selected by The Telegram to show Donlands Democracy doesn't whack worth a cent. At Calgary some subdividers—at least we have The Telegram's authority for it—have built a trolley line five miles long and handed it over to the city to be operated in conjunction with the city lines. Suppose some Donlands Democrats did a better deed, built a line from Wexford and proposed to hand it over to the city? Wouldn't The Telegram howl and cartoon and capitalize?

Car lines are productive investments and it is not these the trouble is over in new districts. It is the sewers and the pavements and other services quite unproductive, which must be paid for directly by the taxpayers, that make trouble for the municipalities. These services should be installed by subdividers and added to the cost of the land, and The Telegram never heard The World suggesting anything else. But when it suits The Telegram to misrepresent, The Telegram is not risking anything in the way of reputation.

"Calgary," says The Telegram, "should join a correspondence school and absorb the teachings of Donlands Democracy by mail." This frontal passage is unnecessary and pointless, as it happens that Calgary, a singularly wide-awake place, is a fairly good western sample of Donlands Democratic doings. They have already imbibed the Donlands spirit, and they are not averse from giving the taxpayer a vote on the spending of his money, which is the aristocratic weakness of the Bay street hautechamps.

**WAYS OF MONOPOLIES.**  
In defence of mergers, combines and working agreements between transportation and other public services, the argument is usual that they reduce the cost of operation, permit of larger efficiency and will bring lower rates

and better service. In theory the proposition appears reasonable; unfortunately experience has almost invariably given it direct contradiction. Monopolies established and controlled by private interests are created for the primary purpose of earning immediate profits for their organizers, who, to gain that end, readily pay far more than their value to acquire the companies whose entrance is needed to complete the new organization. This means, of course, over-capitalization and greater profits to pay the dividends required to sustain its stock on the market. The consequence is that all kinds of ingenious devices are contrived to increase profits, rates rise rather than fall, the service is starved, while in the case of railroads, freight is forwarded, whenever possible, by round about routes, at the expense of time to the shipper and consignee, but with much money benefit to the monopoly.

These consequences are strikingly exemplified in the facts now being made public regarding the New Haven Railroad monopoly in New England. On Friday last The New York Evening Post published a special dispatch disclosing some curious facts of the New England situation. For example, freight shipped from Massachusetts manufacturing towns to points out west is carried 245 miles before it gets fairly started on its western journey, when only 28 miles would suffice. The explanation is that this routing means more profit for the New Haven Railroad, which would be lost by the shorter transit over the Boston and Maine line. Yet both roads are under the same control, "but when their interests clash, the bigger corporation is always favored." As for the shipper, it means a loss of ten days at least on his goods, but, to any properly constituted monopoly, he is a negligible quantity. This is said to be only a sample of the long routing that the Boston and Maine employees have been instructed to make on every shipment. Is there any wonder that the New England States are up in arms against President Melton, the man in control?

## ROOSEVELT AT CHICAGO.

That the Progressive party of the United States is resolved to maintain its separate and individual place, was made clearly evident at the Chicago conference held last week. Colonel Roosevelt, who delivered a rousing address, made it plain that no terms would be made with the Republican party, and that the Progressives would retain absolute independence of action. "We stand," he said, "for every principle set forth in our platform; for purging the roll of American public life by driving out of politics the big bosses who thwart the popular will, who rely on corruption as a political instrument, and who serve the cause of privilege. Such a campaign cannot be expected from any party which is partly reactionary, and at their best both the old parties are partly, and they were usually dominantly reactionary. They are two organizations maintained to secure special privileges and benefits, not to promote causes and principles." The colonel looks forward to the time when the Progressives, who still cling to the old parties, will come to this new party in order to effect the needed improvements in political conditions, in the efficiency of government and in financial and industrial standards. These declarations were enthusiastically proclaimed by the fifteen hundred Progressive leaders that assembled from every state of the Union, for the purpose of working out in practical operating plans of propaganda, legislation and campaigning the suggestions gathered from the whole country.

Of special import were the colonel's remarks on the trust question. Holding that the Sherman anti-trust law was remodeled on the statute book, and be strengthened by prohibiting division of territory or limiting of output, he proceeded: "By putting a stop to stock watering, prohibiting a refusal to sell to customers who buy from business rivals, by prohibiting the custom of selling below cost in certain areas, while maintaining higher prices in other areas, by prohibiting the use of the power of transportation to aid or injure business concerns—in short, by prohibiting these and all other unfair practices, the interstate industrial commission will have an efficient instrument for seeing that the law is carried out in letter and in spirit." He urged national and state legislators to co-operate in pressing for the enactment of laws along these lines. It is instructive that on that same day the rules committee of the house of representatives at Washington was engaged in hearing an application for a congressional investigation into the deal between the New Haven and Grand Trunk Railway companies, and was given various examples of the method by which the New Haven road acquired its monopoly in New England, its capitalization and inefficient and dangerous service.

Another notable feature of his address, which evoked marked approval, was his attack on the "doctrine of the divine right of judges," which he characterized as "every whit as ignominious as that of the divine right of kings." The theory that permits the judiciary to disallow acts of congress, however just and necessary for the accomplishment of social reforms, is every day becoming more plainly recognized as striking at the root of democratic government. "All other measures," Colonel Roosevelt declared, "are useless if we permit somebody not responsible

to the people, to have the final say as to whether the people shall or shall not in their laws, do complete social and industrial justice." The obstruction offered by the judiciary to measures of social reform based on technical interpretations of certain clauses in the constitution, has drawn attention to the fact that the power now claimed to declare acts of congress unconstitutional has been usurped by the courts. There is, therefore, all the more reason for providing a method by which the courts may be overruled whenever their decisions seek to limit the power of the people and their representatives in congress to pass righteous legislation in the public interest. The Progressive party of the United States will stay in the field, and there is plenty of work for it to do.

## THE RAILWAYS AND THE CITY.

Editor World: Is the Dominion Railway Commission act so one-sided that if a decision of the commission is against the railway, it can be appealed, but if against the municipality, there is no appeal? If that be so, it is time the act was amended. At the south end of the city the railway claim that they are not responsible for the public level crossings, as, they say, the railways were built before the streets were extended, and if the city wants to reach the water it can build bridges over the tracks. Without attempting to show the fallacy of that argument, let me ask if the city is a municipality wants of that rule at the north end of the city? If they did, the railways would have to pay the whole expense of elevating or lowering the tracks along the escarpment to the north.

No first-class railroad in the United States east of the Rocky Mountains goes through or into a city on the street level. Nearly all the cities are entered by tunnels, and the smaller places on the coast have bridges. If it were a depression of the tracks at the north of the city from the Don to the Harbour, with bridges across for street traffic, it would be better both for the railways and the city. In any event, if the C. P. R. wants to cross Yonge street north on a viaduct, why are they not compelled to make that viaduct 22 feet above the street level? If a municipality wants to carry a road over a railway track it is compelled by law to have that road 22 feet above the tracks. It is a pity that the city of Toronto, which has a 1000 feet bridge over the tracks, should be so backward in this respect. It strikes me that the obligation ought to be a reciprocal one. Sigma.

## BRIDGE LATE: NO ROAD.

Editor World: I read your editorial in yesterday's World on the building of roads in Toronto and obstructing traffic. We in the country have a similar case where there is a bridge being built by a contractor for the County of York, on the townline between York and Markham townships, which was commenced in the beginning of July and should have been completed in two months, and is not more than half done at present. The contractor has been delayed all this time, and perhaps will be all winter with the road blocked and having to drive miles around, which is a nuisance to the public. When a temporary bridge over the old timber culverts have been built for \$200,000. J. W. Miliken, Dec. 12.

**Fast Trains to Buffalo, Philadelphia, New York, Montreal, Detroit and Chicago.**  
Via Grand Trunk Railway System, the only coast to coast route. Trains leave Toronto as follows: To Niagara Falls, Buffalo, Philadelphia and New York, 6:00 a.m., 4:32 p.m., and 6:05 p.m. To Montreal, 9:00 a.m., 3:30 p.m., and 10:45 p.m. To Detroit and Chicago, 8:00 a.m., 4:45 p.m., and 11:00 p.m. Pullman sleeping cars are operated from Toronto to Ottawa on 10:45 p.m. train daily and on 6:05 p.m. train to New York. Above trains all run daily, carrying modern vestibule coaches and electric-lighted Pullman sleeping cars. Secure tickets, berth reservations and full information at city ticket office, northwest corner of Yonge and York streets. Phone Main 4209.

**Lehigh Valley Railroad Company.**  
350 round trip, Jacksonville, Fla. from Suspension Bridge, via Lehigh Valley Railroad, New York City, Philadelphia and New York, including meals and berth while at sea. Par. 149257.

## TWO MORE AIRMAN KILLED.

LONDON, Dec. 15.—(Can. Press.)—The fall of an aeroplane today added two to the list of fatalities of aviation. Lieut. W. Parks of the Royal Navy and Mr. Hardwick, the manager of an aeroplane company, were killed when the machine in which they were making a flight from the Hendon aviation grounds to Oxford, came down with a crash on the Wembley golf course this afternoon.

Lieut. Parks was one of the leading aviators in the last army manoeuvres. He received his license in April, 1911, at Brooklands.

**New Victor Records.**  
If you wish a new Victor record ring up Ye Olde Phone, Helmsman & Co. Limited, Main 9387—123, 125, 127 Yonge street. They will deliver them to your address at once.

**Labor Campaign in Kingston.**  
KINGSTON, Dec. 15.—(Special.)—The Trades and Labor Council will take an active part in the municipal elections. They will have a candidate for alderman in every ward in the city, and will also put up candidates for board of education. They also talk of a mayoralty candidate.

**Pearl Brooches**  
are shown in great variety this Christmas season in our stock. Prices run from about \$2 to \$100 and in various artistic shapes. Our prices are favorable to you.

**Wanless & Co.**  
Toronto's Oldest Jewellers.  
402 Yonge St., Toronto

## OPTIMISM

As winter sets in closer our hearts are filled with joy; we smile upon the grocer, and on the butcher's boy; a glad and happy feeling now in our bosom glows and warming thoughts so stealing all thru us to our toes. The awful cost of living, by trusts on all sides pressed, occasions no misgivings to the untrodden breast. We see the whims and humors in every rise of price; the ultimate consumers, we're cool as ice on ice. We joke the undertaker who wishes we were dead, and banter with the baker about his light-weight bread. The cost of milk and taters can cause us no harm, and yet we are no haters of products of the farm. The price of golden butter may soar to heights unknown, but still we will not utter a grumble or a groan; our chance of eating turkey at half a dime's a bite may look quite dim and murky, yet we are all delight. No packers' combine frights us; we have no griefs or woes; and if old Snarler bites us we get his cross old nose. No glib dissertations upon affairs of state, or our world relations can our spirits depress; we'll gladly alter for better or for worse, yet we will never falter and start to howl and curse. The naval plans now hatching may cost millions yet we'll gladly do some scratching and play our part like men. To men in our position peace matters little; we'll fight in condition and heaters blazing hot. Let all such troubles roll in! We will not be dismayed—we've got our wind-pipe in! The coal-man has been paid! Sherwood Hart.

## SETTLEMENT WORKER.

Miss Foster of New York Engaged by Walmer Road Church.

At the Walmer Road Baptist Church yesterday the pastor, Rev. John MacNeill, made some interesting announcements regarding the progress of their work at Memorial Institute, situated at the corner of Richmond and Teumath streets. It is not a since been purchased at a cost of \$25,000, and under the fine leadership of Rev. A. L. Brown, director in charge, the primary department of the institute has been opened to the public. It was announced that the property to the west of the institute, consisting of four houses and lots, had been purchased at a cost of \$10,000, and presented to the trustees of the church by a friend of the institute, whose name is not made public. This will provide for needed expansion in the future. One of the houses purchased will be used at once to accommodate the primary department of the institute Sunday school and also for classes and club meetings during the week.

For some time also the need of a student settlement worker has been felt, and Mr. MacNeill announced that some members of Walmer road had volunteered to provide the salary of the primary department of the institute. Miss Mattie L. Foster of New York has been appointed to the position, and will arrive in Toronto on Saturday morning and begin her duties at once. She is a thoroughly trained and experienced worker, having served in the same time in the Abraham Lincoln centre of Chicago, with further experience in actual work in New York.

## THE COMFORTABLE MAN READS A MORNING PAPER.

Did you ever notice, when coming down to business on the street car in the morning, how comfortable the morning paper is? He is not compelled to converse with people he does not like, and he is not compelled to read the same advertisements that appear in the car from day to day, or look at the same faces. He is not compelled to hang to a strap is forgotten when he is perusing the latest news from the banks, or the interesting financial page, as he notices the tumble in prices of current stocks and bonds. He is vividly interested in the sporting columns as he scans them to ascertain the standing of his favorite athlete, and he enjoys a quite smile as he notes the funny lines of the Jett-and-Mutt pictorial series. His favorite feature is the morning edition of the picture stories of Sam Hunter's political cartoons.

The movements of the politicians at Ottawa pass in review before his eyes before his car reaches his getting-off place. He is amply fortified with the information of the happenings of the previous twenty-four hours when he reaches his place of business, and is able to answer all any question that is agitating the public.

The other fellow—the party who does not read the morning paper—is handicapped by his want of knowledge of what is happening in the world around him. He is mentally bridgled by the man who has absorbed his paper, and resolves that when he reaches the office he will telephone Mr. Hardwick, the manager of the picture delivered to his home address, or he will fill out the following coupon and mail it to The World office.

## ORDER COUPON.

Please hand this coupon to the world delivered to the following address until further instructed:

Name.....

Address.....

Date.....

Signature.....

By.....

For.....

Re Butcher and Reddick, A. Cochran for vendor. T. H. Barton for purchaser. Motion by vendor for an order declaring that vendor can make a good title to premises on west side of Hamilton street, Toronto, known as No. 68, and that purchaser's objections are not valid ones. Judgment: It appears that the house itself encroaches slightly on the land to the south and the sheds and fences on the land to the north of the lands in question. The vendor submitted proofs to vendee by declarations that the lands included in the encroachments have been held in quiet, peaceable and undisturbed possession by him and his predecessors in title for such a period as to establish his title thereto. I am of opinion that a satisfactory title by possession has been shown by the declarations furnished by the vendor and that the vendee must now accept the title. No costs.

The Commissioners of the Transcontinental Ry. v. G. T. Pacific Ry. Co.—A. E. Knox for plaintiff. F. McCarthy for defendant. Motion by

DR. A. W. CHASE'S CATARRH POWDER 25c

is sent direct to the diseased parts by the improved Blower. Heals the inflamed air passages, stops drops, clears the throat and prevents the return of the disease. Cures Catarrh and Hay Fever. All dealers or direct from Bates & Co. Limited, Toronto.

## At Osgoode Hall

## ANNOUNCEMENTS.

Dec. 14, 1912.  
Motion set down for single court for Monday, 16th inst., at 10 a.m.:

1. United Nickel v. Dominion Nickel.

2. Conner v. Princess Theatre.

3. Louveau v. O'Neill.

4. Smith v. Ross.

5. Chamberlain v. Hall.

6. Rickert v. Britton.

There will be no further sittings of the court of appeal this year.

The first sittings of the supreme court of Ontario, appellate division, will be held on Monday, Jan. 13, 1913, at 11 a.m.:

Master's Chambers.

Before J. S. Cartwright, K.C. Master.

Smith v. Bandel—H. S. Murton for plaintiff. J. T. Loftus for defendant.

Motion by plaintiff for judgment under C.R. 603.

Judgment: I see no reason to vary my former disposition of this motion, which stands dismissed with costs in the cause of this argument to defendant only.

Bank of Canada v. Canadian Explosives Co. v. Santa Maria Mining Co.—B. W. Wright for defendants, the Green-Meehan Mining Co. No one contra.

Motion by defendant, the Green-Meehan Mining Co. for an order vacating certificate of lien and its pendens. Order made with costs of motion against plaintiff.

Wells v. Town of Orillia—McLaughlin (Beatty, B. & Co.) for plaintiffs.

D. G. Gray for defendant. Motion by plaintiffs for an order changing venue from Barrie to Toronto. Order made for venue to Toronto, with costs of motion.

Bank of Toronto v. Cobalt Curling and Skating Rink Co.—A. G. Ross for plaintiffs. J. J. Gray for defendant. Motion by plaintiffs for judgment under C.R. 603. Order made.

Journal by consent until 18th inst.

Sheriff v. Atchison—H. C. Macklem for plaintiff. Motion by plaintiff for an order amending description in writ of summons, and the certificate of vendee. Order made.

Canada Fire Engine Co. v. National Land Fruit and Packing Co.—McLean (Molock & Co.) for plaintiffs. No one contra. Motion by plaintiffs for judgment under C.R. 603. Order made.

Schoenfeld v. Turnock Medical Co.—C. F. Froude for plaintiff. This will be provided for plaintiff. R. W. Hart for defendant company. Motion by plaintiff for an order for the names and addresses of officers of defendant company in June last, also for an order striking out paragraph 8 of statement of defence and counter claim. Defendant undertakes to give names of officers and directors on these terms both motions of plaintiff dismissed with costs to defendants in the cause. Motion by plaintiff for an order extending time for return of commission to Jan. 7, 1913, and to amend affidavit. Order made with costs in the cause.

Harrison v. Merrick—Tutill (Macdonell & Co.) for plaintiffs. Motion by plaintiff for an order for a writ of summons. Order made.

Judges' Chambers.

Before Riddell, J.

Re Stratford Fuel, Ice, Cartage and Construction Co.—R. S. Robertson for plaintiff. J. J. Gray for defendant. Motion by plaintiff for an order for a writ of summons. Order made.

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