

# King George AT THE Front ROYAL VISIT to the BRITISH TROOPS DURING the GREAT ADVANCE

## The Toronto World has arranged to present

the latest production of the British Topical Committee, the official moving picture record of the "King's Visit to His Armies During the Great Advance," the supplementary picture to "The Battle of the Somme," introducing the great generals and the leading men of Britain, France and Belgium, giving an intimate view of his Majesty on an unprecedented and historic tour, and

### SHOWING

Bombardment of Pozieres.  
Battleships of Fricourt and Mametz.  
German Trenches.  
German Dug-Outs.  
The Shell Pits.  
The British Artillery.  
The Canadian Contingent.  
The Australians.  
The New Zealanders.  
Joffre's Headquarters.  
The English Channel.  
The "Chalk Cliffs of Dover."  
The British Destroyers.

PRICES:  
MATINEES—5c, 10c, 15c.  
EVENINGS—10c, 15c, 25c, 35c.

## CHRISTMAS EVE WEEK ..... AT THE ..... STRAND YONGE STREET

In addition to the regular program.

### UNIQUE CEREMONY IS HELD IN MASONIC LODGE

St. Andrew's Body Instal Officers—Presentations Made.

The installation of the officers of St. Andrew's Lodge was held in the Masonic Hall, Bay and Richmond streets, on Tuesday evening, and was unique in the fact that three members of the lodge who took part in the ceremony were themselves installed forty-one years ago in this the mother lodge of Masonry of this district, being instituted in 1822, ninety-four years ago. Mr. W. Bro. W. C. Wilkinson, who has been the installing master for many years, was himself on the same night in December, 1875, installed as the worshipful master with R. W. Bro. S. Lovell, senior warden, and R. W. Bro. Geo. T. Smith, junior warden. These three brethren, ably assisted by M. W. Bro. John Ross Robertson, M. W. Bro. E. T. Malone, M. W. Bro. W. D. McPherson, M. W. Bro. Benjamin Allen, past grand masters; R. W. Bro. H. C. Tugwell, D.D.G.M.; V. W. Bro. A. E. Hagan, V. W. Bro. C. E. Edmonds, and V. W. Bro. John Pearson, installed and invested the following officers for the incoming year: W. Bro. Wm. Lawrence, W. M. W. Bro. Walter J. Bolus, I.P.M.; Bro. Capt. W. E. Struthers, M.D.; Bro. Bart. C. E. F. Bro. Willard W. Dunlop, J. W. Bro. W. C. Wilkinson, chaplain, R. W. Bro. W. C. Wilkinson, treasurer, J. D. Keachie, secretary, R. E. Patterson, S.D., Jno. B. Hutchinson, J.D., H. Ruthven, McDonald, L.G.; G. C. Kirby, S. S.; Wm. C. Tugwell, Geo. E. A. Gilbert, assistant secretary, E. R. Bowles, musical director, James M. Pritchard, Tyler, W. Bro. L. Clark and Bro. P. L. Fraser, auditors.

Two other features of the occasion were the presence of two members of the lodge who celebrated their fiftieth year in Masonry, Bro. Chas. E. Butt, born in Toronto Sept. 23rd, 1841. The occasion was recognized by the members by the presentation of a beautiful gold-headed cane, inscribed "To Bro. Chas. E. Butt, commemorating his fiftieth year in Masonry." Bro. Rea joined St. Andrew's Lodge on his return to Toronto, and the worshipful master, at the request of the brethren of the Builders' Lodge, Ottawa, presented to the recipient a beautiful gold pocket suitably engraved commemorating his golden jubilee in Masonry. After the ceremony of installation, the newly installed master, W. Bro. Lawrence, presented to the retiring worshipful master, Bro. Bolus, the distinguishing jewel of the past master. Another presentation was made to R. W. Bro. Wilkinson, installing master, who was the recipient of a beautiful basket of roses for Mrs. Wilkinson.

### TRANSFERRED TO TORONTO.

Vancouver, Dec. 13.—Basil S. Darling, accountant of the Bank of Montreal in this city, has been promoted to be assistant manager of the bank's Toronto office.

### SELL OLEOMARGARINE SAYS BOARD OF HEALTH

Dr. Hastings Cannot Understand Why Sale is Prohibited by Government.

Dr. Hastings told the members of the board of health yesterday that oleomargarine, in his opinion, was more nutritious than lots of butter at present being consumed. "It is made from nothing but the purest of animal oils," he said. "There has been a campaign conducted against it in which it was claimed that tallow entered into its composition. That is untrue. I cannot understand why the government prohibits its sale. It would cost the people about one-half the price of butter."

Controller Cameron: "That's easily understood. It's to protect the farmer." Dr. Hastings, in answer to Chairman Risk's question, stated that margarine tasted almost exactly the same as butter.

In fact, he said, the danger was that oleomargarine could be sold for a cheaper grade of butter and at better prices.

The committee sent on a report to the board endorsing oleomargarine as a suitable article to be sold the public.

SCORE'S TALK ON WINTER CLOTHES.

In these strenuous times we fully realize that it is most important, in fact absolutely necessary, to keep down one's profits to the very lowest point; thereby increasing one's turnover, so that it makes it possible to sell on a closer margin.

We are, therefore, featuring a heavy winter overcoat at \$30.00, which is listed in every way in keeping with Score's standard. Come and see.

R. Score & Son, Ltd., tailors and hatter, 77 King St. west.

### Was Completely Laid Up With Severe Case of Piles

Sworn Statement From a Man Who Has Unbounded Confidence in Dr. Chase's Ointment.

There is no longer any debate as to the best treatment for itching, bleeding or protruding piles. But since about one person in every four suffers more or less from this annoying ailment it is necessary to keep on telling people about Dr. Chase's Ointment.

Mr. Wm. Shaw, Island Brook, Que., writes: "I am writing this to let you know the benefit I have derived from your Ointment. I have suffered more or less for years with protruding piles, and last winter I got so bad, I was completely laid up with them. I went to our local storekeeper and asked him if he had anything that was good for piles, and he recommended Dr. Chase's Ointment. I purchased a box and took it home and used it according to directions, and for over one year I have not been troubled with piles. I had tried other remedies before, but they only gave me temporary relief, and that one box of your Ointment did more for me than all the

### DEMURRAGE RATES NOT YET SETTLED

Coal Dealers and Lumbermen Object to New Charges.

### MEET RAILWAY BOARD

Also Protest Against Reduction in Time for Unloading.

The Dominion Railway Board yesterday morning reserved judgment on the demurrage question in regard to the coal dealers and lumbermen, an agreement having been reached by all other classes of shippers and the railway that the new scale to come into effect on Dec. 20 and remain until May 1, 1917, should be as follows: 48 hours free time, beginning at 7 o'clock in the morning, 24 hours for the payment of charges and the passing of customs, and the following rates of demurrage at the expiration of this time: first and second day, \$1; third day, \$2; fourth and subsequent days, \$5. The railway has asked for a flat rate of \$4 on each day after a free time allowance of 48 hours, coal, coke, lumber, and lime, which now have 24 hours extra free time, to be included.

H. A. Harrington, secretary of the Retailers' Association, registered a strong protest to the change from \$6 to 72 hours for unloading cars of coal. The lumbermen also objected to any reduction in the time for unloading. Mr. Harrington stated that it was impossible to unload the cars in the time stated because of the scarcity of labor in Toronto, and that labor, which was obtainable, had to be divided between unloading the cars and meeting the deliveries.

Mr. Walsh, secretary of the Canadian Manufacturers' Association, pointed out that lumbermen could not agree to a reduction from 96 hours, but had waived all other differences and objections. They insisted on having that much time for unloading. J. B. Reid stated that the railway was asking the lumbermen to grant only 48 free hours. On being questioned if the \$1 per day demurrage charges after the 48 free hours were a serious objection to the new scale, he replied that that amounted to a large sum in time and he seriously objected to men the railway sent around to collect the money. Another objection why he wanted 72 hours was because of the bad conditions of the G.T.R. tracks in wet weather.

A. H. Campbell, of the Montreal Box Makers' Company, accused the railway of delay in shipping cars and said the subsequent demurrage charges had to be paid. It was not the fault of the consignee. He spoke of the handicap the new rates would be to the many mill owners who were miles from the station in Quebec.

Others contributing to the discussion were Mr. Patterson, E. E. Bell, of the C. A. Hamilton, C. H. Long, of Hamilton, C. H. Lowe, the Imperial Oil Co. The latter said that his company was quite willing to pay a day demurrage if it only had an assurance that the necessary supply of empty tanks could be obtained.

Commodity Tariffs.

At the afternoon session, judgment was reserved on the question whether railway companies be required to show why the rule in commodity tariffs filed in conformity with the judgment in the Eastern Rates Case, Rule No. 5, of the Canadian Freight Association, West Bound Transcontinental, should not be disallowed. Thos. Marshall, manager of the traffic department, board of trade, and J. E. Walsh, of the Canadian Manufacturers' Association, argued in favor of the disallowance of the rule. J. Mayor of the Sheet Metal Products, told the meeting how the rule affected the manufacturing community, and particularly his own business, the manufacture of sheet metal.

E. E. Bell, of the C. A. Wilson & Co., asked the board to be measured to relieve the embargo on Grand Trunk cars entering Canada by the suspension bridge at Niagara Falls, from the New York Central lines. This embargo, he said, went into force on Dec. 1, and is still on. In fact, he had been informed by Mr. Smider, assistant coal traffic manager of the New York Central, that there was more congestion now than ten days ago. He declared that 150 cars of coal would never reach their destination in this city.

Mr. Duval, superintendent car service bureau of the G.T.R., said that the greatest of his efforts were being put forth to relieve the congestion and he hoped that all would be cleaned up this week. The accumulation was due in the last week of ten days by 1000 cars. Mr. Bell was given instructions that if relief were not obtained he should telegraph the board on Saturday when further action would be taken.

COAL SITUATION SERIOUS.

A. Leslie, general manager of the Lake Erie Coal Co., told the board of the serious situation of the coal supply in points west of Toronto. He complained of the lack of Grand Trunk

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cars to carry soft coal to the manufacturing community, and declared that 20,000 tons of coal was held up on Rondeau because of the scarcity of cars. At the conclusion of the hearing the G.T.R. and C.P.R. promised to supply five cars a day for the purpose of shipping coal from Rondeau. Mr. Duval, superintendent of car service for the Grand Trunk, informed the board they had only 14 days supply of coal on the Ontario lines, and that if it were snowed out they would not have enough for their own locomotives.

### REDUCE STREET LIGHTS BY HALF

(Continued From Page 1.)

were doing it that all the energy saved might go into the lights. In Canada, houses were blazing with light and shops dazzling with Christmas illumination.

The shortage of power was discussed at length in the hydro commissioners' meeting and an urgent telegram was sent to Hon. Mr. Patenaude, minister of inland revenue at Ottawa, before whom was held the recent investigation into the situation between the hydro and the Canadian Power Company. He replied yesterday in a telegram which promised immediate action by the Dominion Government.

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