

The Toronto World

FOUNDED 1890.

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FRIDAY MORNING, AUG. 22.

THE REIGN OF REASON.

The Telegram filled two columns last night explaining how and why it didn't garble the figures we showed that it did garble in its four double columns last Monday. It accomplishes its explanation to its own satisfaction by once more begging the question of the value of the eight years' franchise. The Telegram, by the way, has got it down to seven and a half years, tho we are still a month away from eight years. One does not look for any petty accuracy in the Telegram. Indeed we would be quite satisfied if it would pursue its policy, however mistaken we might think it, without misrepresenting those who differ with it, or using arguments which are transparently futile or absurdly false. All these double columns are based on a wrong-headed application of certain Detroit figures which are merely a contribution to a prolonged discussion and by no means a final settlement of it.

Mr. J. C. Hutchins, president of the Detroit United Railway, was interviewed in Montreal by The Star of that city last Tuesday, and his statement, which we append, shows that Detroit is doing pretty much what Toronto is doing, tho in a reverse order, to establish the value of the property. This is what Mr. Hutchins said:

"A Street Railway Commission has, as you know, been appointed and consists of several very influential and capable citizens of Detroit. This body has just held its first meeting and will probably get down to the issue itself within a short time. At present we are taking an inventory of the properties of the company within the city limits, and expect to have the figures ready within ninety days from the time we commenced."

"When this work is completed, we shall communicate with the commission, which, in turn, will have its experts go into the matter thoroughly and report. Until these preliminaries are effected, it is impossible to say what turn matters will take."

"One thing is certain, however," said the Detroit United president, "and that is that the company will place every facility in the way of the city to assist it in the acquisition of the property. When the sale price has been arrived at, it will be up to the citizens of Detroit to say whether the property shall be acquired or not. If the city wants to buy it, the company stands ready and willing to sell it and has done so for some time."

We have had an anonymous letter asking us to neglect The Telegram in these discussions. We can only say we regret as much as anyone the necessity of having to conduct a foolish controversy with an unreasonable opponent. But loud-mouthed and unreasonable methods had established an order of tyranny in some departments of civic affairs, to the exclusion of the desire of the ordinary citizen. It has been necessary to vindicate the viewpoint of the ordinary decent-minded business man who objects to bull-dozing methods, and is perplexed by bullying tactics. We have endeavored to keep to the point in spite of the distracting influences of continuous yelling, and we believe it has done the city hall good to make it clear that yelling, in itself, was nothing to be afraid of, unless the force of truth and common sense made the yelling authoritative. We claim no monopoly of truth and common sense. The Telegram does, and equips us with long ears to boot. But the public is the best judge of these things."

THE U. S. RAILWAY SITUATION.
When we are told that the United States railways are capitalized at the average rate of \$78,000 per mile, we must bear in mind that this includes a great many small broken-down and ill-equipped railways, whose physical valuation would not amount to over \$15,000 per mile, and whose capital issues are probably in proportion. It is when we come to consider the better class of railways that we are struck with the enormous burden of their fixed charges compared with their earning capacity. The fixed charges have increased much more rapidly than the earnings of these railways, and the money raised by their various donations has not gone into betterments, extensions or maintenance, but has been to a great extent absorbed by financial melons and other rube-offs. Many examples of such operations, some of them upon

a gigantic scale, might be cited. One occurs to us at the moment, a small one, indeed, but whose modus operandi was so simple that we are tempted to recall it. When Judge Burke and his associates acquired control of the Hocking Valley railway, they raised eight million dollars by a bond issue. They then sold coal lands worth about \$50,000 to the company for the \$3,000,000; they put in their pockets \$7,950,000, but for all time to come the railway is burdened with a fixed interest charge of \$400,000 a year.

Now this sort of thing has been going on all over the country, until it is safe to say that of the seven billion dollars added to the capitalization of the American railways during the past ten years, not more than one-half has gone into actual construction, equipment and betterment.

In Germany the government has invested in the construction and equipment of the railway nearly as much per mile as the sum for which the American railways are capitalized, but Germany has a complete and up-to-date railway system, and the government is able every year to give better service and lower fares, and to gradually decrease the fixed charges by the accumulation of the sinking fund.

The railways of the United States, with few exceptions, are either of no value or are so loaded down with fixed charges that they cannot be properly maintained, or efficiently equipped, and are becoming less valuable every day. The properly constructed railway, efficiently managed, should not only become more valuable every year, but should in time pay for itself, or at any rate give better service and lower rates without increasing its fixed charges per mile. The man who would build a factory with borrowed money, and at the end of 25 years of ever increasing business, find his machinery antiquated, his building unsafe, his debt bigger, and his fixed charges higher in proportion to his earnings than when he started, would go out of business or be put out of business as an incompetent.

The men who are operating the railways of the United States are in that position. They give inadequate service at high charges, but their plant and machinery are in such bad condition that last year they killed one thousand persons a month outright and wounded about 200 persons a day in addition.

Yet these are the men who say the government cannot operate a railway! If President Huerta was a humorist, he might threaten the United States with intervention unless the slaughter of the people was stopped. The revolutions in Mexico are attended with no such fatalities. That the United States Government will have to take over the whole railway situation before long is evident. Private ownership and operation of railways in the United States is a failure and a breakdown, utter and complete, ghastly in its tale of corruption and bloodshed.

Yet there are people in Canada who would allow the same conditions to obtain here. We are developing our Mellens and our melons, and are following in the footsteps of our neighbors, inviting similar disaster.

AN UP-TO-DATE CHARTER.

Out of the many varieties of improved city governments now being tried in the United States, some at least are bound to yield valuable lessons. Since the commission system was first instituted in Galveston, Texas, the idea has not only been copied, but has formed the basis for other experiments which, while retaining the fundamental principle, have differed greatly in the method of its application. But all have the same objects—the elimination of the political element and the party boss, and the establishment of an administration that will secure the greatest common good. Dayton, Ohio, recently sanctioned what is claimed to be a decidedly new type of municipal government. The charter now adopted provides for the short non-partisan ballot, a city manager and a small commission of five members for purely legislative purposes. They will also employ the city manager, who is responsible for the five departments of administration. The heads of each of these departments will be appointed by the city manager, but all subordinate official posts will be filled under the conditions imposed by the regulations of the civil service.

This new Dayton charter is believed to be unique in its creation of a department of social welfare, which, in addition to supervising the departments of health, parks and playgrounds, is authorized to enquire into the causes of poverty and disease in the city, and to make recommendations to the legislative commission. Further innovations include the preparation of a scientific budget and the appointment of a purchasing agent, the standardization of city supplies, the keeping of time and service, and many other reforms. The Dayton charter is the result of careful consideration of other municipal systems and comes into effect next New Year's Day.

ROLLER WENT OVER FARMER'S BODY

CHATHAM, Aug. 21.—(Special.)—William Gamble, a farmer residing near Painscourt, had a narrow escape while driving a roller over one of his fields. The team of horses took fright and ran away. Gamble was knocked from his seat at the top of the roller and thrown under the horses' feet, the roller passing over his body, inflicting severe injuries. He is now in a precarious condition.

CHESTERFIELD IS HELD BY LIBERALS

Miners Remain True to Their Candidate, Ignoring Political Cross-Currents.

LONDON, Aug. 21.—(C.A.P.)—Barnet Kenyon, Liberal and Labor candidate, won the Chesterfield by-election today with 7745 votes. Edward Christie, Unionist, made 1558 and John Scurr, Socialist, 583. The result shows how indifferent are the coal miners to the generally recognized political forces. Barnet Kenyon was secretary to the Derbyshire Miners' Association and his candidature received that body's support, so that the official Labor party's rejection of him because he allied himself with the Liberals, mattered nothing to the miners, who compose the bulk of Chesterfield voters.

Split in Labor Party.
At the same time the outcome of the election cannot but have an influence on the Labor party, for the future of the Labor party, W. E. Harvey, another prominent miners' leader, who is also an M.P., declared at one of the last of Kenyon's meetings that he refused any longer to make direct connection with the labor caucus and would not be dictated to by them as to what he should do in the house of commons.

In the last election J. Haslam (Lab.) had 7283 votes and G. W. Radford (U.) 5055.

Fast Service Toronto to Winnipeg via Grand Trunk Lake and Rail

Steamship Express leaves Toronto 10:45 a.m. each Monday, Wednesday and Saturday, via Grand Trunk Railway, stopping at Hamilton, Brantford, Paris, Woodstock, Ingersoll, London and Stratford, arriving Sarnia Wharf 4 p.m., making direct connection with the Northern Navigation Co.'s passenger steamships, leaving Sarnia Wharf 4:15 p.m. for Sault Ste. Marie, Ont., Port Arthur and Fort William. Steamers leaving Sarnia Wharf Mondays do not call at Port Arthur. Special trains run morning, leaving Toronto at 10:45 a.m. for Sault Ste. Marie, Port Arthur and Fort William. The service afforded by this route is the finest in every respect and includes parlor-cars, parlor cars and coaches between Toronto and Sarnia Wharf, excellent service on the steamers of the Northern Navigation Co., including the Hamonic, the finest and fastest steamship on the Great Lakes. Standard sleeping cars (electric lights in lower and upper berths), dining cars and coaches on the Grand Trunk Pacific Railway between Port William and Winnipeg, also standard sleeping cars to Saskatoon and Edmonton.

Special trains run the reverse way from Sarnia Wharf to Toronto, each Tuesday, Friday and Sunday.

Pull particular reservations on steamers or trains, at all Grand Trunk ticket offices.

Gunard S.S. Co.

The Cunard Line office, which has been situated at the northeast corner of King and Yonge streets, has on account of the demolishing of the old James building, removed to 53 Yonge street, between Wellington and Colborne, east side.

BROADVIEW BOYS' FAIR.

Mayor Hocken has promised to formally open the Broadview Boys' fair on the evening of September 18. This fair originated during C. J. Atkinson's regime in the Broadview Boys' Home, and is now carried on by the Broadview branch of the Y.M.C.A. It has the active support of many of the leading citizens, and it has shaped the future of a large number of boys in the east end.

Good Exhibition Lunch.

A quick, clean lunch at the Girls' Friendly Society Lunch Tent (cave), Dufferin street gates. No waiting. No crowding. Nothing over 15c. \$18513

The Philosopher of Folly

THE FOOLISH BOSS.

'Tis said to see a Foolish Boss, who thinks it helps to rip and war and stamp around and tear across and up and down his office floor, who loves at every punk excuse to shout and rant and throw a fit, who carries on to beat the deuce to show the works that he is it. What earthly benefits accrue when thus he swells his lungs and chest and spouts forth talk of purple hue that melts the buttons off his vest? Yet when a Foolish Boss we meet, 'tis wasted time to argue thus; in haste he'd chase us to the street and heave an inkwell after us. He'd blow us up and call us down—'twould fill him with a joy immense to roast us to a rich dark brown, and make us feel like thirty cents. In spite of this we know we're right—the man who runs his works by gas is but a poor and witless wight and shows a total lack of class. A kindly act, a word of praise, a little time in jesting spent, would help things out in many ways, and raise his profits ten per cent. For all the wisest people know that constant friction causes the wheels of the business to stop, you cannot teach a Foolish Boss.

MOUNTED CADETS AS GUARD OF HONOR

Young Soldiers Will Escort Premier Borden at Opening of Exhibition.

Hon. G. H. Perley and Mrs. Perley will accompany Premier Borden at the opening of the Canadian National Exhibition. Two troops of cadets, one mounted and the other infantry, will form the guard of honor. After Premier Borden has formally opened the Exhibition he will inspect the cadets, and then the mounted troops will give a demonstration of wrestling on horseback and the Bal-clava mele.

SAFE RAILWAY TRAVELING.

Railway companies have been slow to recognize that expenditure in order to prevent injury and damage to person and property is more profitable in the long run than numerous accidents and expensive litigation. But if the lesson of experience has been long in learning it may on that account remain more accurately and tenaciously in memory. To the public at least it will come as a welcome relief to know that the old maxim of prevention being better than cure has reached some at least of the transportation companies.

Just now the Grand Trunk Railway Company is occupied with the installation of a "Safety First" organization. It has engaged Mr. George Bradshaw as safety engineer, and has charged him with the duty of carrying this new departure into practical effect. Mr. Bradshaw will inspect the whole Grand Trunk system, confer with its officers and prepare recommendations which, it is hoped, will make it the safest in the country. At all important centres, he will deliver illustrated lectures on "safety," showing the causes of accidents and how to avoid them. The company intends to enlist the personal interest of all its officials and employees, and thus endeavor to place the Grand Trunk in the forefront of transportation services for safety in operation.

Will Come on "Farmers' Day."

Montreal city council has advised Mayor Hocken that the members will officially visit the Canadian National Exhibition on Sept. 2, which is "Farmers' Day." As the city council will meet on Sept. 2 and will probably have a late session, there will have to be a general cold plunge taken on the morning of the third by Toronto councillors to be in good condition to entertain the visitors from Montreal.

At Osgoode Hall

August 21, 1913.

Gates v. McBrady—Thurston, K.C. for plaintiff. H. S. White for defendant. The Biongs. Adjourned for one week at defendants' request. Injunction continued meanwhile.

Northern v. Cordova.—McDonald for plaintiff. H. S. White for defendant. McKee and Hughes. Stands one week by consent.

Gowdier v. Toronto.—Thurston, K.C. for plaintiff. No one for defendant. Stands one week.

Russell v. Clarkson.—C. A. Moss for plaintiff. A. McLean Macdonell, K.C. for defendant. Injunction dissolved by consent. Costs reserved to trial judge.

Chappell v. Bell.—C. A. Moss for plaintiff. C. M. Garvey for defendant. Motion for injunction enlarged to be brought on after two days' notice, otherwise stands over till trial.

Frank M. Gray for vendors. A. J. Malone for purchasers. Petition under V. and P. Act. Judgment as prayed. Reference directed to referees. Cartwright, K.C. Costs reserved.

Chambers. Before Leitch, J. Rice v. Hydro Company.—M. McDonald for both parties, asked one week's adjournment. Granted.

Re Boulton and Campbellford L. O. and W. Railway Company—Livingstone (McMurphy & Spence) for railway company, moved for payment out of court on consent filed of moneys to railway company. Order made.

Re Fitzpatrick and Campbellford L. O. and W. Railway Company—supra. Re Dominion Refiners.—W. H. Irving for applicant, moved for order winding up company, etc. No one contra. Order made as asked, appointing the assignee (J. M. Macnamara) as interim liquidator and ordering reference to the local master at North Bay.

Re Fox Infants.—R. W. Hart for trustees. Harcourt, K.C. for infants. Order made approving of sale of lands.

Re Stevens Infants.—Harcourt, K.C. for infants and adult parties obtained order for sale, etc.

Re Keith Glavin.—G. Waldron, for prisoner, moved for discharge on habeas corpus. Motion refused. Leave to return on Monday next at 11 a.m. on notice to attorney-general. Prisoner remanded to Central Prison meanwhile.

Re Campbellford L. O. and W. Railway Company and School Trustees of S. S. 3 of Sidney.—Livingstone (McM. & S. for both parties. Application for leave to convey lands to railway company under 184 of Railway Act. Order made as asked.

SULZER'S OPPONENT GOES DOWN TO DEFEAT

Tammany Agent in State Legislature Turned Down by Republicans for Renomination.

CANANDAIGUA, N. Y., Aug. 21.—(Can. Press.)—Assemblyman Herman F. Schnier, one of four Republicans who voted for the adoption of the Sulzer impeachment resolution, was defeated for renomination today, receiving only 13 of 46 votes cast. Election County Treasurer H. E. Wheeler was designated as the candidate.

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Introducing a New EDDY Feature

"ONLIWON" Cabinet with EDDY'S Toilet Paper

Overcomes litter and waste, Delivers units of two sheets as needed. No moving parts—cannot get out of order. Finished in beautiful nickel-plate. Compact—ornamental—economical.

SPECIAL OFFER: Sixteen thousand sheets EDDY'S best quality chemically-purified Toilet Paper, with "ONLIWON" fixture (as above), express prepaid to any point reached by railway east of Sudbury \$2.50

Remit to the E. B. EDDY CO., LTD., Hull, Canada or our nearest branch or agency.

See this self-healing puncture-proof pneumatic tube at the Exhibition

A complete and convincing demonstration of the Simplex Puncture-proof Tube will be given at our booth in the Transportation Building, at the East door.

Here is Real Testimony

WOODBINE HOTEL COMPANY, LTD.
Geo. A. Spear, President.
102 to 110 King Street West, TORONTO, July 22nd, 1913.

The Simplex Sales Co., Toronto:
Dear Sirs—About a month ago I had my car with a set of puncture-proof tubes. When the tubes were installed, Mr. Shaw drove a nail into one of the tires six or seven times to test the self-healing qualities of the tube for some time. Since then I am pleased to state that the puncture in the tube has remained the same, and I have no trouble whatever with my tires. Now feel confident that I can go as far as I like and get back without stopping on the road to replace a punctured tube. Wishing you every success with the new tube, I beg to remain, yours truly,
GEO. A. SPEAR.

We will make this Sensational Test to fully convince you

We have a demonstrating Simplex Puncture-proof Pneumatic Inner Tube, that has more than 100 punctures in its tread, which we will place in the shoe and drive you 50 miles WITHOUT ANY DEPRECIABLE LOSS OF AIR.

CAN YOU AFFORD TO BE WITHOUT THEM?

The Simplex Sales Company

559 Yonge Street Phone - N. 200
Insist that Simplex Puncture-proof Pneumatic Inner Tubes are installed in your 1914 car.

HERE'S THE COUPON—CLIP IT NOW

THE WORLD'S POPULAR PENNANTS

This one Coupon is good for one Pennant, when presented with 22 cents at The World, 40 West Richmond Street, Toronto, or at the Hamilton Office, 15 East Main Street.

LEGION OF SCOTS LEAVING OLD LAND

Nearly Two Hundred Thousand Emigrated in Four Year Period.

LONDON, Aug. 21.—(C. A. P.)—Nearly 200,000 Scottish persons emigrated from Scotland during the four years 1909-10-11-12.

This number is equal to two-thirds of the population of Edinburgh, or nearly to the combined populations of Grimsby, Ipswich and Reading.

Statistics are printed in a parliamentary reply by the secretary for Scotland to a question by Mr. Jesse Collings. They show how emigration has increased, the following figures being the number of Scottish emigrants only:

1909.....34,252 1911.....37,417 1910.....35,211 1912.....44,052

The figures for the first three years are those of Scottish emigrants from Scotland only, while the 1912 figures include Scottish emigrants from other parts in the United Kingdom.

The figures above make a total of 210,932, but during the four years 26,723 persons of Scottish nationality landed from ports out of Europe, if the emigrants had remained in Scotland they might have peopled a large new town.

A MILLION DOLLARS FOR SEWER CONTRACT

Close upon a million dollars' worth of sewer contracts have just been let by the city. One for Woodville avenue, West Toronto, amounts to \$266,000. The others are as follows: Balmuir avenue, Queen street to Kingston road, \$45,900; Carlaw avenue, storm overflow, \$28,550; outlet at East Toronto, \$85,000; Earls Court drainage system, \$45,328; Midway outlet, \$88,416.

All are under the local improvement plan except the storm overflow for Carlaw avenue.

MICHIE'S Cigar Department

is close to the entrance, convenient for quick service, at the corner of King and Yonge Sts.

Michie & Co., Ltd., 7 King W.

A Legal Depository for Trust Funds

Under the laws of the Province of Ontario, this Corporation is a legal depository for Trust Funds. On all deposit accounts we pay compound interest at

Three and One-Half Per Cent.

One dollar opens an account. Every facility is afforded depositors. Are you a depositor with the Corporation? If not, we invite your account.

Established 1895.

Canada Permanent Mortgage Corporation

Toronto Street - - - Toronto.

Associated with the above Corporation, and under the same direction and management, is the

Canada Permanent Trust Company

Incorporated by the Dominion Parliament. This Trust Company is now prepared to accept and execute Trusts of every description, to act as Executor, Administrator, Liquidator, Guardian, Curator, or Committee of a Lunatic, etc. Any branch of the business of a legitimate Trust Company will have careful and prompt attention.

JOHN C. Travelle

Passing themselves off as offerings in

Travel Co. RUGS

The finest pattern of

FINE WOOL TRAVEL

In a mar pattern of

Scottish Cl Family Tar

color reversible in a multitude of

able for covers of \$6.00, \$7.00,

IN EXTRA CAMEL'S

to \$15.00 an

SHEILAN

Ladies' Purc, a m accessory, out weigh for use be

White, black \$1.75, \$2.00,

AUTO AND DUSTERS

In greens, waterproof \$2.50, \$3.00,

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JOHN C. 55 to 61 King

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