

The Toronto World

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MAIN 5308 Is The World's New Telephone Number. FRIDAY MORNING, JULY 29, 1910.

LOVING AND WELL BELOVED.

John Ewan's death has been sadly anticipated for some weeks, and the brave way in which he himself received his sentence during that time was the fine outcome of a fine character. Frank and manly, big-hearted and genial, John Ewan was one of the really capable newspaper men of Canada, and his varied experience was beginning to bear that ripe and valued fruit whose harvest has been rendered so unexpectedly brief. Fifty-six is an untimely age in these modern days for a man to depart from a life which he so well adorned, as did John Ewan. But it was a life full from the beginning of earnest effort and struggle, and finally of well-merited attainment. And among all his records there is none better than that he was loving and well beloved.

GOOD ROADS SAVE MONEY.

Oh, my! It will cost \$18,000 a year to maintain sixty miles of road around Toronto in decent condition, says Engineer Rust. In Toronto such a pauper community that it cannot afford such a comparative trifle? The saving on harness and tires alone would be worth the expenditure. The advantage to the city in facilitating rural traffic cannot be estimated.

All this is aside from the plain duty of the city to keep its approaches in proper order. If the roads were systematically repaired the cost of maintenance would not be so great.

In nothing is the adage more applicable than in keeping roads in order, that a stitch in time saves nine. The present plan is to let the roads go to ruin and then spend fortunes in rebuilding them.

FEMININE FOIBLES.

Judge Morgan uttered a natural protest against "the hideous desire of women to prick themselves up in finery quite unbecoming to their station in life." He might have said to any station in life. The barbaric custom of wearing earrings has invaded some circles where good taste used to reign, and what with hobbie skirts and unspeakable headgear women appear to be capable of any folly which the man milliners and costumers of Europe dictate.

BENEFITS OF A PUBLIC SERVICE.

In a British Government blue book issued last week, dealing with the undertakings of various English municipalities, there is an interesting statement, showing the advantage of public management. It concerns the Bristol docks, originally in the hands of a private company. From the very first, says the report, the company had, financially, a difficult task, and the fact of charging excessive dues to ships using the docks threatened to send the great bulk of maritime traffic to rival ports.

The citizens of Bristol, in order to save the port from extinction, obtained power from parliament to take over the docks from the company at an earlier period than was provided for in the Dock Company's Act. Since coming under the control of the docks committee of the council their progress has been uninterrupted. With more moderate dues diversion of trade ended, and the ever increasing volume of commerce to and from the docks has led to may steps forward.

Referring to the Hull telephones, the report says that the municipal exchange has met with public approval, judging from the rapid extension of the undertaking. "The moderate tariffs," it proceeds, "also enable small tradesmen to have a service, which previously was denied them, owing to the prohibitive rates of the National Telephone Company." That is just the difference between a service operated for the public benefit and one for private profit.

SOY BEAN CULTIVATION.

One of the directly profitable results of the Russo-Japanese war has been the remarkable world demand for soy beans, the product of a small erect plant indigenous from North India to Manchuria and Japan. Prior to that war these beans, of which there are three varieties, were largely employed in the manufacture of sauce and jelly, and found a ready market throughout the far east. During the war the cultivation of the white bean was greatly stimulated in consequence of its utilization as food for the Russian army. When that outlet was closed other markets had to be found, and since 1907, when the output from Manchuria only reached 120,000 tons, the demand has increased with remarkable rapidity. In 1908, owing to the expanding demand from Europe, exports from Manchuria rose to 330,000 tons, while last year's

So Called Farmers Oppose Annexation.

If any further argument is required to strengthen the reason for annexation of North Toronto to the city, it is supplied this week by the court of revision which was held in the town. Judge Morgan, who presided over the court, ruled, as he had previously done, that the owners of farm properties in the town base their values largely on the amount of revenue that can be derived from these properties, taking little cognizance of the intrinsic value because of their nearness to the central districts and their immediate available prospects for being cut up into residential lots.

Many North Toronto farms under the ruling of the court of revision will be assessed as formerly at about one-fifth of their actual present value for building purposes. This is responsible for the attitude taken by the holders of these big blocks of lands against the annexation of the town to the city. If North Toronto were brought into the city, the large blocks of land would have to bear a fair proportion of the taxation in the municipality and the revenue thereby be largely increased, because of the many advantages which the properties receive by reason of an increased population surrounding them.

The growth of Toronto has made many large holders of property wealthy and these have contributed but a small amount for the tremendous increase in the value of their properties which have occurred by reason of the growth of the city. The holders of what are presumably farms in the suburbs of Toronto claim the ground that they are farmers, but there are few instances in which properties are not being held for speculative purposes, to be turned over to the city for building purposes when a sufficiently high value can be had.

Much of the increment which comes to these holders of blocks of land is due entirely to the people who settle in their vicinity, and it is unfortunate that the Assessment Act does not provide for a reasonable portion of the increased value to be returned to the people who cause the increase.

THE TYRANNY OF THE TWO BIG ROADS.

From The Canadian Miller, Toronto: There is no problem of more importance to the material interests of the milling and grain trade than that of railway transportation. It will be a permanent problem for these interests because of the enormous distances of the wheat fields from the centers of consumption and manufacture, because of the great stretches in the mid-continent devoid of cheap fuel, and because of the added cost of shipment in winter.

One of the giant evils of the Canadian Commonwealth to which the strike on the Grand Trunk Railway system will direct attention is the undue influence of the great railway and other corporations in the councils of government.

If ever there was a commercial undertaking which is the creature and offspring of a government, it is the Canadian Pacific Railway. It was there was a corporation which should be in perpetual subservience to the people and government who created it, that corporation is the C. P. R. Bonused to the extent of millions from the public treasury and further subsidized by grants of land now worth billions of dollars, and favored with the more important assets of the goodwill of the people, the only limit to its opportunities for expansion was that profits beyond ten per cent should be returned to the people. This was the provision in its charter, but for years past it has been creating one subsidiary company after another as a means of burying out of reach the profits which it could not otherwise dispose of, and dividing among its shareholders the watered interests thus created. Our government is blind, and deaf and dumb to these transactions, and what is still more lamentable, so far as the leading members of parliament in opposition are silent on the subject. In the press it is left to a few papers, led by The Toronto World, to denounce this giant wrong.

Then follows the Grand Trunk, which, after receiving millions from the provinces before the date of consolidation, persuaded the government to build the unprofitable ends of a transcontinental system of railway while itself retaining unfettered control of the far centre, and it is estimated that these unprofitable ends will cost the country \$200,000,000 instead of the 30 or 50 millions originally counted on. Most people approve of the new transcontinental railway, but there was no reason why the people should not own or control the whole. Instead of this we have a second monster corporation on the back of government controlling and dictating its transportation policy and withholding from the people the cheap and safe facilities to which they are entitled as creators of these undertakings.

And now, when the strike is on and the general public so much inconvenienced, the plea of the Grand Trunk for refusing to give the standard wages to its striking employees is that it is not yet able to charge the "high rates" obtained by the C. P. R. in the west, and so cannot afford the increases to the men.

In other words, the exploitation already suffered by the people at the hands of the C. P. R. must be permitted at the hands of the G. T. R. before it can afford to yield what would otherwise be a just claim of its men.

ERIE'S PRIEST HERE.

The Priest of the Erie Railway, otherwise called Frank, and A. C. Hilton of the special agents' department of the same road, were in the city yesterday passing along joyous words and friendly handclaps. They belong to the always glad-to-see-you club.

Will Expropriate Property. The board of education have awarded the contract for the masonry work at Earlscourt school to R. Hewitt & Sons at \$14,361.

Wm. Reppan having refused \$1500 for property adjoining Manning-avenue school, the board will proceed to expropriate.

Suspect Incendiarism. CROSSFIELD, Alta., July 28.—(Special.)—Three fires within 24 hours in this neighborhood have given rise to strong suspicion that an incendiary is at work. The elevator owned by the Imperial Elevator Co. was burned down last night, with 10,000 bushels of grain.

HEAVY FINES IMPOSED ON BROCKVILLE RIOTERS

Strikers Issue Statement Deploring Violence and Protesting Against Distorted Reports.

BROCKVILLE, July 28.—(Special.)—Stiff fines were imposed in police court to-day as a result of last week's strike riot. A. C. Charbonneau and Fred Botford, two trainmen who offered interference to the company's employees, were assessed \$50 and \$14 costs each. The former was also taken to Belleville to-night by Chief Newton to answer a similar charge there. Wm. Kerr paid a fine of \$20 and costs for drugging Jas. McLaughlin with a line of pose.

From the local strikers' headquarters a statement was issued to-day. It says that "Orders have been made imperative that any member of the striking organizations found on the Grand Trunk property must be dealt with 'vigorously' and that we have many instances of trains running by the Brockville order board when it was against them. Agents are taking the place of conductors in the delivery of train orders to engineers, and all sorts of violation of the railway rules. All we ask is for a square deal. We are satisfied with the way our officers are handling our affairs, but we think we have cause for protest in the distorted reports that have been published concerning the men. We have endeavored to be law abiding, feeling certain we will receive better treatment from the public. We regret that any disorder should have occurred, and we were not at all to blame, as time will show. We think the whole affair has been unduly magnified."

Two battalions of the National Guard under arms at Durand, Mich. The G. T. R. station at Amargat, near Bridgeburg, Ont., was burned early yesterday, while late Wednesday night two freight cars and a caboose were burned. A delegation also called on Yardmaster H. G. Foster at Bridgeburg and said that if he didn't move he might get shot. He has left for Buffalo.

A Wabash engine and four freight cars were derailed at Chatham early yesterday.

No trains were running on the G. T. R. Welland division which connects Port Dalhousie and Port Colborne, yesterday, the company suspending the service after only two days of operation since the strike was declared. Wednesday passenger trains were run on this division, but it cost the company more to supply new glass for the windows than the service earned. All the strikers could secure neither food nor clothing along the line.

Albert P. J. Hanns, a striker, is charged with trespass on G. T. R. property at Belleville.

AT OSGOOD HALL

Master's Chambers. Before Geo. M. Lee, Registrar.

Re James-F. W. Harcourt, K.C., for infant and administrator, vs. J. R. Merrett, for defendant. Motion for order to amend vesting order. Order made.

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WORLD TOUR PHOTOS



ENSIGNETTE Extract letter from Nassau, Bahamas Islands, Jan. 18th, 1910: "I have made some very nice negatives with the Ensignette Camera I took down with me."

United Photo Stores, Limited 15 Adelaide Street East. Also at Montreal, Ottawa and Quebec.

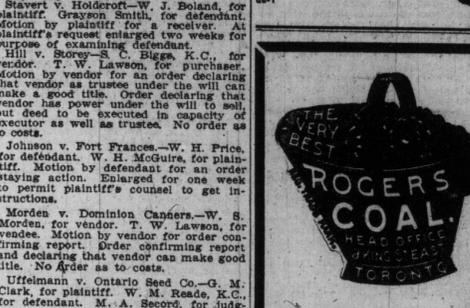
At the Outset

Young married couples should start their housekeeping careers aright. Remember, Mrs. June-Bride, that Eddy's Indurated Ware is the BEST on the market. Also that Eddy's "SILENT" Matches are absolutely Safe and Harmless.

Matches, Paper of All Descriptions, Woodware, Pails, Tubs and Washboards. Matches, Paper of All Descriptions, Woodware, Pails, Tubs and Washboards.

MICHIE'S

Finest blend Java and Mocha Coffee at 45c lb. is in a class by itself. It is a breakfast necessity. Michie & Co., Ltd. 7 King St. West



ROGERS COAL THE VERY BEST

Writs issued. The following writs have been issued at Osgood Hall:

The Traders' Bank against Murdoch McLeod of New Liskeard, to recover \$6306.40, alleged due on overdraft. A. Anley and S. A. Jones against Thos. E. Alkenhead, William Bennett, C. A. Bickell, A. C. Cumming, W. J. Douglas, G. W. Gouliouck, Peter Carrock, James L. Hughes, Fred Holmes, T. W. Horn, W. J. Keane, G. W. Kelly, A. D. McArthur, W. G. Parsons, W. A. Peasey, A. P. Farnes, J. A. Speers, William Stone, J. C. Stewart, Peter Turner, S. R. Wickert, and G. R. Warwick, to recover \$3225.85, the amount of liability said to have been incurred to the Standard Bank on behalf of the defendants, who are members of a syndicate.

Helen Smith Harris, against the Standard Bank and H. H. Loosmore, to recover damages for alleged misrepresentation in obtaining the plaintiff to execute an agreement in connection with a mortgage on the plaintiff to the bank on property on Rowanwood-avenue. E. F. Eble of New York against William McComb of Toronto to recover \$263.27 alleged due for goods sold and delivered.

Charged With Serious Offence. WOODSTOCK, Ont., July 28.—William Walk, a young man employed at a local factory, was to-day charged in police court with a serious offence against a girl under 16. He was remanded until Saturday.

DODD'S KIDNEY PILLS

ALL KIDNEY DISEASES. BRITISH PATENT. DODD'S KIDNEY PILLS. 23 THE PHARMACY

Large advertisement for HASSAN CIGARETTES. Features a caricature of a man in a military-style uniform with a peaked cap. Text includes 'HASSAN CORK TIP CIGARETTES', 'The Oriental Smoke', and 'TEN FOR 10 CTS.'.