

Let Things Grow to the East

Editor World: I wonder whether any aspirants for civic office in wards one and two will think it worth while to consider some questions affecting public services from a point of view that is apt to be overlooked.

The population of the two wards is as large as the City of Hamilton, and in some senses it should have as distinctive services as a city of Hamilton's size. But because it is in the large City of Toronto it receives less consideration than a place the size of Oshawa.

You cannot mail a letter in this Hamilton-size community after you come home from the office that will leave Toronto the same night. I had forgotten to write an important letter, and hoped it would at least be unnecessary to carry it farther than Postal Station G, which is between the Don and Riverdale stations. A phone enquiry elicited the information that nothing received there after 6.40 would go to Montreal till next morning. So I had to travel five miles to mail the letter.

Again, the C.P.R. morning train for Montreal stops at the Don, the G.T.R. train does not stop at Riverdale. If this population, as large as that of Hamilton, were only ten miles from the Union Station, the train would surely be stopped. If you want to go to Montreal by night on the Grand Trunk you must go right down to the Union Station. I would think that for the early train at least the east end would be as considerately treated as Whitby and Oshawa are. The people in Whitby are not compelled to go to Oshawa to get the train. We are compelled to travel farther than from Whitby to Oshawa, and we are more populous than either.

Once more. At the Don Station there isn't a single seat on the platform. Places like Sparrow Lake, out in the woods, are better equipped than this station, that does a largely increasing passenger business.

And still once more. The costly bridge over the rail-ways and the river at the Don Station make a time-wasting and laborious business of getting from the street car to the station. Formerly you left the cars right at the station. Now, if you live east of the Don, you have to come west to the car barns and walk back. There are no steps from the bridge to the station, and apparently no provision for any.

Sometimes one feels like suggesting a slogan for an aldermanic candidate in this section of the city: "As Good As Oshawa."

Of course, we will always be meekly thankful for the Beach stub line. That is under the protection of the privy council in London. It is like the Ark of the Covenant, that contained the shew-bread—it cannot be touched by mere lay hands. But the other things—let us pray God for brave aldermen.

142 Beech-avenue. Arthur Hawkes.

Mr. Hawkes' letter is only another indication of the unfair treatment accorded to everything in Toronto that is over the Don. And yet, over the Don is one of the most progressive portions of the city. When the proposal was made to bridge the Don at Bloor-street, the rest of the city turned it down. And when a resident over the Don goes to the postoffice and asks for a convenience that is given to only a little town in Ontario, he is refused; probably the new post-master-general will look into the complaint.

As for the railways, they have never done anything for Ontario east of Toronto. The Grand Trunk has treated the country from here to Kingston in a humiliating way, both as to service, as to freight rates, and as to suburban trains. The idea of giving a commutation ticket to anybody living east of Toronto, on the part of the Grand Trunk, would be regarded as treason in the general offices at Montreal. At one time, the rate of transportation east of Toronto on the Grand Trunk was a quarter of a cent a mile higher than on any other portion of the system. The C.P.R. has never given any kind of a reasonable service on its main line east of Toronto. There is only one inward train a day that picks up local passengers, and it does not arrive in the city until 10.30 in the morning. There are two big expresses that go out in the evening and come in in the morning, making their nearest stop at Myrtle, thirty-five miles distant. As a consequence, there has been no suburban development to the east, like there has on the Grand Trunk and Canadian Pacific lines west of Toronto. The good roads movement on the Kingston-road is the first indication of any change, and it is due largely to the action of the county council and the city.

We talk about the fruit country to the west of us, the strawberry fields on either side of Oakville, and the orchards and vineyards and berry fields from Hamilton all thru the Niagara district; but a country which would be at least equally productive is the apple orchard strip lying east of Toronto, eight or ten miles wide, along the Grand Trunk Railway. It extends for at least two hundred and fifty miles. To our mind, this is the greatest apple-growing country in the world, and will produce a greater income than almost any other portion of land on the face of the globe. All it wants is scientific treatment, the sub-division of the land into small farms, and the observation of right methods in gathering and marketing the fruit. Why not develop it? Because it is east?

The day has come for beginning the improvement of the Province of Ontario east of Yonge-street in the City of Toronto and thence onward. Once you cross Yonge-street, the people of this city think anything is good enough for the Don locality, and it has only been by the hardest fighting that high level bridges have been put over the southern end of the Don; but once they have been built, anyone can see the enormous improvement that follows. In fact, the Don Valley and the Don ravines have been the one cause of atrophy that has characterized things to the east. Toronto should move to the east with as hopeful and as progressive an advance as it does to the west. So it should to the north. But again the hostility of certain elements is at once displayed, and even the annexation of North Toronto, which is an actual continuation of Yonge-street in the city, is denied and fought at every turn.

Everybody wants suburban service, radial service and commutation tickets, and all the other frills, for the country west of Yonge-street. The Greater Toronto must be above all these things, and Greater Toronto ought to be equal to grow to the east, and the province ought to be equal to grow to the east, and the railways that we have in Ontario to the east ought to be equal to giving as good a service in the east of the province as they do to the country west of Toronto; somehow, they refuse to do so. Perhaps if Mr. Hawkes would run for controller of the city, and Sir James Whitney took into his cabinet a couple of live men living east of Yonge-street, different things would result. We talk about developing New Ontario, but the greatest Ontario to develop to-day is the Ontario that lies right at Toronto's door and over the Don River. Once we get over the Don River with high level bridges, and regard that country as good as the west, compelling the Canadian Pacific and Grand Trunk to give proper service, then a half million of new people will locate in that district.

A HUMANE OLD GENTLEMAN



UNCLE JIM HILL: If dah's anything dat makes me mo' indigner dan anoder it's de utteh inhumanity an' de callus brutality ob a birb wiah tence. Yes, sah.

ABOLISH BILINGUAL SCHOOLS IS DEMAND OF WARD 6 TORIES

Resolution Which Met Strong Approval Calls Upon Premier to Take Action—E. B. Osler, M.P., and Dr. Sheard Disagree on White Appointment—It Was Boisterous Meeting.

An enthusiastically noisy four-hour meeting silenced at times by the intervention of a piece of cordwood used as a gavel by Chairman A. W. Wright marked the occasion of electing Ward Six Liberal-Conservative Association's officers. The hall was crowded and more members were standing than those fortunate enough to find seats. The pleasant persuasive manner of Chairman Wright was manifested in the manner in which he controlled a rather boisterous audience. He introduced the many speakers, including E. B. Osler, M.P.; Dr. Thornton, Dr. Chas. Sheard, W. D. McPherson, M.L.A., and others.

Four resolutions, which present the attitude of the members of the association on live issues, were passed. The first was: "Resolved that this meeting of the Liberal-Conservative Association of Ward Six protests against the bilingual schools in Ontario, and is in favor of the entire abolition of the French language from the public schools and further that any candidate receiving nomination shall be pledged to both vote and speak against the continuance of French in the schools."

No Compromise Wanted.

"That will never do," shouted Dr. Thornton. "Insert a clause stating, 'except in cases where the minister of education deems it advisable that both languages be used for the benefit of certain scholars.'"

"No, no," came from a hundred voices in the audience.

"Let it stand over till another meeting," shouted ex-Ald. David Spence. "No, you're in the fire now, stay there until you get out of it right; don't stay lingering around to be burned again," protested a voice.

"I was raised in a bilingual school," continued on page 9, column 1.

SIR DONALD MANN ILL

Railway Magnate Victim of Acute Attack of Indigestion.

Sir Donald Mann became seriously ill with an acute attack of indigestion on his private car which left Montreal on the C.P.R. line on Thursday night and arrived in Toronto yesterday morning. A telegraph message was sent to his doctor here to meet the car when it arrived at the Union Station. When the train pulled in, the doctor, with a specialist, examined the railway magnate in his private car.

Sir Donald's motor-car was waiting for him at the entrance to the station, and when the doctors had finished their examination he was assisted from the car to his machine. Without delay he was driven to his residence at Scarborough, Cliff Park.

Last night he was reported as resting easily.

TERMINAL FOR CARLTON-YONGE

That Yonge and Carlton block has bobbed into the rumor arena again, after an absence of some weeks. Yesterday it was fired as a station site for a combination of the Canadian Northern and the Delaware, Lackawanna and Western road. A tunnel north to Dupont-street figures also in the story. As with most rumors there is an element of possibility in this, as such an arrangement would give the C.N.R. a line to New York, and the D. & W. running rights to Ontario points.

TURKEY CALLS FOR RECRUITS



Three times daily the bugle calls in Constantinople for recruits for the front, and an eager response is made.

Italy Is Finding Tripoli Pretty Hard Nut to Crack

Italy Sends Another Army

ROME, Oct. 27.—Another army expedition to Tripoli sailed secretly from Naples during last night. As was the case with the other expeditions, the troops were brought to the port, and placed on the transports with the knowledge of comparatively few persons.

The expedition sailed, escorted by a naval division, which will be strengthened with other ships after the convoy has passed through the Straits of Messina. The transports and warships carried no lights, and nothing leaked out as to whether the troops would be landed at Tripoli, Benghazi, Derna or Tobruk.

General Canova, commander of the army of occupation, has requisitioned a large number of coral, sponge and fishing boats to facilitate the landing of the soldiers, a task which is difficult, owing to the rough seas and unfavorable coast.

MANSLAUGHTER IS VERDICT IN THE M'RAE CASE

Prisoner Will Be Sentenced This Morning—Counsel for Defence Makes Strong Plea for Acquittal—Appeal to Religious Prejudice Depreciated.

CORNWALL, Oct. 27.—(Special)—The jury in the McRae case this afternoon brought in a verdict of guilty of manslaughter.

Justice Sutherland in his address to the jury made a calm and dispassionate review of the evidence. He said there were three courses open to them, manslaughter or not guilty.

The verdict of the jury was accepted in silence. The prisoner seemed to be unmoved. He will probably be sentenced to-morrow morning.

R. A. Pringle, counsel for the defence, opened this morning's proceedings by a masterly address, which lasted one and three-quarter hours. He said that he felt the greatest responsibility in approaching the case and felt it would be a great privilege to do what he could towards saving the life of F. D. McRae.

He believed he had just cause to ask for his acquittal. If the priest, in the handling of his own weapon, used ordinary care and prudence, he was not guilty.

Not Man of Criminal Instincts.

The prisoner was a man of prominence in the community and not a man of criminal instincts. It was not proved that Mrs. Magee left her husband on account of religious differences, but of her husband's own testimony, on account of his brutal treatment. In the pledge she extracted in returning to her husband, she was only insisting on liberty of conscience.

There was no ground for appealing to religious prejudices as against the

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"A Butterfly on the Wheel."

It is said that the divorce court scene in "A Butterfly on the Wheel," which will be at the Princess Theatre here next week, is the most realistic ever staged. Miss Marie Doré, one of Charles Frohman's strong collection of actresses, will be the central figure.

Uncensored Despatches Tell of Series of Attacks by Turks and Arabs, in Which Italians Came Off Second Best—Government Sending 15,000 Reinforcements.

LONDON, Oct. 27.—From uncensored despatches from Tripoli, reaching England by way of Malta, and which in part are confirmed by censored despatches reaching Italy, it is apparent that Italy's campaign in Tripoli already has cost more lives than Italy anticipated it would, while the financial outlay will greatly exceed the estimate.

The Turks with their Arab allies, who, at best, it was believed, would only carry on a desultory campaign, which would make a kind of holiday for the invaders, have upset the calculations of the Italians by a series of concerted attacks in which, according to accounts sent by correspondents without submission to the censor, the Italians have come off second best.

The Turkish embassy issued a statement to-day claiming that in Monday's fighting the allies secured a victory, the Italians losing 500 men killed and 700 wounded. This is confirmed in part by an independent report that the Italians brought 700 wounded men into Tripoli, and further by an announcement from Rome that the government had decided to send forward 15,000 reinforcements.

A Series of Attacks.

Since then, according to the telegrams coming in from various points, some of them it is true, rather conflicting, there has been a series of attacks, the latest of which was delivered Thursday. Thus far only censored accounts have been received of this, but apparently it was extensive. Only one despatch, which obviously was roughly handled by the censor, says wonderful but untrustworthy stories about the action are in circulation but that the Italian riflemen and artillerymen say that about 100 Italians were wounded and that it is claimed that hundreds of natives were killed in the palms, which a cruiser was shelling. According to this despatch a determined attack was looked for to-day, Friday being the Moslems' Sunday.

A belated account of Monday's fight, which came by way of Malta, says the Italians have no knowledge of what brought about their defeat. The Moslems, thoroughly understanding each other, prepared for a supreme effort to stagger or destroy the invaders, and only by accident did the Italians escape unscathed and deep and deadly.

Moslems Fought Desperately.

"The Moslem population," the despatch continues, "was expecting the signal to rise and strike their professed friends and awaited the opportunity to shoot or stab the Italians, who had been drawn by a stratagem to parts favorable for an attack, but the Turks and Arabs showed themselves too soon. Their plans and strength were partly discovered. They

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THANKSGIVING DAY HATS.

"Thanksgiving Day" means a new hat for you. It's easy to get something stylish and of good quality if you visit the Dineen Company's show rooms. English hats have the long call, because of their superior quality and style. Dineen is sole Canadian agent for Henry Heath of London, and is distributor for most all the other big manufacturers. To-day Dineen offers a splendid opportunity for the Thanksgiving shopper in Men's Hats. Store open until 10 o'clock Saturday night.

Shrinkage of 100 Millions

The big slump in the New York Stock Market yesterday, following the announcement that the government had instituted proceedings aimed at enforcing the dissolution of the United States Steel Corporation, extended practically thruout the whole list, and while the major part of the decline in prices was borne by the stock of the Steel Corporation itself, the securities of practically every company listed in the exchange suffered from a reflection of the disruption of confidence. The paper losses entailed as a result of the recessionary movement ran into hundreds of millions of dollars.

The following compilation shows the depreciation in market values of an even dozen of the more prominent securities. It will be observed that the decline in these twelve instances amounted to over a hundred millions:

Table with columns: Security Name, High, Low, Friday, Depreciation. Includes ATCHISON, BALTIMORE, COPPER, GREAT NORTHERN, NORTHERN PACIFIC, PENNSYLVANIA, READING, SOUTHERN PACIFIC, ST. PAUL, UNION PACIFIC, UNITED STATES STEEL.