

The Toronto World

FOUNDED 1890.
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Main 5308—Private Exchange connecting
all departments.
Branch Office—40 South McNab
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Telephone 1946.

—\$2.00—
In advance will pay for The Daily World
for one year, delivered in the City of
Toronto or Hamilton, or by mail to any
address in Canada, United Kingdom,
Mexico and the British possessions enu-
merated in Section 47 of the Postal Guide.
—\$2.00—
In advance will pay for The Sunday
World for one year, by mail to any ad-
dress in Canada or Great Britain. Deliv-
ered in Toronto and Hamilton by all
Newsdealers and Newsboys at five cents
per copy.
Postage extra to all foreign countries.

UNITED STATES.
Daily World \$4.00 per year; Daily World
50¢ per month; Sunday World \$3.00 per
year; Sunday World 50¢ per month, in-
cluding postage.

It will prevent delay if letters contain-
ing "subscriptions," "orders for papers,"
"complaints," etc., are addressed to the
Circulation Department.
The World promises a before 7
a.m. delivery in part of the city
or suburbs. World subscribers are
invited to advise the circulation de-
partment in case of late or irregular
delivery.

MONDAY MORNING, NOV. 15.

The Old Problem

We have not the official figures be-
fore us, but we venture to say that
more Canadian wheat is going to Eng-
land via New York, than via Mon-
tréal. One reading in The Winnipeg
Free Press the triumph of transportation
that great campaign of transportation
which is forwarding wheat from the
Canadian prairie to the British ports
must be struck by the negligible part
which seems to have been played by
the St. Lawrence route.

We are told that 104,000,000 bushels
of wheat have been inspected at Win-
nipeg. We are told of the splendid
activities of the Canadian Pacific, the
Canadian Northern and the Grand
Trunk Pacific in transporting 2000 cars
daily from Winnipeg to the head of
navigation. We are told that vessels
left Port Arthur and Port William dur-
ing the month of October with 45-
600,000 bushels of wheat. Next we
learn how the wheat has been handled
at Buffalo and New York. It is at
the rate of 1,000,000 bushels a day.
The scarcity of ocean space, due to
the war, explains in part why our
wheat has gone out by New York
rather than by Montreal. A factor we
are apt to overlook, however, is the
rail service between Buffalo and New
York. The Erie Canal has been built,
not to carry wheat, but to permit the
roads to do so by relieving them of
coarse freight.

We have magnificent waterways in
Canada, but water transportation can
only be truly efficient as a comple-
ment to rail transportation. The con-
struction of our Georgian Bay ports
recognizes this principle. As time goes
on it will become more and more
necessary to ship a large portion of
our crop to tide water, not only by
a part rail and part water route dur-
ing the fall, but by an all rail route
after the close of navigation.

When that traffic becomes of large
dimensions, many burdens will adjust
themselves and be materially lightened.
The National Transcontinental may
then justify a "physical perfection" that
cost \$100,000,000 a mile. Meanwhile
the Canadian Northern has completed
a line from Port Arthur to Quebec of
almost as high standard but at con-
siderably less expense. The Canadian
Pacific can also compete for the all-
rail traffic, if not on equal terms, at
least with confidence. It has almost
a second line between Port Arthur and
Sudbury, and shortens the distance to
tidewater by its cut off across the
State of Maine.

But if the farmer is to hold over his
wheat in the fall, he must have the
assurance that the banks or the govern-
ment through the banks will make him
advances upon his grain in warehouse.
Heretofore the high freight rates and
the demands of his creditors have
forced the average western farmer
to sell his wheat at the earliest pos-
sible moment in order to get it to
Buffalo or Montreal before the close
of navigation.

The transportation problem is by
no means solved as yet in this country.
We must do all we can to build up
the St. Lawrence route, but we must
also have cheap all-rail transportation to
the Atlantic seaboard. The new lines
with their up-to-date construction
should help solve the problem.
Anxiety to get the situation well in
hand may have prompted the govern-
ment to take over and operate the
National Transcontinental. Its next
move will be awaited with interest in
view of the growing belief that our
minister of railways is feeling his way
with caution but not without courage
to the goal of national ownership and
operation of railways thruout the
country.

The Hydro Strike

The World had an interview with
a number of the striking employees of
the Hydro Commission on Saturday
who were understood to represent the
men generally, and they presented
their case as they considered the
public should understand it. They
stated that they had not so far been
fairly represented by the newspapers
and that The World had not appre-
ciated their position. The points
dwelt upon by the men, stated elab-
orately, were those in which they were
chiefly interested, and as far as The
World could learn the men on these
points were not prepared to make any

concessions whatever. They had no
complaint on the grounds of wages,
and said they would be satisfied with
the five per cent. increase offered by
the commission.

In The News of Saturday it was
stated on behalf of the men that they
only asked for ten per cent. increase
because they feared, if they did not
ask for more than they expected to
get, their wages might be lowered.
This reflection upon the arbitrating
body appears to justify the lack of
confidence which the hydro commis-
sioners have shown in the majority
award.

The wage schedule submitted in the
minority award is not objected to by
the men, and may be studied by
other classes of labor men, with the
reflection that employment by the
Hydro Commission practically ensures
a job for life under any kind of or-
dinary compliance with the working
conditions. The men who have gone
to the front have had their pay made
up to full rate for the benefit of their
families.

The schedule of the minority re-
port gives the following rates: Fore-
men, per week, \$24.25; sub-foremen,
\$21.02; trouble foremen, \$25.40;
trouble men, \$23.50; linemen,
per hour, 40¢; ground men,
27¢; joiners and cable men,
45¢; joiners' helpers, 25¢; wiremen,
41¢; mechanics, 43¢; meter installers,
33¢; street lighting repair men, 35¢ 1-2¢;
patrol men, per week, \$19.15; opera-
tors (ordinary stations), first year, per
week, \$17.30; second year, \$19.05; third
year, \$20.77; Assistant operators, first
year, \$15.70; second year, \$17.30. First
operators at station "D" and "W", first
year, \$19.04; second year, \$20.75; third
year, \$21.92. Apprentices, rates per
hour: Linemen, first year, 30¢; second
year, 31¢; third year, 36¢. Mechanics,
first year, 27¢; second year, 32¢; third
year, 35¢; fourth year, 38¢. Wiremen,
first year, 20¢; second year, 25¢; third
year, 30¢. Meter men, first year, 20¢;
second year, 25¢; third year, 30¢.

The four points upon which the men
have complaints which they regard as
important are with respect to holidays,
sick pay, collective bargaining and the
payment for time going and coming
from work for construction men. The
commission considers that these points
were fully covered by Mr. Couzens' let-
ter of May 12, which appears in the
minority report. The dispute over hol-
idays appears to turn on the fact, that
in the Snider award certain men on
monthly schedule were allowed privi-
leges which they had not before en-
joyed. The commission, finding it im-
practicable to allow them holidays in
this way, as they were not working
overtime, put them on the weekly
schedule, but as compensation for the
holidays given them in the award,
raised their pay by four per cent., and
agreed to pay them overtime. The
men deny that this was done, but the
commission asserts that it was. This
is a question of fact and not of as-
sertion, and can easily be determined.
The commission books show the facts.

Sick pay is fully covered in the let-
ter of May 12. The principle of hol-
idays depends on the willingness of the
men to give a reasonable amount of
overtime as against their holidays. The
dispute, however, as we have noted,
appears to be confined to one class,
the meter installers.

Sick pay, according to the commis-
sion, is given to the men who work
overtime without pay, and whose du-
ties involve overtime, or to men who
work regularly seven days a week.
The commission contends that men who
do not work overtime are not entitled
to sick pay. This is practically the
same condition as in the case of hol-
idays.

The commission entirely repudiates
the statement of the men that the com-
missioners are averse from collective
bargaining. The real desire of the men
seems to be to have a signed agree-
ment, but as no other civil depart-
ment has a signed agreement with its
employees, the hydro system does not
wish to make any exception to the
rule. A resolution of the city council
or a resolution of the commission
should be regarded as sufficient for the
men.

Payment for reasonable time to men
going and coming on emergency work
has been recognized by the commis-
sion all along. It is included in the
terms of Mr. Couzens' letter of May 12.

While The World believes there have
been some misunderstandings on the
part of the men, we are unable to dis-
cover, apart from the wages, and the
question of holidays, any differences
between the parties. The men now
say that the wages question does not
weigh with them, and their admission
that they asked for more than they
expect, to get rather discredit Judge
Couzens' award. The compensa-
tion allowed by the commission in
wages as against the holidays may or
may not be satisfactory, but was ap-
parently an effort to act in good faith
with the men.

We cannot refrain from repeating
our suspicion that outside influences
urged on the strike at this particular
time, as practically all the terms ask-

MICHIE'S
BEAURICH CIGARS

3 FOR 25¢

AT THE CIGAR DEPT.,

7 KING ST. W.

MICHIE & CO., LIMITED

AN IRRITANT



PRIVATE BULL: If you're not usin' a rifle yourself, friend, kindly don't spoil my hair.

led for by the men are covered in the
letter of May 12 and in the minority
award. No harm could have been done
by postponing the discussion till after
the municipal elections, as the prin-
ciples on which the strike was called
are all freely admitted, as far as we
can judge, by the commission, and the
objections raised are merely on de-
tails.

A Live Question

More than ever before is the settle-
ment of the northwest a live question.
It is not too much to say that the
growth of the west is the best barom-
eter of Canada's progress. It was not
happier thinking or the repeal of the
Dominion Franchise Act that caused
Canada suddenly to take a new lease
of life shortly after the accession of
the Laurier government to power. The
country leaped forward to a decade of
unparalleled growth and prosperity be-
cause an aggressive campaign brought
hundreds, thousands, and finally hun-
dreds of thousands of sturdy settlers
to western Canada from the British
Isles, from continental Europe, from
the United States.

Immigration from Europe is cut off;
for that we may hold the Kaiser re-
sponsible. But the country is begin-
ning to observe with growing surprise
that we are getting no settlers from
the United States. One reason assign-
ed for this is that intending immi-
grants fear they will be conscripted
into the British army as soon as they
arrive in Canada. Another is the poor
crop of 1914. The Winnipeg Free
Press thinks the American people are
putting over the defeat of reciprocity
in 1911. The Winnipeg Telegram
thinks that the Immigration depart-
ment at Ottawa has utterly broken
down.

We doubt if the defeat of reciprocity
has anything to do with the falling
off in American immigration; there
is nothing to indicate it. As to the ef-
fects of last year's poor crop upon im-
migration, should these not be easily
overcome by advertising the fact that
in 1915 we had a crop that broke all
records in all respects? We think it
only fair to say that American immi-
gration has stopped either because of
false impression as to the war or
because of some incapacity on the
part of our immigration department.

Is the immigration department doing
its duty in keeping the people of the
western States, who are likely to come
to Canada, correctly informed as to
the true state of affairs in this coun-
try? People come every day into east-
ern Canada from the United States
who appear to know as much about
the war and Canada's part in it as
we do ourselves. Why should the peo-
ple of the northwestern States labor
under a false impression? No doubt
it is because they are misled and
there is no one to set them right. For
months the immigration department
has run no advertisements in American
newspapers following its custom of not
advertising during the summer season.

That omission we can now see was
a serious blunder because it allowed
the most ridiculous rumors to go
broadcast over states like Nebraska,
Iowa, Missouri and Kansas unchal-
lenged and unchecked.

What the west needs is more popu-
lation. There ought to be twenty mil-
lion instead of two million people west
of Lake Superior. Our whole national
system is built upon the theory of a
populous and prosperous west. There-
fore it is supine to say that we can-
not get immigrants from the United
States until after the war. The im-

migration and settlement policy of the
Dominion Government will soon be a
live issue. Why cannot some of the
immigration officials now stationed in
Europe, with absolutely nothing to do,
be set to work on this side of the
water?

PACKING PARCELS
FOR THE SOLDIERS

Ottawa Tells How Goods
Should Be
Wrapped.

The public is urged to exercise every
care in packing parcels for the troops,
as careful packing is absolutely essen-
tial to ensure delivery of the parcels
in good order.

Parcels sent abroad require a higher
standard of packing than is necessary
in the Canadian parcel post, and this
applies with even greater force to
parcels for the troops. Those which are
inadequately packed run great risk of
damage or loss of contents.

A statement sent from Ottawa by
the P. O. department says that thin
cardboard boxes, such as shoe boxes,
and thin wooden boxes, should not be
used; nor should a single sheet of ordi-
nary brown paper afford sufficient pro-
tection. The following forms of pack-
ing are recommended:

(1) Strong double cardboard boxes,
preferably those of corrugated card-
board, and having lids which com-
pletely enclose the sides of the boxes.

(2) Strong wooden boxes.

(3) Several folds of stout packing
paper.

(4) Additional security is afforded
by an outer covering of linen, calico or
canvas, which should be securely
sewn up.

The address on the parcel should be
written in ink on the cover, preferably
in two places.
The address of the sender of the par-
cel should also be stated in order that
it may be returned if undeliverable.
The contents of the parcel should be
stated in writing on the cover.
In the case of parcels sent to the
Mediterranean force, they should be
very strongly packed. They should be
as nearly round as possible, and well
wrapped with shavings, crumpled paper,
or similar protective material. More
outer covering should consist of strong
linen, calico or canvas, and should be
securely sewn up. The use of wooden
or metal boxes with square corners is
undesirable, as parcels so packed are
liable to injure other parcels in transit.
No perishable articles should be sent,
and anything likely to become soft or
sticky, such as chocolates, should be
enclosed in this. Parcels merely wrap-
ped in paper or packed in thin card-
board boxes, such as shoe boxes, can-
not be accepted.

CANADIAN AVIATOR KILLED.

CALGARY, Alta., Nov. 13.—J. Tur-
ner Bone, B.S.A., graduate of McGill
University, and sub-lieutenant in the
royal naval air service, has been killed
in France in performance of his duty,
according to advices received by his
father, a prominent Calgary.

IMPORTANT

Good eyesight is essential to health,
comfort and appearance. Have you
noticed the strained look on your
face or your friends' faces? Usually
that comes from eye-strain. More
wrinkles are caused by eye-strain than
by age. Thousands of people uncon-
sciously squint in an effort to adapt
their eyes to the surroundings. A
visit to our Optical Department will
convince you of the long training and
superior skill of G. Repetto, our Op-
tometrists. Come and let us help you.

Optical Department of
H. W. TISDALL'S
JEWELRY STORE,
150 Yonge Street, Toronto.

GERMANY BARTERED
SOUL FOR POWER

But France Has Recovered
Hers, Says Rev. Dr.
Charles Eaton.

NEW IDEAL IS BORN

Allies Fighting for Universal
Sovereignty of Principles
of Justice.

"There is nothing wrong with Ger-
many except that she has gone bad in
her soul," declared Rev. Dr. Chas.
Eaton, of New York, yesterday after-
noon.

Rev. Dr. Eaton addressed a mass
meeting under the auspices of the
Men's Association of Bloor Street Baptist
Church.

Rev. Dr. Cameron presided. He said
that it was a pleasure to greet one
of his predecessors as pastor of Bloor
Street Church like Dr. Eaton, whose
outspoken utterances in this view
were of great value in educating public
opinion in the United States in keep-
ing the status of our case before the
thinking people there.

Rev. Dr. Eaton said that a new age
began with the declaration of war by
Germany in August, 1914. A new ideal
was given birth, and an ideal which
was being more widely known and ac-
cepted as the great contest develop-
ed.

The new ideal.
Up to that time, each nation had
looked to its own power as sovereign.
The sovereignty to which a people
gave their allegiance defined the qual-
ity of their citizenship. If a man had
as his sovereign a tyrant, he himself
was a slave. Germany entered the war
with the recognition of no limit to her
course of action beyond her own mil-
itary power.

Germany represented the old ideal.
The new ideal, destined to dominate
the coming age, is that of universal
sovereignty of force but the universal
sovereignty of the principles of jus-
tice. It will call for world politics in
accord with the spirit of a world
brotherhood.

The national armies will be main-
tained on a recognized basis as por-
tions of an international police for the
maintenance of the rights of all
peoples. Any nation attempt, as Ger-
many, to run amuck, she will be con-
fronted by the combined armies of the
rest of the world.

While Germany, thru lust for power,
had lost her soul, France had, thru
loyalty to the principles of human
liberty, regained hers. Britain and
her overseas dominions was prov-
ing that her sons would rather die
fighting with the spirit of heroes than
live false to the traditions of the em-
pire's glorious past.

CANADIAN PACIFIC NEW DAY
SERVICE BETWEEN TORONTO
AND OTTAWA.

With the usual aim of catering to
the needs of the traveling public, the
inauguration of a day service between
the Pacific Railway by the Canadian
Pacific Railway will be a most popu-
lar move. The service will be main-
tained eastbound by train No. 38, "The
Rideau," leaving Toronto Union Sta-
tion, at 1:45 p.m. daily, except Sunday,
arriving Ottawa, Central Station 10
p.m., and westbound by train No. 37,
"The York," leaving Ottawa Union Sta-
tion, at 9:30 a.m. daily, except Sunday,
arriving Toronto Union Station at 9:30 a.m.

The route covered by this service will be via
the New Lake Ontario Shore Line,
passing through the Lake Shore towns
of Port Hope, Cobourg, Trenton, Bel-
leville, etc.

The equipment is of the usual Stan-
dard maintained on Canadian Pacific
high-class trains; first-class coaches,
cater-parlor, also library-observation-
parlor cars, which the latest
issues of current periodicals are dis-
played for passengers.

This service will prove a decided
advantage to the business man, as it
will allow reasonable time in the
capital, and means only one night
away from home.

Excellent connections from western
Ontario points are made at Toronto
with "The Rideau."
All particulars may be had on ap-
plication to Canadian Pacific Agents,
or by writing Mr. G. Murphy, District
Passenger Agent, Toronto.

Mass for Soldiers.
At the request of Corp. Thomas
Ridout, prisoner of war in Germany
(captured at the battle of St. Julien),
a high requiem mass will be sung at
his parish church, St. Peter's on Wed-
nesday, Nov. 17, at 8 a.m., for the re-
pose of his comrades of "C" Co., 3rd
Battalion, who have lost their lives
in the war.

PRESIDENT CANE
WAS RE-ELECTED

Will Head Commercial Travel-
ers' Association Another
Year.

MEMBERS PATRIOTIC

Voted Twelve Thousand Dol-
lars to Various Funds
Last Year.

The annual meeting of the Com-
mercial Travelers' Association for
nomination of officers and directors
of the board of management for the
ensuing year was held in St. George's
Hall Saturday night. President James
G. Cane occupied the chair, and con-
gratulated the members on the con-
tinued prosperity of the association.
He stated that at the last annual
meeting \$12,000 was given to the
patriotic funds. The association had
also met heavy mortuary payments,
and said that he had no doubt that
the members would be satisfied when
the annual report is presented. Presi-
dent Cane was re-elected by acclama-
tion. The following are the nomina-
tions for officers:

First vice-president—Alex. Cook,
George W. Moore (one to be elected).
Second vice-president—C. T. Tullih,
(elected by acclamation). Treasurer
Harry J. Dodgson, P. W. S. Davis,
John Everett, R. C. Hector, W. Mat-
thews, R. W. Menzies, Walter Moore,
E. W. McTear, J. McKenna, F. J.
Zamora (nine to be elected). Ham-
ilton board—E. O. Zimmermann, first
vice-president; C. C. Smye, second
vice-president (elected by acclama-
tion). Directors for Hamilton board
—W. J. Fenwick, M. P. Malone, George
W. H. Graham, W. S. R. Murch, J. E.
Singleton, John Wright (two to be
elected). Directors for Toronto board
—J. S. Hamilton, D. J. Waterous,
Brookville board—F. L. De Wolfe,
vice-president; George Dawson, direc-
tor, Ottawa board—J. H. Laurie,
Montreal board—F. L. De Wolfe,
Winnipeg board—A. C. Menzies, first
vice-president; A. E. Howland, direc-
tor, Vancouver board—B. B. McMas-
ter, F. W. Sterling, Scrutinyers of the
ballot—H. C. Clearthue, J. W. Gale,
Walter Medill.

THE GREATEST OFFER EVER
MADE BY THIS NEWSPAPER
TO ITS READERS

THE MOST REMARKABLE BIBLE
OFFER IN HISTORY.

A very striking announcement ap-
pears in the advertising columns of
this paper today, offering to its read-
ers the famous Big Print Red Letter Ed-
ition of the Bible, bound in limp leather,
with silk marker, and containing
many pages of helps, maps, beautiful
illustrations in colors and half-tones,
reproduced from photographs, and in-
formative maps of Bible lands, also
in colors. The special feature, how-
ever, is the printing of all the words
and sayings of Christ in red, so that
the eye in glancing over the pages in
search of the Master's own words, can
find at once the quotation it is in
search of. The usual price of Bibles
of the character described is from
three to four dollars—so that this pa-
per's offering is practically in the na-
ture of a gift—it asking only a small
distribution expense in addition to the
cost. Nor could this be effected with-
out the active co-operation of hun-
dreds of newspapers thruout the Uni-
ted States and Canada, which are en-
gaged just now in the worthy pur-
pose of distributing the Red Letter
Edition of the Bible among the great
masses of the people. We urge every
one of our readers to avail themselves
of this very unusual opportunity, and to
clip the coupons which will appear
daily in this paper, until further no-
tice.

FIVE MILLION KILLED.

BASEL, Switzerland, Nov. 14.—Col.
Neussler, a Swiss military statistician,
calculates the total losses in killed in
the present war at 5,000,000.

Canada's Best Beer is

O'Keefe's

It has been brewed in Toronto for over half a century.

Its Merit is known. Its Purity is assured. Order a case from
your dealer.

A BREW FOR EVERY TASTE



The O'Keefe Brewery Co., Limited, Toronto