

## The Toronto World

FOUNDED 1880.  
A Morning Newspaper Published  
Every Day in the Year.  
WORLD BUILDING, TORONTO,  
40 WEST RICHMOND STREET.  
TELEPHONE CALLS:  
MAIN 5303—Private Exchange con-  
necting all departments.  
\$8.00

Will pay for The Daily World for one  
year, delivered in the City of Toronto,  
or by mail to any address in Canada,  
Great Britain or the United States.  
\$2.00

Will pay for The Sunday World for one  
year, by mail to any address in Canada  
or Great Britain. Delivered in Toronto  
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newsboys at five cents per copy.  
Postage extra to the United States and  
all other foreign countries.

Subscribers are requested to advise  
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THURSDAY MORNING, OCT. 10, 1912

### THE GRAND TRUNK AND THE NATIONAL TRANSCONTINENTAL RAILWAY.

If the Grand Trunk Pacific refuses  
to operate the National Transcontinental  
between Cochrane and Moncton,  
it will also have to give up the entire  
line between Moncton and Winnipeg  
and cut off its connection with the  
head of navigation at Fort William.  
The Toronto News assumes that the  
company may in some manner possess  
itself of the line between Cochrane  
and Winnipeg, without being burdened  
with the line between Cochrane  
and Moncton, thus reviving some old  
stories and giving a certain color to  
sensational charges against the present  
government.

It is now perhaps an open secret  
that many Conservatives in 1908 be-  
lieved that it would be advisable, in  
case Mr. Borden came to power at  
the election of that year, to end the  
National Transcontinental on the east  
at Cochrane and to sell the Temiskam-  
ing and Northern Ontario road to the  
Dominion Government. But surely  
at this late day, with the line between  
Levis and Moncton completed, no one  
will recommend leaving unfinished  
that portion of the National Transcon-  
tinental east of the Abitibi and  
west of La Tuque.

Just now The Quebec Telegraph is  
charging Hon. Frank Cochrane with  
degrading the standard of the road  
between Cochrane and Quebec for the  
express purpose of having the Grand  
Trunk refuse to take over the line  
east of Cochrane and to turn it over  
to the Canadian Pacific.

The News says that the rails are  
rusting on the line between Levis and  
Moncton. We believe this to be true  
and we cannot understand why the  
government, for the present, does not  
operate this section of the National  
Transcontinental, if only to preserve  
the property from decay and destruction.

Would it be a great calamity to this  
country if the Grand Trunk Pacific  
did refuse to carry out its contract?  
Is the government preparing for this  
contingency? Or is there any likeli-  
hood that the Canadian Pacific may  
take over the line from Winni-  
peg to Moncton, upon default by the  
Grand Trunk Pacific?

Then again the question arises—is  
it desirable to collect as rental from  
any company more than the govern-  
ment section of the N. T. R. is worth,  
if that excessive rental is to be sweat-  
ed out of the Canadian people by ex-  
cessive freight rates?

### CIVIC ADVISORY BOARD.

Controller McElenagh of the Otta-  
wa City Council has a motion before  
that body proposing the formation of  
the heads of the civic departments into  
an advisory board. The board would  
be composed of the city clerk, engineer,  
sollicitor, collector, assessment commis-  
sioner, treasurer, head of the municipal  
electric department, fire and police  
chiefs and auditor. One of the difficul-  
ties the board might obviate is the  
overlapping of the authority of various  
departments. The meetings of the board  
would afford opportunity to co-operate  
in the case of civic works going for-  
ward. It is pointed out that the as-  
sessment rolls are prepared in the  
assessment office and then turned over  
to the city clerk's office, where the  
voters' lists are made up. The city  
collector and treasurer also take a  
hand at them. In local improvement  
affairs the engineer's and assessment  
departments are associated. More or-  
ganized co-operation would be possible  
for such a board, and as it would only  
be advisory, there could be no clash  
with the city council. This, perhaps,  
is a weak point in the scheme.

### PARLIAMENT SHOULD ACT.

The Ottawa Citizen remarks that it  
is difficult for an outsider to say what  
railway rates are reasonable, and be-  
lieves that to establish uniformity of  
rates would be a long step in the right  
direction. But how is this uniformity to  
be brought about? The World believes  
that it can only be brought about by  
parliamentary action.

The Railway Act of 1903 is an admir-  
able statute in many respects, but it  
was closely modeled upon the United  
States interstate commerce act. The  
Dominion Railway Commission was set  
to work without chart or rudder, and  
has followed somewhat blindly in the  
wake of the interstate commerce com-  
mission. Its judicial legislation has  
been of piecemeal variety.

But conditions in Canada are so dif-  
ferent from those in the United States,

and parliament has such plenary pow-  
ers that the whole complicated net-  
work of railway rates, classifications  
and differentials can be swept away  
and standardized freight rates for the  
whole country established just as the  
uniform and universal two-cent-a-  
mile passenger rate should be estab-  
lished.

But this requires action by parlia-  
ment.

### THE ONLY DEFENCE OF THE MELON.

The insinuation in a Winnipeg daily  
paper and the direct statement in a  
weekly paper in the same city that  
Hon. Clifford Sifton has control, own-  
ership or interest whatsoever in The  
Toronto World are absolutely false.  
This story is being used in the papers  
in question as the only answer to  
the World's criticism of the C.P.R.  
melon. And it's a mighty poor de-  
fence.

### SWEET MELONS.

Montreal Star: Speaking about  
appreciation in stock values, it re-  
quires very little fasting to show  
how shareholders are securing  
splendid dividends from the Bank  
of Canadian Prosperity.

Take, for instance, Canadian Pa-  
cific Railway.

So far this year the stock has  
advanced from 227 to 283, a gain  
of 56 points.

On the \$188,000,000 outstanding  
common stock, this represents an  
advance in value from \$44,460,000  
to \$56,340,000, an appreciation  
of \$11,880,000.

But what about the Canadians who

pay the Canadian Pacific's railway

rates and have their grain left without

transportation?

### THE MELON AND THE NAVEL ORANGE.

Does Mr. Borden think the western  
farmer will warm up very quickly to  
his naval policy just after the cutting  
of the Canadian Pacific melon? The  
farmer is to pay for both. Sir Thomas  
Shaughnessy is telling him to pay both.

This farmer is being sweated un-  
fairly in railway rates to provide mel-  
ons for British and German share-  
holders of Sir Thomas' road and asked  
at the same time to put up money to  
maintain the peace between Britain  
and Germany. The public will never  
get over the melon if it is permitted,  
and there is nothing for the govern-  
ment to do except what The Winnipeg  
Free Press said on Monday of this  
week, as follows:

Why did the C. P. R. In August,  
1912, make application to the  
government for authority to  
lease stock, thus adhering to the  
precedent of the previous ten years,  
and then switch to a procedure  
which enabled it to issue its stock  
without the government's consent?  
Was the government a consenting  
party to this sleight in the face as the  
best way out of an awkward situa-  
tion?

If the government's skirts are  
clear in this matter it will act  
with decision and despatch in the  
protection of the people's right.  
It will at once publicly notify the  
C. P. R. officials not to carry out  
the instructions of the shareholders  
pending the consideration by  
parliament of the situation created  
by this ingenious manoeuvre by  
which the C. P. R. proposes to cir-  
cumvent one of its obligations to  
the Canadian people. Parliament  
should make short work of this  
subterfuge and provide that, in the  
future, all issues of capital stock,  
for whatever purpose, shall receive  
the direct sanction of parliament.  
Such a law will end melon-cutting  
and high finance once for all.

### MANY-SIDED MEN.

Colonel Roosevelt, if he is not elect-  
ed president, may become editor of The  
New York Press at one hundred thou-  
sand a year. Should he accept the  
editorship no one doubts that he will  
do hard work and good work for his  
paper.

General Harrison upon leaving the  
White House in 1893 resumed the prac-  
tice of law at Indianapolis and ap-  
peared in the trial of cases to the end  
of his life. At the same time he con-  
tributed some excellent articles to the  
leading magazines of the country.

In Britain we find cabinet ministers  
and premiers writing books and ar-  
ticles, the result of research and erudi-  
tion.

Our Canadian statesmen do not find  
much time for anything except polit-  
ics. Are they less versatile or have  
they fewer opportunities to become  
many-sided? Surely we need badly a  
political history of Canada.

That such a work can be written by

a public man without offence to others,

and without embarrassment to him-

self, was proven by Hon. James G.

Blaine, who wrote a most valuable

historical work between his retirement

from office in 1881 and his nomination

for president three years later.



ARTFUL TOMMY: Don't you mind me, you two. Just listen to what the pretty, wild waves are saying.

## MICA DEPOSITS LOCATED IN B.C.

Experts Declare That Sheets  
Up to Ten Feet Square  
Can Be Taken From  
Mountain.

It is now thought probable that  
British Columbia is in possession of  
what will turn out to be perhaps the  
richest mica mining country on the  
continent. This is the view taken by  
Herbert Carmichael, mineralogist to  
the British Columbia Government, who  
in an interview states that the B. C.  
Government is to conduct in the near  
future an investigation into the possi-  
bilities of the mica deposits on Mica  
Mountain. These deposits are located  
in the vicinity of mile 58, P.C., on  
the line of the new Grand Trunk Pa-  
cific.

Heretofore the only means of get-  
ting into the new mining territory was  
by pack horse or wagon," states Mr.  
Carmichael, "but with the advent of  
the railway the development of the  
mica mines in British Columbia will  
become a matter of the greatest im-  
portance. Experts declare that the  
beds on Mica Mountain will yield  
sheets up to ten feet square. Mica is  
the most valuable in large sheets,  
and four feet square being more val-  
uable than twice the amount in two  
feet squares. Up to the present time  
large sized sheets have been very dif-  
ficult to obtain.

### PRETTY GOOD SENSE.

Editor World: You believe in public  
ownership. Why not extend the In-  
tercolonial Railway as a public owned  
railway from Toronto to the west?  
to the other? If there are any melons  
to share let them be given to the  
people in the shape of lower fares and  
lower freight rates, and so bring the  
farmer, the merchant and the con-  
sumer closer together. Railway rates  
should be treated in the same way as  
postal rates and a postage stamp. If  
Canada can afford to give assistance to  
privately owned railways, Canada  
ought to be able to extend its own  
well-equipped and well-managed rail-  
way from coast to coast. Why should  
private owned railways be protected  
from the law by competition, or given  
generous aid, any more than you or I  
in our lines of business?

It's the great mass of citizens who  
have to hustle and struggle with all  
weathers, and in all channels of life,  
who have to go out into the financial  
woods of competition, with their gun  
of opportunity, to hunt their daily  
needs who should have first aid, not  
shareholders of wealthy corporations,  
who have already been put on easy  
street thru the thrift of the people.  
A. C. C.

### THE SUNNYSIDE BRIDGE AND STREET CAR TRACKS.

Editor World: I desire to direct