

The Toronto World

FOUNDED 1859.
A Morning Newspaper Published Every Day in the Year.
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FRIDAY MORNING, MARCH 17, 1911

CITY ELECTRIC COMMISSION.

Mayor Geary is to be commended for his action towards the appointment of a commission to administer the electrical department of the city under the hydro-electric scheme. We believe there is no dissent among those who have considered the matter with regard to the principle involved in the proposal. We understand that the mayor's views have not taken definite form, but will be laid before the council on Monday. His suggestion that the hydro-electric commission appoint one member, the council a second, the mayor to be a third, ex-officio, might ultimately do very well. As a beginning we believe the first commission should be appointed by the lieutenant-governor in council. Very much depends upon the efficiency and success of such a commission. Not only is Toronto interested, being the dominant member of the union of municipalities, but the whole province practically depends upon the city's success.

The city commission, if that be possible, should be of equal calibre with the hydro-electric commission. Toronto is face to face with a bigger business problem than the city has ever yet had to face. The possibilities of leakage and loss are great in proportion to the range and importance of the electric system. Where millions are invested, thousands for competent management should not be a matter of haggling. An incompetent management will waste more tens of thousands than would secure the most competent men available. But it appears as tho the mayor had taken hold of the electrical situation and meant to put it on a sound basis. There is a lot of ground to catch up, and a first-class commission is the first necessity.

FARMERS AND CONSUMERS.

"Whether meat will be dearer or cheaper in Toronto under reciprocity is something that only the seventh son of a seventh son could at this moment say," is The Globe's reply to a Toronto workman.

Other high prices in Toronto are attributed to "the absurd regulations surrounding the marketing of farm products in the city." "It would be absurd," continues The Globe, "to suggest that the price of foodstuffs grown on the farms around Toronto will be lowered materially at present, no matter what tariff changes are made."

"Broad," The Globe declares, "should be a little bit cheaper if the various agencies standing between the grower of wheat and the consumer of bread do not combine to prevent it."

In brief, The Globe does not presume to say that reciprocity will have any effect upon prices for the advantage of the consumer.

On the other hand, we are informed that the farmer is to be benefited by the higher prices he is to receive across the border. If he does not receive higher prices reciprocity is a snare, because the manufacturer is told that the agreement will not affect him. If the farmer gets higher prices there must be higher prices in Canada, and perhaps a scarcity as well. If the farmer is not to get higher prices there is no object in reciprocity.

GO TO THE PEOPLE FIRST.

The action of the house of commons on Tuesday, in refusing to take any notice of the proposal of W. F. Maclean of South York, to control the capitalization of railways, is significant and may have a far-reaching effect. Both parties, in fact nearly everyone in the house, refused to be drawn on this question, in the view that the greatest political struggle of Canada is now on a question involving the future of the nation; that this issue must be voted on in a few months in a general election, and that each party is vying now with the other in reaching for the support and votes of the great railway corporations. Inasmuch also as Sir William Van Horne, speaking for himself, so The Globe says, has declared that reciprocity will be injurious to Canada, it is as good as accepted by the politicians at Ottawa that this means that the Canadian Pacific is very much against reciprocity, notwithstanding what The Globe says, and will throw its great influence against it. The Conservatives would

not be politicians under these circumstances if they joined Mr. Maclean's proposal for a further regulation of railways. The Liberals were equally anxious to show that they knew of no railway grievance at the present moment, and the members, especially those of the Canadian west, took good care to be either silent or out of the house when this question was discussed, as they, too, were absolutely convinced, judging by their conduct, that the claims of the Grain Growers' Associations of the west, that railway grievances do exist, had no foundation in fact. Indeed, if one judges from what did not take place in the house, the railway situation in the west could not be better.

The World believes quite to the contrary; that the railway situation in the west is largely the cause of the dissatisfaction of the farmers and that the railway rates are much more burdensome to them than is the customs tariff; but parliament, for some time now, is to be mum on this question when the votes and support of the great railways are at stake on the reciprocity issue in a general election.

Another consequence that flows from this condition of affairs is that the Canadian Pacific will see that it has a free hand in dealing with its assets and stock issues for some time. This was one reason why C. P. R. stock jumped three points after it was evident that the parliament of Canada had no intention of regulating the issue of capital.

WINNIPEG AND PUBLIC SERVICES.

Winnipeg has been given the opportunity to acquire its street railway system, and unless the terms are too onerous for acceptance, that progressive city will no doubt take advantage of it. In the matter of providing that public services and utilities shall be owned and operated with reference solely to the convenience and interest of the community, the west is leading the east, and securing for its municipalities the most favorable conditions under which to expand. Winnipeg has made a success of the other public services it has taken in hand and can proceed with confidence to undertake the conduct of its transportation system. British experience has abundantly proved that undertakings of this class can be managed by municipalities themselves as cheaply and with far greater efficiency and consideration for the public comfort than by private companies. Every city that has the boldness and capacity to repeat that experience in Canada provides an object lesson to the whole Dominion and one of great and permanent value to the country.

U. S. PARTIES AND RECIPROCITY.

Reciprocity is only an episode in the politics of the United States—it is the burning question in Canada. The contrast between the two nations offered at the present moment is instructive and significant, and at once suggests that when the representatives of the Dominion and the republic assembled in conference they met on unequal terms. Messrs. Fielding and Paterson had eyes only for the gold brick laid on the table. Mr. Knox, the president's secretary of state, knew the true reason for his production. Reciprocity to Mr. Taft was but a means to an end—a twofold end—first the restoration of peace within the Republican ranks, and second, the defeat of the Democratic attack on the Payne-Aldrich tariff act. This radical difference between the situation in Canada and that in the United States explains why Canadians are debating the merits and demands of reciprocity, and why public attention in the republic is concentrated, not on reciprocity, but on the jockeying for position that is certain to happen when the two great parties confront each other in the new congress.

The Democrats are quite cognizant of the purpose for which the reciprocity pact was negotiated and why the president was so desperately anxious to have it rushed thru while his party controlled both houses of the legislature. He got his way easily enough in the house of representatives—over the quick passage would enable him to prevent any interference with the Republican policy of high protection. The brief remainder of the congressional term readily lent itself to a successful filibuster, and the thing the president feared he must now meet. For the Democrats are speculating how far they can force the matter of downward revision by using the threat of defeat of the reciprocity agreement as a club. The Republicans again imagine that the Democrats, rather than incur the

risk of antagonizing the general public, will defer further tariff making to the regular session, and give the president the excuse he wants for defeating tariff reduction.

Meanwhile, what of the United States public that has been bearing the burden of excessive tariff rates and now finds the reciprocity pact right in the way of a general tariff revision and what of Canada, with the reciprocity pact entered into by the Dominion Government, disregarded except for its bearing on the future of the two political parties in the United States. Even free trade supporters south of the line, such as The American Review of Reviews, strongly object to the course President Taft has pursued, and to his attempt to jam the agreement thru congress. It is not sufficient for congress, declares The Review, or for the country, that Mr. Taft personally demands the passage of the measure. It looks on the deal not as conceding too much to Canada, but as conceding too much to the people of the United States. "It is not of us," The Review says again, "whether Canadians allow a reciprocal arrangement or not. Our tariff arrangements should be made for the benefit of our own people." By entering into the reciprocity deal the Dominion Government has seriously hampered the cause of tariff reduction in the United States, and it has got nothing which would not have been granted without any bargain. But it has parted with that full control of their tariff which Canadians ought to have in their own interest.

WOMAN AND CHILD LABOR IN U.S.

Some startling revelations are made in the official "Report on the Condition of Woman and Child Labor in the United States," prepared in compliance with a resolution of the Senate under the direction of the commissioner of labor and recently issued. In the spinning industry the proportion of children employed is 12.9 per cent. for the whole country but in the six cotton states the proportion rises to 20 per cent. Put in another way this means that every fifth worker is a child under 16 and no less than 8.6 per cent. of the children employed were only 12 or 13 years old. It is interesting to find also that the total employees were largely foreigners, only 1,696 native born being employed out of 21,615 in 46 mills in Maine, New Hampshire, Massachusetts and Rhode Island. By far the largest individual nationality engaged is the French Canadian, numbering 9,152 or 41.8 per cent.

That the United States has allowed conditions to arise quite as bad as any in older countries was revealed by an inquiry into 844 families whose members were brought into the Southern cotton mills. Of these 167 lived in frame houses, 172 in box houses, 467 in log houses and 38 in combinations of these types. There were 273 of these dwellings without windows. Of these 844 families 246 lived in single-room houses, the number of persons in each varying from two to twelve persons. In 153 cases five persons slept in a single room and in 129 cases six persons did. The official agents reported that great efforts were made to conceal the real ages of the children employed. In one factory in South Carolina 11 per cent. of those employed were under twelve years of age. The legal hours vary from 58 to 68 per week, and time is often stolen from the employees. Very few earned more than \$10 per week. During a typical week in New England more than half earned less than \$7 and the proportion in this position was much larger in the Southern States.

Why does not The Globe advocate putting reciprocity in a bear pit like the American grizzlies at Riverview? If there is to be reciprocity in exhibition objects only we have no objection and will start with some Ottawa statements.

Rather peculiar that the railway presidents are all against reciprocity, and only vice-presidents have anything to say in favor of it. Are the second-raters its only supporters?

PLAY UP THE WINNING CARD.

Calgary News-Telegram: Speaking about publicity, what could be the objection to playing up our public ownership feature to all the world. Every paper in America is glad to tell about it as fast as they learn the facts. Why not play it up? Los Angeles played up her climate and won. Men go to the frozen north for gold. To the prudent investor, money saved is money made. Our public utilities will save property owners vastly in taxes in time to come. This fact will, if advertised, draw countless thousands for Calgary's development. We are wasting opportunity.

ROADS IN PORCUPINE.

Editor World: I have just come down from Porcupine and I find that the government has decided for the present to make the western terminus of the Porcupine branch of the T. & N.O. Railway on the McDougall trail. The plans have been made regarding the extension of the railway further west. In some quarters it is said that the mine owners of property west of McDougall Vet may have to form themselves into an association and assess themselves for money to be expended on roadways to their various properties. Most of these properties have been obtained at slight cost from the crown. Especially is this true in the matter of veteran grants. It is just possible, according to the information I could gather on the trail, that the government thinks it has done about all that should be required of it by pushing the railway as far as the McDougall Vet.

THE MAJOR TO THE MACLEAN.

London Free Press, March 15: Major Beattie explained to Mr. W. F. Maclean M.P. at the house commons yesterday that he does not believe the member for York is actuated by worthy motives in attacking the Canadian Pacific Railway. The major reverts to the day when Canadian Pacific Railway stock was selling at 38 cents, and finding few buyers at that. To-day the stock has advanced to upwards of 215 1-2, and has an inclination to go yet higher. Why, the major, should this stock be attacked simply because it has been a paying investment? We are unable to follow the gallant major in the conclusion that the Canadian Pacific Railway is entitled to the whole proceeds of the success it has achieved. The country has not been a share in bringing success to the great transcontinental. When, therefore, the returns of the company reach a figure that makes its stock worth 215 1-2, it is a question well worthy of discussion whether there is not something which it may reasonably be asked to do in the direction of a reduction of rates.

AT OSGOOD HALL.

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See Those Balls

There's the secret of this now famous Water Heater The Vulcan. With this heater you can have an unlimited supply of hot water for the laundry, kitchen or bath, at little expense. Get away from the old "Kettle Idea" when wanting hot water. Boiling water by means of hot plates and stove burners is only a waste of gas. See how the balls work. What a large heating surface there is. Call and see it work. Prices right.

CONSUMERS' GAS COMPANY
41 ADELAIDE ST. EAST
Telephone Main 1833
OUR SERVICE IS GOOD SERVICE

GLENERNAN

Scotch Whiskey
A blend of pure Highland malts, bottled in Scotland, exclusively for
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TORONTO

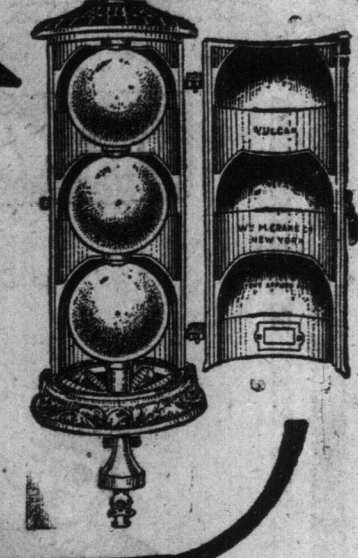
DONLANDS 1911

MAPLE SYRUP

The first few bottles of this year's Syrup will be on sale

AT MICHIE'S

At noon to-day



AROLEMA CURES ECZEMA PSORIASIS & BARBER'S ITCH

of the partnership account. Appeal allowed with costs and action dismissed with costs. Britton, J., dissents and thinks the judgment should be affirmed and the appeal dismissed with costs.

ALL-CANADIAN SHOPPING WEEK.

The board of trade announces that it will inaugurate an all-Canadian shopping week in Toronto in the beginning of June. This idea originated in London, where a year ago widespread interest was created by an all-British week. Appropriate labels will be attached to the goods sold, and the consumers and buyers will be asked during that week especially to buy as large quantities of Canadian-made goods as possible. It is hoped that from 140 new stations and that the Canadian Pacific will open 50 new towns on its new lines this summer.

FIFTY NEW TOWNS.

WINNIPEG, March 16.—The assumption that the present year will show a remarkable railway development in western Canada is established by a number of important announcements by various transportation companies during the past fortnight. These were supplemented to-day by the statement that the Grand Trunk Pacific will build 140 new stations and that the Canadian Pacific will open 50 new towns on its new lines this summer.

Military Changes.

KINGSTON, March 16.—(Special.)—Capt. A. De M. Bell of the army service corps has been transferred to Toronto, and will be succeeded by Capt. W. A. Stinson, recently returned from taking a special course in England. Lieut. T. Pugh of the ordnance corps has been transferred to Montreal. Capt. P. E. Fréchaux of Ottawa takes his place. The changes go into effect next month.

Escaped in Their Night Clothes.

KINGSTON, March 16.—(Special.)—Two men passing saved the lives of William Kelly, wife and children, and a boarder named Thomas Walton. They saw the house in flames and ran to the rescue. The inmates had to escape in their night clothes.

