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The Toronto World

APARTMENTS FOR RENT
Ontario, near Howard — Suites, five rooms and bath, $40 and $45 per month.
H. H. WILLIAMS & SON
38 King Street East.

PROBS: Local snowfalls and a change to decidedly colder.

FOURTEEN PAGES—TUESDAY MORNING DECEMBER 10 1912—FOURTEEN PAGES

VOL. XXXII— No. 11,818

JUDGING BEGINS AT WINTER FAIR

Best Classes of All Animals Yet Shown Are on View at Guelph, and This Year's Fair Will Make a New Record—Horse Show a Strong Attraction.

(By a Staff Reporter.)

GUELPH, Dec. 9.—Guelph today is a miniature of Toronto at exhibition time, but, be it said, a big miniature. The provincial winter fair opened this morning without formality and at 9.15 the poultry judges were busy. All day long the trains have been unloading visitors at the stations which are the busiest spots in town with the exception of the fair building itself. Guelph is striving hard to act the part of host in an efficient manner. Some of the hotels are already filled, but the officers of the fair and the city officials have arranged for billeting in private houses and in this way they hope sufficient accommodation will be provided for all visitors.

The winter fair is distinctly a farmers' fair and a run thru the incoming trains is sufficient to convince one that the majority of the visitors are nabobs of the land. The features of today's program have been the judging of the horses and beef cattle. The predominating class of horses at the fair is as usual the Clydesdale, while the beef cattle are headed by the shorthorns. Every horse stall in the building is occupied and about fifty have had to be stabled in outside barns.

Judging Horses.

Some of the finest imported and Canadian-bred horses were seen tonight when ten classes were judged. The Guelph citizens turned out en masse for this part of the program, which is always popular. The galleries surrounding the ring were crowded with men and women who were quite free in expressing opinions on the judicial decisions. A pleasing feature of the horse show is the large number of entries from breeders who before have practically been unknown as horsemen. This indicates that the farmers have been paying greater attention to horse breeding. Exhibitors complain of a lack of transportation facilities. Cars containing valuable horses are said to have been kept upon the track within sight of the fair for six hours, and as a result of this there were two cases of pneumonia among the horses on exhibition today.

A. P. Westervelt, secretary-treasur-

Continued on Page 3, Column 4.

WORLD'S CONTEST ON HOME STRETCH

Many Persons Continue to Enter Fascinating Game Now Nerr to Last Picture.

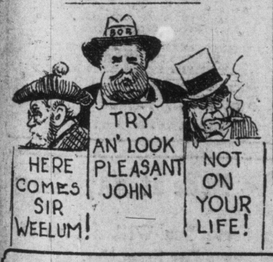
Special Notice To Contestants

A special notice to contestants containing valuable points to keep in mind in filling out their coupon blanks is published today on page 2. Contestants are requested to read it carefully and thereby avoid many needless errors.
Contest Manager.

Interest and enthusiasm in The Toronto World's Proverb Contest continues to grow, and many persons still make their start in the race for the $5000 in prizes, as the last numbers of the pictures appear.

Those who have not previously ap-

Continued on Page 3, Column 1.



FEAR AUSTRIA IS PREPARING TO BEGIN WAR

Europe Disturbed by the Swift Changes in War Department, Renewal of Alliance, and Negotiations for Big Loan — Hostility Towards Russia Strong.

LONDON, Dec. 9.—(Can. Press.)—No explanation is yet forthcoming of the sudden resignation of the Austro-Hungarian minister of war, Gen. Auffenberg, and the chief of the general staff, Gen. Schemua. They have said that their action was due to personal reasons, but coming at such a time as the present it cannot be doubted that it will have a wide political significance.

It had been expected that in the event of war Gen. Von Hoetzendorf would be appointed chief of staff, and his appointment now to succeed Gen. Schemua, coupled with the news of the renewal of the Dreibund and that Austria and Hungary have negotiated temporary loans of $50,000,000 cannot but have a disquieting effect on the international situation.

It is supposed that Austria wishes possibly to exert a strong influence over the coming conference proceedings at London and especially to prevent the entry of Turkey into the Balkan federation.

War Party Inflamed.

The Austrian war party is known to be inflamed against Russia, in the belief that the defiant Russian attitude is due to the Franco-Russian alliance, and some of the Austrian newspapers, representing the war party, are urging that unless Russia ceases mobilizing, the powers composing the Triple Alliance should fall upon France and crush her before Russia is able to intervene.

It was reported at Paris today that the entire Austrian fleet had concentrated at Pola, the chief naval station of Austria-Hungary.

A Delightful Gown

Executed in three fabrics—charmeuse, velvet and embroidered linon.

Britain's Panama Protest Is Lodged at Washington Arbitration is Suggested

Formal Note Elaborating Points of Objection Previously Raised is Read to Secretary Knox by Ambassador Bryce—Will Strongly Resist Attempt to Exclude Railroad-Owned Ships—Hope Expressed That Mutual Agreement May Be Reached.

WASHINGTON, Dec. 9.—(Can. Press.)—Great Britain's formal note of protest against that section of the Panama Canal Act which exempts American coastwise shipping from payment of tolls for passing thru the Panama Canal, was presented to the secretary of state, Philander C. Knox, tonight, by the British ambassador, James Bryce, who read the note word for word to the secretary at the latter's home.

It is an elaboration of the points of objection in the note presented to the state department last July. In brief, these objections are: That while it was clearly in violation of the Hay-Pauncefote treaty either to remit or refund tolls on all American shipping using the canal, the same objection probably would apply to the coastwise trade shipping in view of the probable impossibility of framing regulations that would not result in a preference to American shipping.

In addition to supporting these points by long arguments, Sir Edward Grey indicates very clearly that strong resistance will be offered to any attempt to exclude from the canal British ships owned by Canadian railroads, or whose owners may be guilty of violating the Sherman Anti-Trust Act. He holds that this section of the act cannot apply to British shipping, but only to U. S. vessels.

He also indicates in his notes that underlying the objection to the exemption from toll of American coastwise ships is an apprehension that in the future the principle might be extended to American ships in the foreign trade.

Violation of Treaty.

Otherwise the note is devoted almost entirely to an effort to demonstrate that any such exemption of American shipping as is proposed is in direct conflict with the terms of the Hay-Pauncefote treaty and that President Taft was clearly wrong when he took the contrary view. Generally, the British note might be summed up as a clear definition of the differences between the two governments regarding the construction of the Hay-Pauncefote treaty, winding up with a proposal that the issues should be settled by arbitration, provided that they cannot be adjusted by mutual agreement, for which a way remains open.

Secretary Klox listened attentively to the reading of the note and promised to take the matter under careful consideration, which he felt would require some time. It has been strongly intimated in official circles, however, that it was the president's intention to settle this important question before closing his administration, either by recommending that the senate agree to submit it to arbitration, or, preferably, by the more direct means of an agreement between the two nations, referred to in today's British note.

The ambassador was accompanied by Mr. Innes, the counsellor and first secretary of the embassy, and in reading the entire British note to the secretary, followed precisely the instructions of Sir Edward Grey, the writer of the note.

Misunderstood by Taft.

Sir Edward Grey begins his note with the statement that the president does not fully appreciate the British point of view and has misunderstood even the note of July 8. He says it is not the case that the British Government seeks to prevent the United States from granting subsidies to its own shipping passing thru the canal, nor does it seek to deprive the United States of any liberty which is open to either themselves or to any other nation, to encourage its own shipping or its own commerce by subsidies. The purpose of the United States in negotiating the Hay-Pauncefote treaty was to recover their freedom of action and obtain the

Continued on Page 3, Column 2.

CITY SHOULD PAY FOR SUBWAY EXTRAS

C.P.R. Solicitor Says That the Council is Not Wise in Appealing to Railway Board on Yonge Street Subway Dispute—Begin Work on Station Next Spring.

"It is up to the city whether the Yonge street subway of the new North Toronto station is 14 or 18 feet," declared E. W. Beatty, solicitor for the Canadian Pacific Railway, who passed thru Toronto on his way to Winnipeg in the C. P. R. official car Loch Lomond, when seen by The World last night.

The Canadian Pacific solicitor said the railway board had ordered a 14-foot subway and the C. P. R. were willing to abide by the board's ruling. The City of Toronto, however, had apparently developed a strong feeling recently in favor of the deeper subway, and now were trying to have the case reopened by the railway board. If the city was sincere in its desire for the 18-foot subway, the appeal to the board was not necessary. It was the city's wish and not the railway's that the subway be the 18-foot depth, and it was therefore up to the city to pay the additional cost for the extra work. All the city has to do to get the 18-foot subway was to be willing to pay the extra costs.

Is It a Threat?.

Should the city be willing to pay for it, the solicitor said, the C. P. R. would be willing to lay the foundations for the 18-foot depth without further negotiations. A persistent effort to put the matter of extra cost on the railway might mean a delay in the commencement of the work.

Go On With Station.

Referring to the statement made by J. W. Leonard, vice-president of the Canadian Pacific Railway, while in the city about a month ago, that the Toronto Union Station would be commenced early this coming spring, the C. P. R. solicitor declared that the recent appeal made to the governor-general in council against the viaduct order would have no effect on the station plans. The C. P. R. had promised Toronto that a start would be made on the Union Station next spring, and they would live up to their word, given not only to the city itself, but also given to the railway board.

BOYS CONCEALED LOOT IN A CAVE

Thefts West of City Led to the Discovery of Considerable Stolen Goods in "Dug-out."

With piles of merchandise hidden nearby and living apparently in comfort, two youths were discovered yesterday by the county police in a cave on the Black Creek, near Weston. When taken into custody the young fellows gave their names as Christopher Spark, aged about 18, living on Davey street (a continuation of Windermere avenue, Swansea) and George Gill, 180 Main street.

The property recovered by County Constables McMullen and Dabb is valued at about $500.

For some weeks past many thefts have occurred in Weston and the surrounding country. County Constable McMullen made diligent inquiries, but never could he secure confirmation of his suspicions.

A little over a week ago the Gun Club House was broken into and a large stove stolen. The railways had also reported losses. On Saturday

Civic Cars Next Sunday

The hydro-electric system has promised power for the operation of the Gerrard street car lines on Dec. 14. The new cars will be here before that date, and it is expected that the cars will be running next Sunday, Dec. 15.

THE FINANCIAL SITUATION.

Things were bad in Wall street yesterday.

Money is tight in Canada.

British financial houses are much concerned over the decline in the price of their own consols, their local railway shares and other domestic securities bearing low interest. The recent decline in these values totals over $275,000,000. The holders have sold them in order to invest in stocks that pay higher interest, many of them Canadian. Some of the English houses resent this and say Canada has had enough money at present.

American railway interests are jealous of the railway progress of Canada and the departure of Americans with $100,000,000 of capital to settle in our west. They, too, are hammering our stocks.

We must keep an even keel.

First by marketing our western grain as fast as we can. For this purpose we must depend on both Canadian and American railways. The money that comes from this grain is badly needed in the west. It is the best money we get because we do not have to pay it back, and it relieves the pressure in the west and then part of it comes to us in the east.

Second, our banks must try and market the recent Canadian issues that they have made advances on, even if at some discount. This will relieve the banks and give them more ready money.

Third, we might hasten a clause thru parliament allowing the banks to make advances on grain in farmers' barns. This would help some.

And we must keep our railway construction work going in the west. We must be spending a million a week in wages and work in this direction.

Everyone in Europe desires to see the end of the war in Turkey and peace proclaimed. This is the most disturbing feature. Germany and England cannot afford to become embroiled, and have no present intention that way. A quick close-up of the vote of $35,000,000 for imperial defence by Canada would also help to settle the air.

The immediate goal to seek is peace in Europe, to market whatever we can and to turn the New Year. Then big development ought to be ahead of Canada.

MAN FELL FORTY FEET DOWN SHAFT

Wm. Hulse, an Iron Worker, Sustained Such Serious Injuries That He Will Not Survive.

William Hulse, aged 29 years, living at 210 Ditching road, Earlscourt, fell 40 feet down an elevator shaft at the Bank of Toronto building, Bay and King streets, about 6.40 last night and sustained such serious injuries that he is not expected to recover.

A companion who was with Hulse notified the police and the man was removed to St. Michael's Hospital. It was found that he was suffering from a compound fracture of the leg, scalp wounds, injuries to his back and was hurt internally as well.

He was employed by the Canada Ornamental Iron Co., and went to the building for the purpose of securing his working clothes.

When walking across the floor he failed to notice a small elevator shaft used to carry ashes from the boiler to the street. Th shaft run thru both the first and second basements and the man fell the full distance of 40 feet.

Hulse is married and has a wife and family.

Thank You—Good Fellows

THE WORLD GOOD FELLOW knew when, with aching heart, late on Sunday night, he penned an appeal for Monday morning that it would meet with an instant response.

Almost before the morning mist had cleared away people were phoning to and calling at The World Office, anxious to help. One splendid lady came twenty miles to proffer aid and love and sympathy. She is going to be a Good Fellow to a whole family this Christmas time.

From the Royal Alexandra Theatre came a splendid note and some money. But there were also many other fine letters.

You will be glad to know, Good Fellows, that yesterday's mail brought good news for over a hundred little ones. But there are hundreds more needing care and Christmas joy.

Send your name—become a Good Fellow—and The World Good Fellow will send you the name of a little tot—boy or girl—whom you can go and see yourself and find out JUST what they need.

Can you imagine more really, truly, Christmassy spirit and opportunity for service than this?

There's a joy in giving. Remember, you see WHERE you give.

Yours for the Kiddies who have no one but YOU.

THE WORLD GOOD FELLOW.

C. P. R. Employes Will Get Virtually All Demanded Men Will Be Reinstated

The Conciliation Board's Report is Decided Victory for Strikers, Who Will Receive Back Pay for Time Out of Work, While Increase in Salaries is Recommended—Minority Report is Understood to Agree on Most Points

OTTAWA, Dec. 9.—(Special.)—The award of the conciliation board appointed by the minister of labor to investigate the dispute between the Brotherhood of Railway Employes and the Canadian Pacific Railway Company, which resulted in a strike of the men, and which is still going on, was filed at the department of labor this afternoon.

The report, which is signed by Judge McGibbon of Brampton, Ont., chairman of the board, and J. A. McDonald of Halifax, indicates the claims made by the men, and recommends that practically all their demands be granted.

The dispute between the men and the company has been going on for some months. Recognition of the schedules and an increase in pay of 15 per cent. were among the principal demands made by the men. This the company refused, and the brotherhood applied to the department for a board of arbitration, but failed, and a strike was begun. Hon. T. W. Crothers finally decided to appoint a board. It was composed of Judge McGibbon, J. A. McDonald of Halifax, representing the men, and J. E. Duval of Montreal, representing the company. The latter gentleman was named by the department after the C.P.R. refused to be represented.

THE RECOMMENDATIONS.

It recommends as follows: (1) The strikers to be reinstated in their old position immediately at the salaries they were receiving previous to the strike. (2) The strikers to receive back pay for the time they have been on strike. (3) The men who were discharged by the company for their connection with the Brotherhood of Railway Employes should be treated as strikers and receive the same treatment. (4) Increase of salaries recommended, but the matter is left to interested parties to be arranged at a later date. (5) The report is to cover all districts affected within the scope of the board.

The report then lays down rules which shall govern the members of the brotherhood regarding seniority, vacancies, appointments, etc. The board further decided that the schedules recommended should take effect from May 1, 1912, and remain in effect for one year, and from year to year thereafter.

For public holidays and Sundays the board recommends that the men be paid time and a half.

PRAISES LABOR MINISTER.

Judge McGibbon in his report highly commends the assistance given him by Mr. Crothers, and speaks in the highest terms of the administration of the department.

The minority report of Mr. Duval has not yet been filed, but it is understood that it agrees on most points with that of Judge McGibbon and Mr. McDonald.

The minister of labor is confident that an agreement will speedily follow the board's finding, but it is thought that the company will oppose the recommendation that the men should be given back pay while on strike. The strike has been on now for five weeks, and the men claim that they will remain out until their claims are granted.

CIVIL SERVICE MARKED BY INEFFICIENCY AND WASTE SO INVESTIGATORS REPORT

Ship Yards at Sorel in Hands of Incapable Men and Centre of Partisan Activity — Dredging Contractors Have Waxed Rich in Past Under Party Patronage—Printing Bureau Run at Excessive Cost—Reorganization Left to Sir George Murray.

OTTAWA, Dec. 9.—(Special.)—The report of the Morine, Lake Ducharme, Commission appointed last year by the Borden government to investigate the administration of the various government departments during the Laurier regime was tabled in the commons today by Premier Borden. The report is a lengthy one of about 2000 closely typed pages. While it shows that numerous irregularities exist in the various departments, no scandals of a grave nature are unearthed. The commission was to have made recommendations for the reorganization of the different branches of the service, along more business-like lines, but the report points out that owing to the magnitude of the task, the commission decided to leave the matter in the hands of Sir George Murray, who was brought from England specially for this purpose by Premier Borden.

Extravagance at Shipyards.

The finding of the commission in its investigation into the methods of administering the Sorel shipyards shows that for years past the work there has not been conducted under the supervision of competent management. There were no practical ship builders in authority, and as a result there was waste and extravagance. The shops were used as recruiting stations for Liberal voters.

The commission recommends that the government should maintain shipyards of its own, even tho the cost be infinitely greater. It further recommends that construction work be continued at Sorel under the supervision of practical ship builders and efficient management, that every vestige of political partisanship and patronage be eliminated and that the works should be thoroly inspected by competent Ottawa officials every three months.

Timiskaming Dam Contract.

The letting of the famous Timiskaming dam contract was given out when Hon. Wm. Pugsley was minister of public works, is next dealt with. It shows that a contract for a wooden dam at this place was given to Messrs. Kirby and Stewart of Ottawa, but that subsequently, the department decided to change the plans and specifications and have the dam made of concrete instead of wood. No new tenders were called for the concrete work, which was carried on by Messrs. Kirby and Stewart, who charged $100,000 above the original contract price for the concrete work. Auditor-General Fraser, however, held up and refused

Continued on Page 3, Column 6.

A Canadian Success.

Toronto is proud to welcome Christie Macdonald; the crowded house at the Princess last night attested to her popularity—she richly deserves her great success. Would that Canada could boast a few more like her.

SELECTING CHRISTMAS FURS.

Come in today and pick out your Christmas furs. We will store them until you desire us to make delivery so that your purchase will have all the enchantment of a Christmas surprise if you are making a seasonable present. In buying your Christmas furs early you come to us when we are not so busy as we will be later and our salespeople are enabled to give undivided attention in assisting you in making a selection. W. and D. Dineen Co., manufacturing furriers, corner Yonge and Temperance streets.

A Special Notice to Proverb Contestants is Published on Page 2. Read it Carefully.