

# The Toronto World

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SATURDAY MORNING, JULY 24

## Hydro Radial Subsidies

Beyond the hearty recognition of the services rendered to the province by Sir Adam Beck, and the assistance rendered him by his inspiration and sympathy, expressed in cordial and tangible terms to Lady Beck, the great demonstration at London on Thursday marked a new step in the progress of electrical activity in Ontario. Ever since Sir James Whitney came into power the hydro-electric policy of the Ontario Government has become more and more a definite part of the organized life of the province. Bitter attacks were at first made upon it and upon those who favored it. The change that has occurred since ten years ago when, as Sir Adam remarked, the opponents of public ownership declared that the system would never use 10,000 horse power, and today when the 100,000 horse power contracted for is being rapidly exhausted, is the mark of a success which we believe Sir Adam himself scarcely anticipated. But Sir Adam has always been ready for any development which might be needed, and with far-seeing vision, and larger views than the majority of his most enthusiastic supporters, he has been prepared for the future extension of the hydro plans. As had already been hinted, he declared that plans for the development of 600,000 horse power were ready to be laid before the government. This is to be generated from the 6,600 feet available at Niagara, and the balance from the spillways of the new Welland Canal, to the extent of 250,000 horse power. The Cataract Power Co. had applied for a portion of this, but Sir Adam stated that the hydro commission had an assurance that it would be reserved for the province. This development would give power at a price for the first 70,000 or 75,000 horse power equal to that now under contract. Beyond this quantity the cost will be cheaper, and beyond 250,000, after paying for everything, interest and sinking fund included, the price of power would be from one-third to forty per cent. cheaper than at present. The plans for the first 250,000 will be submitted to the government shortly. The work entails an expenditure of ten million dollars and will take three years to complete.

Unquestionably the hydro-radial plans are behind this demand for increased power. The great success of the power distribution has given confidence to the people of the province that it is possible to carry out the greater policy, and to enlarge and combine the usefulness of both schemes. Radial traction means cheaper power and light all over the province, and this again means cheaper traction in every district entered. The people are organizing their direction for the purpose of building publicly owned roads.

It was with these things in mind that Sir Adam justly declared that the people had a right to have a statement from the governments of their willingness to grant a subsidy for the proposed radial roads. Hon. Mr. Lucas stated definitely that the premier was not prepared to pay subsidies at the present time. We believe that sympathy with the request for a subsidy could be read into Mr. Lucas' words, but as a member of the government and a member of the Hydro-Electric Commission he had no right to say more than he did. Sir Adam is not so unreasonable as to ask for the payment of subsidies at the present time, but we think he is justified in asking for a declaration of policy on the matter from the premier. Not even the German world war was so far ever. Mr. Lucas himself was quite sanguine about the era of prosperity which was to follow. It is not asking very much, and it is not asking anything that is not perfectly legitimate, and in the will and heart of the people to grant that the government should pledge itself that when conditions become more propitious the subsidies asked for the hydro-radial roads will be a first consideration.

Certainly Sir Adam's plans are large and involve consideration of the future of the most important province of the British Empire. There is no

better test of the capacity of the government than its treatment of this question. We trust that a statesman-like attitude will be adopted towards it. It does not require even the courage of ten years ago when Premier Whitney stood with his back to the wall and declared for the hydro-electric policy. Not to continue the logical expansion of that policy would be a weak and unfortunate betrayal of the people's trust, and it is impossible to expect such a failure on the part of the successors of Sir James Whitney and the colleagues of Sir Adam Beck.

## Mr. Wilson's Nomination

In the nomination of Mr. George Wilson, presently head of the street cleaning department, the board of control has taken the first step that seems likely to have a practical bearing on the settlement of the fire department tangle. Mr. Wilson has had as much experience of city hall methods and city hall needs as anyone in Toronto, and he should know the situation with which he may be called upon to deal as well, and perhaps better, than anyone that could be found. He has a splendid record and he is known to fear the face of no man. He is without the "entangling alliances" which have wrought such havoc in municipal as in larger fields of diplomacy, and he has an unwavering determination to do the right thing as he sees it. He has the respect of everyone who knows him, and in control of the fire department he would elicit the same respect from all who had dealings with him.

A few objections have been raised against his nomination. One is on the score of salary. This comes chiefly from the postage stamp economy department. Another is on the ground that Mr. Wilson may not be sufficiently robust to undertake the work which may be laid upon him. This may safely be left to Mr. Wilson himself and his private friends and advisers.

The objection, if it be an objection, that Mr. Wilson's position as street commissioner may prove to be as difficult to fill as the office to which it is proposed to call him, is the most genuine obstacle of all. Mr. Wilson has done for the scavenging department what ought to be done with all civic departments; he has removed it from the sphere of politics. The difficulty in settling the fire department problem has certainly been the opposition to a reorganization which might remove the department from the same influence. The attacks on the hydro-electric local commission are wholly inspired by the same spirit. It will do no good to the city to have Mr. Wilson appointed to the fire department to fulfil an Augean task there if the reforms he has instituted in the scavenging department are to be nullified and the old political machine system re-established. There are some who would be glad to see this broken about, and it is this which constitutes the real problem which will face the city council should Mr. Wilson, as seems likely, be transferred to the fire department.

## Five Millions for the Mud Wall

The Globe is affected by derogatory remarks directed against the proposed "improvement" on the Esplanade, which it describes as "railing at a mud-bank." We prefer the term mud wall, but this is a matter of taste. The Globe professes mud-bank and has adopted this designation in lieu of "viaduct," we have no objection. It is more accurate at all events.

In the interests of safety The Globe is prepared to sacrifice beauty. So are we, when it is necessary, as at High Park. But we are not without an alternative for the ugly mud wall which The Globe conceives to be necessary to its safety on the Esplanade. It should not be forgotten that no independent engineer has ever recommended a mud wall on the Esplanade. Despairing of any other way of settling the Esplanade problem, a few of the citizens connected with the board of trade got together and talked about a viaduct, and they got an engineer and instructed him to design a mud-wall.

This is practically how the mud wall came into being. Nobody really wants a mud wall. Those who designed it are ashamed of it as a mud wall, and are annoyed to have it called a mud wall, but it cannot be made into a steel overhead railway or anything else without changing the whole idea. The mud wall will run along the water front, and will be pierced at street crossings with what The Globe calls openings. They will be tunnels 230 feet long. They will be as dank as the dark tarn of Auber, and they will be as ugly as sin. The Globe thinks they will be safe, just as

everybody has the same impression about sin.

We said something yesterday about the cost of the mud wall which would be needed to build up the mud wall. Of course, \$600,000 was not the whole cost, but only a fractional part, the cost of the material required alone. Yet that material will cost as much as would change fifty miles of tracks around Toronto from steam to electricity, and buy all the locomotives necessary for the traffic. Thursday's illustration of what the electric locomotives on the London and Port Stanley Railway can do, when they ran up to 42 miles an hour, shows that electric traction is beyond the experimental stage.

It is good enough for New York, anyway, and what is good enough for New York in railway matters ought to be good enough for Toronto. With electric traction on the Esplanade there would be no need for a mud wall with its enormous cost. Bridges as beautiful as The Globe's conception of a Liberal Government could be erected with grades which invalids in Bath chairs would find alluring.

In New York only 16 1/2 feet clearance is required for bridges where electric locomotives are used. Toronto should not require more. With six feet off the hump in the bridge we cannot believe The Globe would object.

The bridges would be cheaper. The mud wall project has bridges in it. One of them at Eastern avenue, with the land damages, will cost near two million dollars. The land damages beyond Cherry street will be enormous. The mud wall will cost five millions, and when it is built, if ever it is, its authors will want to leave the country to escape the furious inhabitants.

## Sir Sandford Fleming

While the name of Sandford Fleming will be inseparably associated with the development of Canada from a colony of the British Isles to an equal and self-governing nation of the British Empire, the great Canadian Scot who has just died, rich in honor and reputation, was equally eminent in international service. Not only was he intimately concerned with the building of the Canadian Pacific Railway, that first great link between the Atlantic and Pacific coasts of the Dominion, but to him, more than to any other single individual, is due the laying of the Pacific cable uniting Canada with her sister Australasian states. That was only the first stage in a system which will ultimately straddle the globe with an all-Britannic telegraph service.

But even more than that, to the late Sir Sandford Fleming was due the introduction of standard time throughout the world. Speaking at the twentieth general meeting of the Royal Society of Canada, in 1908, on the general subject of "A Reformed Calendar," Sir Sandford referred to this continent thirty or forty years before. The establishment of the Canadian railways, he remarked, brought to light difficulties in reckoning time. It was discovered that generally speaking every town and city had its own standard and as a consequence worse than confusion was promised in the operation of the railway systems. To Sir Sandford Fleming belongs the credit of the persistent advocacy of a general standard which new permits international time to be regulated from Greenwich, Observatory.

Sir Sandford Fleming was an early and warm supporter of the movement to simplify the existing absurd and confusing calendar of days and months which because it has come down through the centuries is by many believed to be the product of some natural law. Tradition and training have in this, as in cognate matters, created an increasing prejudice against a reform which would wonderfully facilitate the conduct of business and save an enormous waste of time. It would vastly expedite the preparation of statistics and comparative tables and enable traffic arrangements to be made in a way now impossible. No better memorial to this great Canadian could be imagined than the initiation by the Dominion Government, after the war, of a proposal for an international conference on the simplification of the calendar and the adoption of the metric system, not only in weights and measures, but in the calculation of time. This would worthily crown the movement with which the name of Sandford Fleming is indissolubly linked.

Improved Train Service for Week-End Trips.  
The Grand Trunk Railway System announce they will inaugurate a special train from Toronto to Hamilton and back Monday mornings only, commencing July 26th, and until further notice, for the accommodation of passengers spending week-ends at the popular Ontario resorts. This train will leave Toronto at 8:40 a.m. and stop at Gravenhurst, Killworth, Severn, Hawkestone, Longford, Atherley, Orillia, Midland, Leffroy, Bradford, Newmarket, Aurora, King, Maple and Davenport. All day Sunday and Sunday night at their summer homes, and return to Toronto Monday morning in time for business.

This innovation will no doubt be greatly appreciated by those desiring to spend week-ends with their families, allowing as it does more time at summer homes and still getting passenger time to Toronto Monday morning in time for business.

Full information and tickets may be obtained at ticket offices, northwest corner King and York streets (telephone M. 4295), Union Station (M. 4860) and Parkdale. 456

EVERY "Winged Wheel" Case is guaranteed to be of the quality stamped upon it. The "Winged Wheel" trade mark is therefore an important feature of a watch case. Look for it.

Made and warranted by THE AMERICAN WATCH CASE CO. OF TORONTO, LIMITED. Largest makers of Watch Cases in the British Empire.

## RECRUITING LEAGUE DOWN TO BUSINESS

Committee of Nine Appointed to Commence Organization at Once.

## MAY HOLD CELEBRATION

Riverdale Park Suggested for Gala Day First Anniversary of War.

A movement to stimulate and continue recruiting was launched yesterday at the city hall. A number of professional and public men were present including: Mayor Church, J. Wood, Col. Galloway, H. C. Cox, Ham. T. A. Stevenson, N. C. Davidson, K. C. O'Connell, O'Neill, Thompson, and Spence; E. F. Brown, W. W. Hodgson, H. C. Hocken, D. A. Hinds, and others.

A committee of nine was struck to commence organization. Each of these members will submit 25 names to the mayor today, and then a committee of 100 will be taken up to the question of further recruiting in Toronto on a serious basis.

This committee will hold a meeting on Tuesday next at four o'clock in the city hall and a general meeting will be held on Wednesday at the same hour at which the committee of 100 will outline a plan of campaign.

The mayor brought up the proposal that a big gala day be held in Riverdale Park on Wednesday, Aug. 4, to celebrate the first anniversary of the war. This matter will be taken up by the committee of 100.

A resolution was passed that will be sent to the government praising the work of the local volunteers. "It is supposed that the Women's Auxiliary will join the work of this organization and that they will use every influence to bear upon the young unmarried men of the city to join the forces."

The organization is to be known as the Toronto Recruiting League, and its activities are expected to extend throughout the country.

## DANGEROUS CROSSING TORONTO'S ARGUMENT

Ontario Railway Board Adjourned York Radial's Plea for Permission to Divert Tracks.

The Ontario Railway Board made adjournment today when the Radial Railway's plea for permission to divert its tracks from Yonge street to its new terminals on the south-west corner of York and Parrham avenue, to hear argument as to the legal rights of the company to take such action. The board will reconvene Monday at 10 o'clock.

F. Fairly, for the city, argued that the crossings would prove dangerous, and that the diversion would be a nuisance to the city. He also argued that the diversion would be a nuisance to the city.

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## WILSON REFUSES FIRE NOMINATION

Says He Was Not Consulted About Taking Commis-sionership.

## GRANTS TO REGIMENTS

Larger Ones Will Get Thousand Dollars and Smaller Five Hundred.

Street Commissioner Wilson turned down his nomination made by the board of control yesterday morning as head of the fire department. Mayor Church called a special meeting of the controllers in the afternoon in which, at which all the members were present except Controller Foster, to receive the refusal officially.

In an interview with Mr. Wilson, he said that he had not been consulted as to whether he would take the position if offered, and he did not wish to make any further statement than that he had turned down the nomination.

It was rumored some time ago that he would accept the office if it had a salary of \$6000 attached to it, but as the controllers thought the sum of \$4500 was sufficient it was dropped. The smaller one of \$500 was the reason he would not accept.

A meeting of the board of control will be held on Monday morning, when the smaller one of \$500 will be presented. Controller O'Neill proposed the name of Commissioner Wilson, and was supported by all the members of the board but Controller Foster. Controller Foster maintained that the name of the commissioner should only be \$3000. He proposed the name of Captain McLean at Keele Street Fire Station, and Mayor Church the name of Acting Chief Smith.

Grant to Regiments.  
Mayor Church's proposal at the sitting of the controllers yesterday morning that each of the larger regiments in the city get \$1000 and each of the smaller ones \$500 was passed. This will total \$6000. His proposal that \$500 be spent in posters and advertising that would stimulate recruiting was passed also. The controllers passed the proposal to appropriate \$5000 for band concerts in the city.

J. Campbell appeared before the board of control and asked that they do something for him as he was out of work. He explained that he had recently returned from the front, and had been injured there. The members said they would take up his case with others, and let him know next week what could be done.

Insurance Bylaw.  
A bylaw is to be drafted to the effect that every citizen of Toronto who enlists for active service is to be insured by the city. The amount of \$1000, is being prepared and will be presented to the city council on Monday next. This will be a complete ratification of the action taken by the city council in the matter of soldiers' insurance.

## WILLS PROBATED

From the succession duties on the estate of Ed. C. Walker, late president of the Hiram Walker & Sons Co., \$4,128,066, the Ontario Government will get sufficient to pay for the machine guns, for the purchase of which the ministers appropriated \$500,000 recently.

Ed. C. Walker died in Washington, D.C., March 11. His widow has been handsomely provided for. A cash bequest of \$200,000 was left her, and an annuity of \$75,000 besides the home at "Willstead," in Walkerville, also a sum of money sufficient to erect a summer home at St. Andrews-by-the-Sea, N.B., and several other bequests. The residue of the estate, after several relatives are provided for, will go to his two brothers, Frank Hiram Walker and J. Hiram Walker.

Sutherland H. Stainer, who died in Scotland, September 30, 1914, left an estate of \$26,201. The entire estate is bequeathed to Elizabeth Rose Hunter of Edinburgh, subject to a life interest in the estate, which was will be left to his widow.

An estate of \$4733 was left by Margaret A. Collard, who died June 5, Hannah Elizabeth Collard, a daughter, and an estate of \$2724. A son and his widow share in the estate.

Catherine J. Hamilton, who died October 3, left an estate of \$800. A son and two daughters will share in the estate.

## ONE CAN SAVE ENERGY AND TEMPER BY USING ONLY EDDY'S MATCHES

THEY DO NOT MISS FIRE IF PROPERLY STRUCK—EVERY STICK IS A MATCH—AND EVERY MATCH A SURE, SAFE LIGHT.

40 Richmond St. W., Toronto, and 15 Main St. East, Hamilton, Battle the reader of this paper presenting same to his or her choice of

## BE PREPARED TO DECORATE

THIS FLAG COUPON together with \$1.48, for the complete set, or \$1.10 for the flag alone, which covers the cost of distribution, will, when presented or mailed to the Office of The TORONTO WORLD

The Full Size Flag, Alone; or The Complete \$4 Flag and Outfit MAIL ORDERS.—If complete outfit is wanted send the \$1.48 and 7c additional for postage in 30-mile zone (or 18c in other zones of province); for greater distances ask your postmaster amount to include for 3 lbs.; if flag alone is desired, send the \$1.10 and 5c additional postage in first zone (or 7c for any Canadian point).

A FLAG FOR YOUR HOME

## MICHIE'S BEAUFORT CIGARS

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## MORE MEN! IS CALL FROM NIAGARA CAMP

Several More Active Service Battalions Needed From Toronto at Once.

Definite word has been received by Lieut.-Col. Henry Brock of the 10th Royal Grenadiers from Col. Logie, divisional commander, that several more active service battalions are to be raised in the Toronto military district at once. The new 51st Battalion will be one of them.

Toronto officers already mentioned are likely to command the 51st are Major Reginald Pellatt, now senior major of the 35th Overseas Battalion; Lieut.-Col. W. F. Stewart of the 19th, and Major Sharpe of the 12th Yorks. It is expected that one of the new battalions will be formed from the great number of recruits now being obtained by the 9th Mississauga Horse. Quotas from the 10th and the 12th Yorks will form about half of another unit.

Lieut. Correll is conducting a training class for non-commissioned officers of the 75th Battalion, at the armories. The 9th Mississauga Horse are still in need of signallers. One hundred new men for the 9th Canadian Mounted Rifles are needed. Major Brown and Lieut. Godfrey came to this city from the front, and got them. The recruits will replace the Toronto Squadron which has been sent forward as reinforcements.

## COURT CHANGES NAMES

By deed poll John Stone Stanhope has changed his name at Osgoode Hall to John Stone, to avoid confusion in offices of the name of his brother, James Grantham Stanhope. Jacob Cubelman gives no reason for changing his name to Jacob Jackson.

## LATE THOS. A. WALKER BURIED

The body of Thomas Alexander Walker, formerly a resident of Toronto, who was accidentally killed last Saturday in the collapse of a large water tank at Patridge, New Mexico, arrived in Toronto yesterday morning and was interred at Mount Pleasant Cemetery.

## Capt. Gustav Gallopan of Diaz's Forces is in St. Michael's Hospital.

St. Michael's Hospital has a battle-scarred appendix patient in the person of Captain Gustav Gallopan, who went thru the Mexican revolution as a member of the staff of General Felix Diaz. The sick captain was born in Mexico, educated as an electrical engineer at Indiana University and then joined the Diaz army. In the revolution he was wounded a score of times and then came the climax, when he was captured, court-martialed and ordered to be shot. Thru the death penalty and when his party came into power he was liberated and raised to honor. Since then he has been touring with the Diaz party in Canada.

## HALIFAX, N.S. OF Sir Sandford Fleming

ed by this morning. A religious service, conducted by minister of Coburg where Sir Sandford Fleming was born, was held in the city. Among many friends of American Canadian forces were

## July Lin

and House Furnishings in full swing. Cases of goods are up with the rapidly advancing season and security of cost prices are high. ONE INSTANCE IN BEDROOM TOWELS 100 dozen or more back towels, heavy absorbent qualities up with satisfaction. These cannot be quickly

## Special Offer

TABLE LINENS, BEDDING, COTTON SHEETS, COTTON COMFORT DOWN QUILTS, TABLE CLOTHS, CURTAIN NETS, TRIPLE COVERS. In fact everything in the house, will be sold much below retail prices. IF OUT OF TO

JOHN CAT 55 to 61 KING TOR

## KINGSTON BUY MAC

Professional Men Engage Equip B TWO RUSSIA

May Die as R From Scaff Man D

Special to The Tor KINGSTON, Ont. merchants have a purchase of a 10th Overseas Battalion in working order. Commercial travel, gun, professional ing for one. The

W. H. LEE, Chemist, Toronto, Canadian Agent. MANUFACTURED BY 246

## THE REINHARDT SALVADOR BREWERY, LIMITED, TORONTO.

## MEXICAN CAPTAIN WAS OPERATED UPON

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## CLAUDE LEACH, Laidlaw's drygoods, seriously ill after city six weeks ago

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## BODY OF SIR IS REMOVE

Duke and Duch Sent Teleg dol

## HALIFAX, N.S. OF Sir Sandford Fleming

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## WINES AT LIQUORS

JOHN F. MALLO 100 Main 1901.

O'Keefe's  
SPECIAL EXTRA  
MILD ALE  
—is the most popular of all light ales. Always uniform in purity, flavor and quality. Brewed only from choicest Hops, Malt and filtered water in Canada's most modern and sanitary Brewery.  
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