

The Toronto World

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THURSDAY MORNING, JAN. 25.

Have We Done What We Could?

Our loyal contemporary, The Toronto News, rather puzzled us last night with its comments on the enlistments. It was arguing that Sir Robert Borden's statements should terminate the unpatriotic campaign betwixt Canada's contribution to the war. We do not think, in the first place, that exhortations to do more and to do what is needed can be regarded as belittling Canada, unless by implication, which must be a matter of opinion. We do not think the columns of the News have been free from the suggestion that not enough has been done while anything remains to be done.

Can anything more be done by Canada? Could the government obtain any further result by any kind of action? If the answer to these questions be yes, it is difficult to say that Canada should not do more. The need—the extreme need—is well known. Can we conscientiously decline to supply that need to the extent of our ability? Does The News intimate that enough has now been done, and that Britain, calling her 18-year-old boys to the colors, should be content now to fight out the conflict without further aid?

Such a course does not appeal to us as so British, so patriotic as the proposal of The Star last night, a proposal we have ourselves several times commended already, that the Militia Act be enforced and 50,000 of our men be called out for home defence, who might, when trained, set free a number of men on home duty who are eager to be overseas. These recruits could set free 10,000 seasoned and well drilled soldiers for immediate service abroad. There can be no objection from anyone for calling out the first two classes for home defence. And there is another advantage about the plan which experienced men believe to be more than a possibility. The home defence men, once they are drilled and uniformed, and begin to appreciate the spirit of service, will be swift to volunteer for cross the seas after their comrades.

Counting all sorts of service men, including British, French, Russian and Italian reservists, Sir Robert Borden states that 310,822 had left the country up till December 31. But the Canadian Expeditionary Force actually overseas numbers only 280,562. What we might have done, and what we would like to do, and what others have done, will not enlarge these figures by a unit. It is rather out of place for us to take credit for the reservists who went to their own countries. Had we any power to stop them that we should plume ourselves on letting them go?

Actually we have done wonderfully well, and it is a notable achievement, as Sir Robert Borden pointed out, for Canada to have sent a larger number of men across the ocean than Britain sent to South Africa in the Boer war. The Boer war was only a trifle compared with the present conflict and its chief use was to open the eyes of keen observers to Germany's perfidy, and to sharpen the wits of the British general staff so that they were able to meet the Belgian invasion emergency with the glorious and immortal "first hundred thousand." What an honor for Canada if she supplied the decisive balance-turning last hundred thousand!

Street Names

Much to be commended are the new proposals of the civic street naming committee. The principle of uniting continuous streets and thoroughfares under one name is highly desirable, and its application to Dundas street is a conspicuous example of good judgment. Why a piece of Ossington avenue should be called Dundas street, while the natural extension of Dundas street is called Arthur street is not to be understood by late arrivals, although old residents are familiar with the wherefores. The carrying of Dundas street thru St. Patrick, Anderson, Agnes streets and Wilton avenue is in line with the old historical road conception of the province when the road from London to Dundas and Hamilton took this course to Kingston. Dundas street should connect up with the Kingston road on this lower level, as Danforth avenue will on a higher level across the new viaduct by Bloor street and across the Humber.

Orlone road is to absorb Lonsdale road. Can Ald. Burgess not eliminate the glaring absurdity of Howland avenue running north from Bloor street in Ward Four, and Howland road running north from Gerrard street in Ward One, miles distant? Similar names should be grouped together in one locality, otherwise infinite errors occur.

Franchise Problems

It has been said that he laughs best who laughs last, and there may be room for another application of the ancient maxim before September, 1921, when the franchise of the Toronto Street Railway Co. is due to expire. The querulous guardian of our public affairs published two items last

night which are worth consideration in this connection. First of these is a report that the Quebec shareholders of the street railway, who hold 80,000 shares among them out of 119,978, are not satisfied with the assenting attitude of the directors that the franchise should not be renewed. The Quebec people think that the city and the company "should be the closest kind of partners" and that they should endeavor to meet each other and have the franchise extended. It is well to forestall any efforts of this character, and that the Quebec shareholders should have it made clear to them that Toronto cannot be reasoned with in the matter, but has quite made up its mind that there is to be no renewal. The shareholders may be equally obstinate and determined to have directors who will move heaven and earth in the discreet and quiet way in which such movements are accomplished to do once more what was done in 1892.

It may interest Toronto people to know that the street railway is chiefly owned in Quebec, Montreal alone having 58,148 shares, while Toronto owns 14,735. This might explain many things about the unsatisfactory nature of Toronto's street car service. Why should Montreal or Quebec people spend their money to comfort the people of Toronto or to develop this city as a rival to the St. Lawrence capital? It is true that the Quebec shareholders have only had one director on the board, tho he represented three times as many shares as Ontario holds, and the present directorate among them hold less than 600 shares, according to Mr. Horace A. Higgins.

We may feel sure that these Quebec shareholders are not going to allow the Toronto golden goose to escape thru their fingers without an exhibition of agility in efforts to secure a longer tenure of its possession. We may be warned and thus forearmed against attempts to renew the coveted franchise.

The other item which has disconcerted our contemporary is the announcement of the discovery of a little "joker" in the act of the Toronto and Niagara Power Co. which apparently ensures the company the right to place poles anywhere it pleases, including the sacred thoroughfares of Toronto. There have been sundry jeers at those who were alleged to have been trying to purchase rights that did not exist for exorbitant sums. It now appears that there may be other defences behind the first trench, and all have to be carried in turn. We trust the city will come out of the business as well as its most optimistic and irascible friends could wish, but there were many things taken into consideration a few years ago which may have to be considered again in a public and not less costly manner.

Those who advocated the initial blunder in 1892 we trust will do their best to relieve it in the four and a half years remaining, and unite in saving the city from another similar blunder, both in 1921 and on the expiry of the Light Company's franchise two years earlier.

O Canada

Edmonton Journal: The music has great dignity, but on that account it is likely to retain its popularity where a mere jingle would soon go into the discard. It is a real hymn. So is "God Save the King."

THE SUNSHINE CAR.

Editor World: Referring to the many statements in a section of the press regarding the Sunshine Circle car, I feel it a duty to my executive and the public that the facts should be stated. When the car came into the hands of the executive legal advice was obtained in regard to its operation while money was still owing to the manufacturer of the said car. The executive was advised that the circle would be responsible for accidents which might happen while the car was being operated. On this account the circle decided it would not be advisable to run the car, particularly when they considered that the car was handled by so many individuals, as the circle had no special chauffeur.

Then they consulted the Military Hospital Commission and were advised to donate the car for the use of returned soldiers who were stationed at Freepoint Military Hospital and who were suffering from the effects of being gassed and affected with tuberculosis. Freepoint is situated in Waterloo County, a few miles from Galt. Most of the patients of Freepoint Hospital are Toronto boys and had no means of getting about to obtain fresh air, and were practically isolated in their rooms.

This appealed to the circle, and they decided to add foot warmers, rugs and Thermos bottles and also to keep in touch with these soldiers. The executive felt that no returned soldier in Toronto, well or ill, will grudge the car to their comrades who are so handicapped by having to make such a fight for their lives.

This is one of the explanations which may be made to the many misleading statements in the press. But the truth can be obtained by the public, and the aforesaid statements can be verified at the office of the Military Hospital Commission. Thanking you on behalf of the executive, I remain, yours truly,

Mrs. H. Martin,
President at the time of disbanding of Sunshine Circle.

BIG FARM DEAL IN WEST.

Saskatoon, Sask., Jan. 24.—The Welliton farm, situated 30 miles from Saskatoon, on the R.R. (C.N.R.) line, has been sold to the Scottish Wholesale Co-operative Society for \$200,000 cash. The farm comprises 10,000 acres, 8000 of which are under cultivation.



RAISE OPPOSITION TO PAPE AVENUE CAR LINE

Board of Education Trustees Say It Will Be Dangerous for School Children.

At the meeting of the management committee of the board of education yesterday afternoon, a sub-committee was appointed, consisting of Trustees W. J. Brown, Dr. Hopkins and Inspector Cowley to wait on the Dominion Railway Board to ask them to consider the proposed new line to Danforth avenue on Carlaw avenue instead of Pape avenue. It was stated that as there is a school on the latter it would be extremely dangerous.

A committee was also appointed to discuss the matter of vocational training with the various public bodies in the city. The holding of concerts in the schools was denounced by Dr. Noble, as he said it was only taking up the time of the teachers but Trust Dr. Steele upheld them, saying that they proved a relaxation to the children.

The consideration of the motion by Dr. Noble that an appropriation be placed in the estimates for the current year sufficient to equip one room in each school for lantern slides or motion pictures was referred to a committee.

CITY HALL NOTES

The war expenditure for Toronto before the end of the year will total more than \$5,000,000, according to Finance Commissioner Bradshaw.

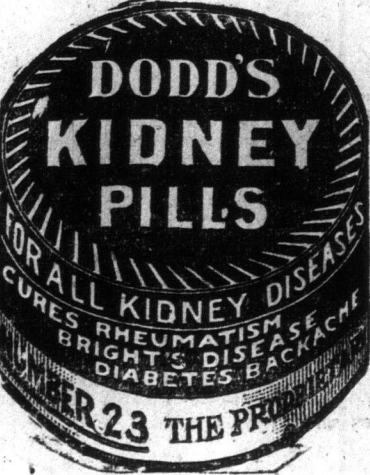
No reply has been received by the mayor from Sir Henry Drayton of the Dominion Railway Board regarding his request that an enquiry be held into the calamity at the Union Station Sunday night.

Next Monday members of the city council will appear in court to give evidence in the action of John McKay against the city for \$42,000. He says the money is owing to him for his work on the street railway purchase deal in 1912.

Today the Ontario Railway Board will hear the appeals in the assessment of the Hotel Tack and the Queen's Hotel. Judgment will likely be given in the King Edward Hotel case.

GOES TO REFORMATORY.

Judge Coatsworth in the county criminal court sentenced Norman Henry to the Ontario Reformatory for two years and Laura Britton to serve an indefinite period at the jail farm. They were accused of stealing a large number of articles from Simpson's store.



COMPANY SUMMONED TO POLICE COURT

Street Railway Officials Must Appear to Answer Overcrowding Charges.

Definite action was taken yesterday by the department of health regarding the overcrowding of street cars, when at the instigation of the department summonses were issued by the police officials against the Toronto Street Railway Company. The summonses were served at the head office of the company on East King street and are returnable tomorrow afternoon in the police court. For the last two weeks four inspectors of the health department have been investigating overcrowding, and the charges are based on conditions found to exist on Bloor, Yonge, Queen, Broadview and Parliament cars.

It is charged that the conditions existing in the cars are in violation of the Health Premises Act, which is under the jurisdiction of the medical health department. Improper ventilation and necessary seating accommodation for passengers are the principal matters of complaint.

Works Department Clerks Want Their Wages Increased

More than one hundred clerks and officials connected with the department of works met on the top floor of the city hall after five o'clock last evening to discuss the desirability of asking Commissioner Harris for a general increase in wages. It was decided to get up a round robin enclosed with the city clerk and presented to Commissioner Harris today or tomorrow. It is stated that he is favorable to the granting of an increase.

CLAIMS MONEY DUE.

Commercial Artist Brings Action in Non-Jury Assizes.

In the non-jury assize court yesterday before Judge Denton an action was commenced by Harry J. Lane to recover \$118.35, alleged to be due him as a commercial artist for work done on drawings, lettering, retouching seven plans and drawing cheques for the Gurney Foundry Company. The defendants named are the Standard Press, Clarence F. Heyes, Percy F. Heyes and the Percy F. Heyes Company. The defence claim that only \$85.52 is due the plaintiff. The case is proceeding.

GO SOUTH FOR THE WINTER—THE CUTHBERT WAY.

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WILL SEEK POWER TO DEAL IN FOOD

Board of Control Proposes to Undertake Supplying Necessities of Life.

MAY SPEND A MILLION

That Amount Would Be Needed to Properly Enter Upon Scheme.

City Solicitor Johnston was instructed by the board of control yesterday to prepare the case for the city to obtain power from the legislature for the operation of markets or stores where the necessities of life may be retailed at reasonable prices. Controller Cameron thought it was time action was taken to control the prices of food and coal not be purchased at the minimum price and stored in sheds it could be sold to retailers at almost cost price," he said. The safety of Toronto is to have a proper supply of the winter. "The city can go into the food and coal business to the same extent as it has in the meat business," said Controller O'Neill. "I would say to the extent of \$250,000," said Mayor Church. "Why, that wouldn't last as long as a snowball in July," said Controller Cameron. "It wouldn't even buy coal. I would like to have two or three million dollars to handle this thing properly."

One Million Dollars.

"Well, then," said the mayor, "let us say the amount should not exceed one million. That can be used for the purchase of food supplies. We don't need legislation to purchase coal."

Controller O'Neill said he had the word "market" He would rather call it by another name.

L. V. Dussan of the Gendron Manufacturing Company headed a delegation from the Canadian Toy-makers Association, which asked for a grant to help meet the expenses of a trade convention to be held in Toronto from Feb. 1 to Feb. 17. While the board expressed sympathy with the movement, it took the position that it would be unwise and inconsistent to grant the request.

Other organizations, said Controller O'Neill, would be making similar requests, and a difficulty would be presented to the board. They could not break away from the stand taken recently not to give grants for any purpose during the war.

"In normal times we might consider this, but not in war time," said Controller Shaw. "My position is that we make no grants at all and I want you to stick to that," Controller Foster told the mayor.

For Civic Insurance.

The board instructed the city solicitor to ask power from the legislature to have the city treasurer or a member of the department appointed to handle all civic insurance. "By having an agent," said Controller Cameron, "we could save enough money to employ ten or twenty returned soldiers."

According to a report presented to the board from the hydro commission, Toronto need not fear a scarcity of hydro power. There is sufficient supply to meet all requirements, and

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by the end of March an extra 50,000 horsepower will be added.

In connection with the removal of the Toronto Electric Light poles from the streets, the mayor told Controller Foster in reply to a question on the matter that a big surprise would be sprung in a few days. The legal department was considering the next course of action.

New Jobs Are Temporary.

Anyone appointed to a position in the city hall during the war may not look upon it as a permanent one. The heads of all the departments were instructed that all appointments must be temporary, as a readjustment would be made after the war.

No returned soldier who is not a resident of the city is to be given an appointment. "Charity begins at home," said the mayor, "and we have got to look after our own men first before considering applications from outside the city."

The board ratified the appointment by the fire chief of William R. Ballantyne as motor mechanic on the La France Fire Engine Company's tractor.

It was announced by the mayor that the total expenditures for war purposes had reached more than five and a half million.

NORTH TORONTO MAN DIES.

Cornelius Gaby Carried on Business in Northern Suburb for Many Years.

After six months' illness, at his residence, 405 Roxton road, Cornelius Gaby died on Saturday, Jan. 20. He was born in Richmond Hill, Ont., 56 years ago, and for 30 years carried on business in North Toronto, being widely known in that vicinity. He is survived by his wife (Edith Mary Montgomery Gaby), a sister, Mrs. Joseph Yates, Dalton road, and a brother, Joseph, on Bathurst street.

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