

The Toronto World

FOUNDED 1890.
A Morning Newspaper Published
Every Day in the Year.
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TUESDAY MORNING, NOV. 7, 1911.

TUBES FOR TORONTO.

The Globe is "not disposed to be
harrassed into a tube system." When-
ever anybody approaches The Globe
(or The Star either, for that matter),
with a closely reasoned proposal, sup-
ported by all manner of facts and fig-
ures, and which is not in accord
with the wishes of The Globe affilia-
tions, The Globe at once assumes the
dignified and superior manner which
goes with a silk hat and black kids,
and is "not disposed to be harassed."

The Globe has not full information
as to the cost and probability of suc-
cessful operation of tubes, it admits.
A nice admission of enterprise on the
part of a journal which claims in Great
Britain to be Canada's greatest. How-
ever, there is some excuse for The
Globe, which is always more disposed
editorially to be academic than practi-
cal, as was abundantly evident by its
"statistics" in the reciprocity cam-
paign. Another old stand-by of The
Globe is "the promotion of a real es-
tate campaign." All that this means
is that The Globe's friends do not own
real estate where the tube is mapped
out for. The tube goes north. It is
safe to say The Globe's real estate lies
west. If the tube had been going east
The Globe would have discovered an
African with its naked eye.

The Star is equally dazed when it
tries to support its methods of arguing
against tubes. It has figured out \$10,-
000,000 as the price of the tubes, after
forty years, and we figured out the
price of The Star at \$250 for the same
period, a figure The Star does not
question. But says The Star, "If a
cash subscription for forty years is
sent in it will give discount. And so
would the city get discount if it paid
cash for its tubes. The reason it does
not pay cash is because it is cheaper
to take credit. Just as the reason The
Star gives a discount is because it pre-
fers ready money to a debt." The Star
knows all this, but wishes to fool its
readers into thinking that they will
have to pay \$10,000,000. They pay half
that for the tubes, and they pay the
other half for the use of the money
with which they can make more money
in other investments.

But, says The Star, when the sub-
scriber pays his money for the news-
paper he does not get the last copy till
the end of forty years. Exactly so.
At the end of forty years he gets the
last copy of The Star, if he has decided
to keep on reading so long. And if he
wants any more of it he must sub-
scribe again. In the case of the tube,
he does not have to pay any more,
for the tube is still there, costing him
nothing more but maintenance in the
future. And, of course, the ratepayer
does not pay the money and The Star
is deliberately misleading when it says
the money must be paid out of the city
treasury. The money paid by year
will be paid out of the revenue of the
tubes, and the ratepayers in general
derive the advantage of the enhanced
value of all the property in the city.

The Star, of course, is afraid that
there will be deficits in the tube for
years to come. We are not aware what
there is in The Star's experience that
should make it so nervous of deficits
in the tubes. Lots of companies would
be glad to take the chance of operating
a Toronto tube railway. But The Star
ought to consult an expert. It will be
told that on a five-year or a three-
year term of operation the tubes will
show huge profits. In all live centres
of population the experts have ob-
served, although they cannot explain why,
that while population increases by one
or two per cent. a year, traffic goes
up at the rate of from ten to eighteen
per cent.

Controller Hooken has an absolute
sure thing in the tubes, and we trust
he will stick to his controllership and
give his whole time to putting the
tubes thru.

HYDRO POWER FOR EASTERN
FARMS.

The farmers of eastern Ontario have
a well-founded complaint to make
against the municipalities which have
refused to negotiate and co-operate
with the hydro-electric power commis-
sion. It is true that some of the
municipalities have been allured
by the prospect of advantages for
themselves. The solidarity of modern
life does not permit of any section of
the people reserving to themselves spe-
cial advantages to the exclusion of
others. Any more than the benefiting
of one section should be objected to
by others outside the reach of the ben-
efit in question. What benefits one
benefits all, but the benefit must not be
restricted.

The great strength of the hydro-elec-

tric policy has been that, like Fortia's
mercy, it blesses them that give and
them that take. For the wider the
consumption of power and the more
those who use power share their privi-
leges with others, the cheaper the power
becomes.

The farmers of the west of Ontario
are about to enter on the enjoyment
of the advantages which the use of
power by the municipalities affords
them. The hydro-electric scheme is
not run for profit, but for public ben-
efit, at cost. So the farmer can get
the lowest rates, and his consumption
helps the city consumer to lower rates.
In eastern Ontario, however, it
would not pay the corporations to go
after farmers' business, and the munici-
palities, having failed to ally them-
selves with the hydro-electric commis-
sion, are in the position of having
shut out the farmers by their action
from cheap power.

Peterboro has been stirred up by the
prospect of having the mistakes of the
Laurier government and the Graham
policy of friendliness to the corpora-
tions repaired. Sir James Whitney's
assurance that expropriation would be
resorted to if necessary, raises the
hopes of the farmer that something
may yet be accomplished in the eastern
townships in the way of providing
electric power, electric threshing,
electric churning, and the thousand
and one other electric processes now
available in Europe.

WHY EXPRESS COMPANIES?

Investigation into the position of the
railway express companies has made it
plain that they are mere subsidiary or-
ganizations of the railway companies.
Their genuine capitalization is nominal
and there is absolutely no reason for
their existence except as a subterfuge
to conceal the huge profits which the
railways have made and are making
out of the express service. That con-
cealment has been further aided by ex-
cessive stock watering which enables
the reputed capitalization to be used
as a basis for maintaining rates and
discriminations of various degrees of
enormity. Not long ago the Dominion
Railway Commission authorized a dif-
ferent schedule of rates in the western
provinces from that required in the east,
and this has rightly been the subject
of strong protest from them.

If these be the circumstances under
which the very necessary express traf-
fic of Canada is conducted, the ques-
tion inevitably arises why should ex-
press companies be permitted? They do
no work that could not be done just
as easily and efficiently by separate de-
partments of the railways and on a
straight basis of equitable payment for
the actual services rendered to the pub-
lic. Again, as experience has shown
that it is impossible to get a universal
service from private companies on fair
terms, the only proper remedy is for
the Dominion Government to establish
a parcel post system in connection with
the postoffice. As matter of fact, such
a service is already in operation un-
der international agreements.

Just the same troubles and difficul-
ties were faced in the United Kingdom
before the inauguration of the parcel
post system in competition with the
express service given by the British
railroads. That step was followed by
a rapid and continuous increase in the
parcel business. For the year ending
March, 1892, 40,378,365 parcels were
carried for upwards of \$5,500,000, while
for the year ending March, 1910, the num-
ber had risen to 118,190,000. For their
part of the service, the railways take
55 per cent. of the postage on the parcels
carried. British experience has
shown also that the argument against
a parcel post on the ground that it
would injure country towns and stores,
is not sound. Opposition was offered
there on that assumption, but to none
has it brought more benefit than to
the small storekeeper.

Some frank admissions were made
before the Indiana State Railroad Com-
mission the other day, during their at-
tempt to discover, if possible, why there
are express companies, by the assist-
ant general traffic manager of the
American Express Company. He testi-
fied that the company never made an
express rate less than two and a half
times the railroad freight rate, and that
the custom of paying the railroads 50
per cent. of the gross charges for trans-
portation was of years standing. The
witness also admitted that, so far
as he knew, no enquiry had ever been
made to ascertain whether it was a
rate of payment. Commentaries on
his testimony. The Rochester Herald
says editorially: "The Indiana enquiry
could appear to have made quite clear
the contention that if the railroads can
afford to haul express cars on fast
trains for 50 per cent. of the gross
charges, and if the express companies
can accumulate a surplus of \$25,000,-
000 in a few years out of the other half
of the gross, that the railroads can well
afford to take over the express traffic
themselves and cut rates directly in
two—and make large profits."

TRIPOLI AND MOROCCO.

Italy is finding out that the con-
quest of Tripoli is not going to be a
holiday parade. Indeed it cannot be
said that the Italian forces are in
real occupation of the littoral, much
less that they are in a position to be-
gin the reduction of the interior with
its wastes of sand and isolated oases.
Worst of all are the terrible accounts
of the massacring of the Arabian
population—men and women and child-
ren—reported by the war correspon-
dents at the front. These are said to
have been unprovoked and to be due

to the determination of the Italian
commander to refuse to acknowledge
the Arabs as Turkish soldiery.

Public sentiment in Italy has been
rather antagonized by the general
disapproval of the Tripoli expedition
expressed by the European press. Dif-
ferent and not entirely congruous rea-
sons have no doubt assisted in over-
turning the expedition. But the immediate
consequence has been a weakening of the
power of the triple alliance on the
continent, which has been reflected in
the agreement between France and
Germany over Morocco. The bargain
which definitely places Northwest
Africa under French dominion in ex-
change for a much smaller tract of
equatorial Africa that Germany was
at first understood to require is being
accepted with bad grace in the father-
land and at the moment, even if
German claims in Morocco were ten-
uous in character, the balance of ad-
vantage seems to rest with France,
whose conduct has markedly enhanced
her prestige in Europe.

SIR JOHN CARLING.

The late Sir John Carling in his time
was the most distinguished public
man in Western Ontario.
He was a gentleman of the old school
of polished manners, graceful and dig-
nified. In appearance he was an aris-
tocrat in the best sense, tho at heart
he was a firm believer in democracy.

As minister of agriculture in Sir
John A. Macdonald's cabinet, he creat-
ed an organization that even today
bears the mark of his hand, for the
good of the country. He was master-
ful administrator. His business in Lon-
don, which has grown to large propor-
tions, shows his capacity for affairs.
He was a sympathetic nature, and
many a man has reason to recall
fatherly counsel, friendly handclasp
and even tangible support that has led to
renewed effort and ultimate success in
life.

Another gentleman of the old school
has gone home.

STIRRING UP THE GRAND TRUNK.

Probably the most unsatisfactory
piece of railway travel around Toron-
to is the Grand Trunk trunk train from
Toronto to North Bay. It recalls the
famous rocky road to Dublin, except
that it does not appear to be ballasted
with rocks. And the grades are gen-
erally described by travelers as "a fierce
proposition." On account of the heavy
grades the trains crawl along and
hours are lost on the journey north.

Nothing will improve this set of con-
ditions but radical action, and radical
action is not to be had from the En-
glish direction of the Grand Trunk un-
til competition makes action impera-
tive. The Grand Trunk ought to do
something to make the Toronto-Port
Arthur line equal to the Port Arthur-
Cochran line of the T. & N. O. Rail-
way. But the Grand Trunk will not
improve its road until the C.P.R. or
the C.N.R. does something better for
northbound travelers. It is encourage-
ing to think that something better is
on the way.

PARTISAN FUTILITY.

Toronto Telegram: Ontario can ad-
mit the excellence of N. W. Rowell,
K.C., in his church relationships, his
private relationships and in his pro-
fessional relationships. In his political
relationships N. W. Rowell, K.C., has
been an upholder of principle, who has
taken the hard chances of battle in
the defence of the good man who be-
lieves that the party will become
the good man who believes that the party
will stay with the party long enough
whereas the party is always playing
for the votes of bad men who will
not stay with the party at all unless
they are bribed.

COMMERCIALIZED MARRIAGE.

Pastor Promises Not to Share His
Fees With Hackman.

NIAGARA FALLS, Ont., Nov. 6.—
(Special.)—Instead of appearing before
the International Interdenominational
Ministerial Association at the Franck
Hotel to-day, to show why he should
not be expelled for "Commercializing
Marriage," Rev. A. Quinn, pastor
of the Baptist Church, tendered his resig-
nation, together with a promise to discon-
tinue the practice of sharing his wedding
fee with hackman. His resignation was
immediately accepted and Quinn's
name scratched from the roll.

A letter was also received from Rev.
A. Kennedy, formerly pastor of the
Morrison Baptist Church, promising to
discontinue sharing fees with cabmen.
He did not resign, nor was he ex-
pelled.

The ministerial association elected
the following officers: President, Rev.
U. S. Schaul, Pierce-avenue Presby-
terian Church, Niagara Falls, N. Y.;
vice-president, Rev. W. C. Brewster,
Church of Christ, Niagara Falls, N. Y.;
secretary-treasurer, Rev. Dr. William
Wallis, Drummond Hill Presbyterian
Church, this city.

ANGLICAN SYNOD MEETINGS.

The quarterly meeting of the Angli-
can Synod of Ontario was held from
Tuesday to Friday this week, at the
synod offices. There will be a service
on Thursday at St. James' Cathedral
parish house in connection with the
Girls' Friendly Society. A special fea-
ture will be the address of the Bishop
of Montreal at 8 o'clock. The Bishop
of Toronto will celebrate holy com-
munion.

The regular quarterly meeting of the
great Chapter of St. Alban will take
place Friday morning at 8 o'clock at the
chapter house, at which reports of the
financial committee in relation to the
campaign being made for funds for the
building of the new cathedral will be
made.

On Saturday and Sunday both after-
noon and evening, there will be con-
ferences of the King's Daughters.

CANADA PERMANENT

Savings Department
We accept any sum from one
dollar upwards, and credit interest
at 4 PER CENT. and ON HALF
PER CENT. per annum. Com-
pound interest materially assists
the growth of the account.
TORONTO STREET, TORONTO.

MORTGAGE CORPORATION

CAR SERVICE POOR

Board of Control to Bring Matter Be-
fore Railway Board.

It was shown at yesterday's meet-
ing of the board of control that that
body rides on the street cars, for they
proceeded to discuss the service being
given by the company, and finally de-
cided to appeal to the Ontario Railway
and Municipal Board for orders pro-
viding for more cars, a better service
and for more consideration for pas-
sengers at transfer points. Mayor
Gray brought the matter up, and the
controllers fell in line. The gather-
ing of the necessary information on
which to base the applications will be
completed with shortly.

Controller Spence brought up the
matter of cars running away from
transfer points, and the board decided
that the company should be ordered
to allow the father of the assignee of
plaintiff to be present at examination
of defendant for discovery.

That is because they have the
cars, said the mayor. "They don't
care."

The mayor told of people being re-
fused transfer by first giving notice to
Dumont and Avenue-road cars. The
application to the railway board will
take up that matter also.

Joseph Gibbons, business agent of
the Toronto Railway Men's Union, de-
clares that the cause of the bad ser-
vice is that there are not enough regu-
lar cars, there are not enough extra
cars at rush hours, and that the new
large cars are used as occasional in-
stead of regular.

A "CONCEITED AUTOCRAT"

This is Metal Trades Council Esti-
mate of Commissioner Harris.

Some outspoken criticism is indulg-
ed in by the Toronto Metal Trades
Council in an open letter which has
been sent to Property Commissioner
Harris.

In connection with the recent at-
tempt made by the representatives of
the engineers' union to get Mr. Har-
ris to raise the pay of the engineers
the hall, Mr. Harris let it be known
that he was not inclined to interfere
with the workings of his department.

In the open letter the trades council
calls Mr. Harris a conceited autocrat
and that he should refuse to confer with
the person who was paid to represent
the employees of the department.
Mr. Harris laughed when asked last
night what his opinion of the letter was.
He did not care to discuss the
matter.

London, Detroit, Chicago, Canadian
Pacific Way.

The shortest mileage and quickest
time between Toronto and Chicago is
made by the through trains of the Cana-
dian Pacific Railway, leaving Toronto
8 a.m., 5:30 p.m. and 7:20 p.m., arriving
Chicago 10 a.m., 1:30 p.m. and 3:30
p.m., respectively. Sleeping cars, stand-
ard coaches and dining cars. Trains
leave for Woodstock, London,
Chatham, Windsor and Detroit. Con-
nections at Detroit and Chicago for all
United States points. Sleeping car re-
servation and all city ticket office, 16
King-street east, or City Union Station
(north ticket window).

Sir William Goes to New York.

Sir William Mackenzie returned to
Toronto yesterday morning from his
trip to Winnipeg, but he left the city
for New York at 8:30 p.m. C. F. R. to New
York, accompanied by Miss Macken-
zie and Miss Mackenzie, who will sail
for England on the Lusitania. Sir Wil-
liam will return to the city in a couple
of days.

After Motor Speeders.

A number of people who go to High
Park on Sunday are complaining that
Col. Grasett, chief constable, that mo-
torists speed and drive recklessly
there. The chief constable has offered
to take effect the very effort
must be made by his men to stop it.
He will prosecute every case that
comes to the notice of his men.

Psoriasis Was Cured

After Five Years of Suffering—
Three Doctors Failed and
Said Case Was Incurable.

Itching and Burning Was Terrible
Until Relief and Cure Was
Effected by

Dr. Chase's Ointment

Psoriasis is another name for chronic
eczema. It is the worst form of this
dreadful itching skin disease. Once
eczema has reached this stage it is
usually considered incurable.

But here is a case which proves again
the wonderful healing power of Dr.
Chase's Ointment. Not only does relief
come quickly, but the resulting
benefits are thorough and lasting.

Mrs. Nettie Massey, 445 Bayview
Ave., writes: "I thought it my duty to
write you telling you the great benefit I
received from using Dr. Chase's Oint-
ment. For five years I suffered with
what three doctors called Psoriasis, I
doctored with three different doctors,
noted doctors told me if any one offered
to guarantee me a cure for \$50, to
keep my money in my pocket, as I
could not be cured."

"The disease spread all over me, even
on my face and head. The itching and
burning was hard to bear. At last my
brother read in the paper about Dr.
Chase's Ointment as a healer. I used
eight boxes, and I am glad to say I
am entirely cured, not a sign of a cure
to be seen. I can hardly praise the
ointment enough, and you are as I hope
to use my testimony, as I hope
thereby to induce other sufferers to try
the same."

Dr. Chase's Ointment, 60c a box, at
all dealers, by Edmondson, Bates & Co.,
Limited, Toronto.

AT OSGOOD HALL

ANNOUNCEMENTS.
Nov. 6, 1911.
Judges' chambers will be held on
Tuesday, Nov. 7, from 10 to 11 a.m.

1—Agnew v. Coleman (to be continued).
2—Mannings v. L'Abbe.
3—Bryson v. Hallstone.
4—Corbett v. T. H. & B. Ry.
5—Garland v. B. Ry.
6—Farquhar v. Royce.

Peremptory list for divisional court
for Tuesday, 7th inst., at 11 a.m.:
1—Agnew v. Coleman (to be continued).

2—Mannings v. L'Abbe.
3—Bryson v. Hallstone.
4—Corbett v. T. H. & B. Ry.
5—Garland v. B. Ry.
6—Farquhar v. Royce.

Master's Chambers.

Before Cartwright, K.C., Master.
Desrosiers v. McCarthy—H. J.
Macdonald, for plaintiff. Motion by de-
fendant for an order transferring action
from the district court of Sudbury to
the county court of York.

Judgment: If the writing which is
signed by both parties is to govern, it
would not seem that any witnesses are
required. But if evidence is receivable
as to the facts of the case, then there
is clearly no preponderance shown. Mo-
tion dismissed. Costs in cause.

Pratt v. Pitt. R. Lewis, K.C., for
plaintiff. D. C. Ross, for defendant.
Motion by plaintiff for an order to
oblige the defendant to produce the
original of a receipt at Berlin to the
plaintiff to be present at examination
of defendant for discovery.

Where a discretion of the examiner to
exclude has been overruled. So far as
the material shows, it would seem that
the discretion was rightly exercised,
and the motion must be dismissed with
costs to the defendant in any event.

On v. Imperial Trust—Craig (Cook
& G.) for plaintiff. C. W. Plaster, for
defendant. Motion by plaintiff for
judgment under C. R. 604. Motion dis-
missed. Costs to the plaintiff unless otherwise
ordered by trial judge.

Whitehead v. Mutual S. & Co.—A. M.
Boyd, for defendants. H. S. White, for
plaintiff. Motion by defendants for an
order for particulars of statement of
claim. Motion dismissed. Costs in the
cause to plaintiff. Defendants to plead
in a week.

Coyne v. Metropolitan Life Insurance
Co.—H. H. Davis, for plaintiff. F. S.
Harris, for defendant. Motion by
plaintiff for an order for particulars of
paragraph four of statement of de-
fence. Reserved.

Resall v. Allen—F. E. Hodgins, K.C.,
for owner. J. T. White, for plaintiff. A.
J. R. Snow, K.C., for defendant. Motion
by owner in a mechanics' lien ac-
tion for an order to set aside a certificate
of lien wrongly registered. Order made
and action dismissed with costs fixed at
\$15 to the plaintiff, and \$20 to Allen. With-
out prejudice to plaintiff taking other
proceedings if so advised.

Single Court.

Before Riddell, J.
Tolland v. Township of Oliver—G. H.
Sedgewick, for plaintiff. M. C. Cameron
for defendant. Motion by plaintiff for
an order continuing injunction. En-
larged until 8th inst. Injunction con-
tinued meantime.

Canada Lime Co. v. Callahan—W. H.
Irving for plaintiff. Motion by plain-
tiff to set down motion for
injunction and for order of same
thru inability to serve defendant.
Leave given to set down motion and
enlarged until next week. Injunction con-
tinued meantime.

Shepard v. Shepard—G. F. Law-
rence for two executors; W. E. Roney,
K.C., for defendant. Motion by two ex-
ecutors for a mandatory order to compel
the third executor to execute a mort-
gage and to order of Letchford.
J. Motion enlarged one week before
Letchford, J.

Sexton Estate—E. A. Armour for
plaintiff. W. V. Harcourt, K.C., for
defendant. Motion by plaintiff for
consent of all adults for an order for
sale of property under Settled Estates
Act. Order made and motion enlarged
until next week. Injunction con-
tinued meantime.

Subject to further order.
L. P. Heyl, K.C., for plaintiff. Motion
by plaintiff for order continuing in-
junction and for order of same
thru inability to serve defendant.
Leave set down and motion enlarged
one week. Injunction continued mean-
time.

Breckon and Delaney—A. J. Keel-
er for purchaser; L. F. Heyl, K.C., for
vendor. Motion by purchaser, under
order of L. F. Heyl, K.C., for an
order for sale of property under Settled
Estates Act. Order made and motion
enlarged until next week. Injunction
continued meantime.

Galagher v. Ontario Sewer Pipe Co.—
S. V. White, K.C., for plaintiff. J. A. Mac-
intosh for defendant. Motion by plain-
tiff in this action transferred from the
county court for an order continuing
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until 18th inst. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve defendant.
Motion enlarged until next week. In-
junction continued meantime.

Leitch v. Marshall—G. Bell, K.C., for
defendant. Motion by plaintiff for
injunction and for order of same
thru inability to serve