

The Toronto World

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TUESDAY MORNING, SEPT. 5, 1911

THEORY, BUT NO PRACTICE.

The Calgary News-Telegram editorial is reduced to barley as the last best argument for reciprocity, and it is the Globe and The Star in yearning for the prosperity of the United States brewers at the expense of Canadian malted farming.

It has little use for a Canadian nationality if American dollars can be had. So it says:

"An empire of free nations is an inspiring contemplation, a splendid fact. But it cannot endure if it costs a sacrifice. You know it. We will sacrifice the defence of empire; but men will not sacrifice freedom of opportunity to better their conditions while alive. Death has no fears for a brave man; but poverty, or even the absence of independent wealth—it gets our goat. Nationality does not deter a free man when opportunity beckons."

ANYTHING BUT HONORABLE.

Liberal newspapers are reproducing a program of Sir John Macdonald's meeting in the Toronto Academy of Music, Feb. 17th, 1891, with a ring around the fourth plank of the Conservative platform: "An honorable reciprocity." But they place no ring around the other three items, all of which are equally important in their bearing on the situation. The second, especially, contradicts the present Laurier policy. Sir John stipulated for "Canadian tariff independence of all countries," but the Tariff-Fielding pact Canada up to so-called reciprocity which is dishonorable to Canada in principle and would be disastrous in its results.

ISSUES OF THE CAMPAIGN.

If government electoral prospects are to be judged by the behavior of the wavers of the reciprocity flag, they cannot be appraised as high. It has been their fashion to treat the political aspect of the Washington pact as a negligible quantity and to berate its use as at once a bogey and a falsehood. Whether reciprocity involves commercial union or not, is a matter of judgment and opinion, and the arguments in favor of that proposition cannot be brushed aside by a few easily written epithets. Not one of the federal government organs that offer abuse instead of reason as their contribution to the reciprocity controversy has ever attempted to deal with the matter of commercial union on its merits. It is so much more convenient to evade the direct issue and call names as a safe distance.

Free trade between two nations that maintain a protective tariff against all other countries is at all intents and purposes commercial union. It cannot be anything else in substance while the arrangement exists, and the longer it remains in force the more difficult it becomes to revert to the original state of individual independence. To the extent which the Washington pact covers reciprocity means commercial union. It makes the international relationship between the states of the republic and the provinces of the Dominion exactly the same as those now prevailing among these states and among these provinces. If the result is not commercial union of the markets affected, it is the avowed object of the supporters of reciprocity to equalize prices.

"That reciprocity means commercial union for a political object is not a baseless charge manufactured by its Canadian opponents. Who, indeed, has been responsible for its prominence but the public men and newspapers of the United States that hailed the Washington agreement as of the greatest importance to the future of the North American Continent? Mr. Champ Clark, the Speaker of the house of representatives, was among the first to declare that it would bring Canada within the republic, and President Taft himself urged its adoption because its rejection would strengthen the movement for closer imperial union. The Hearst newspapers, the close allies of the Dominion Government organs, have aligned themselves with that position, as have many other journals throughout the length and breadth of the United States.

It would be rank folly for Canadians to ignore the view so prevalent and strongly held on the other side of the line. No doubt there have been occasional voices raised in depreciation of any selfish motive on the part of the United States or any design "inimical to the welfare and even the perpetuity of the Dominion," to quote from a recent editorial in The Boston Chron-

icle Science Monitor. But these voices are too rare and individual to offset the sentiment that reciprocity must sooner or later turn Canada from the imperial to the continental sphere. That the reciprocity agreement involves commercial union is an affirmation supported by those who urge for the offer and by those who urge its acceptance. It cannot be a "falsehood" if they are sincere, nor can their Canadian allies dispose of it by that subterfuge.

HON. MR. KING AND THE TRAIN-MEN.

Mr. James Murdock, vice-president of the Brotherhood of Railway Trainmen of America, has given great satisfaction to Hon. W. L. M. King by his endorsement of that gentleman's policy, and by his approval of Mr. King's conduct in connection with the Grand Trunk Railway strike. It is well that someone is getting satisfaction out of Mr. Murdock, for by all accounts the men whom he is supposed to represent do not cherish that warmth of feeling for him which Mr. King is supposed to entertain. It may be news to Mr. Murdock, but so far as the railway men are willing to express any opinion more dissatisfaction with Mr. Murdock exists among them than even with Mr. King. All thru the strike they have complained of his attitude, and it has been charged that he was more concerned to play the game of the minister of labor than he was to look after the interests of the men. And to be consistent he necessarily appeared on Mr. King's platform and patronized the great little man, according to The Globe, as "Johnnie on the Spot."

Another view of the situation was given in The World yesterday by a railway man in a letter signed "Grit Trainman." The writer has less pleasant things to say about Mr. King than Mr. Murdock had, and it is safe to say that he and his mates will vote as they think. Their actions will be less convincing than Mr. Murdock's kind words, and they will be more effective. This railway man points out, according to the agreement, the men were to be returned to work in ninety days. Twelve ninety did not see them back, and there are many who were never reinstated at all, while the bulk of the men have never been reinstated in respect of their pensions and other privileges. No attempt was made to bring the matter to a conclusion until the near approach of the election made it necessary to make some sort of bluff about settling the matter. Mr. Murdock and Mr. King evidently regard the matter as settled. They will be undeceived after the 21st.

Laurier and larger trusts.

Laurier and Taft and larger markets for the United States farmer.

RIGHTOUSNESS, NOT RICHES.

With the Halifax, N.S., postmark a printed postcard has reached The World, which we reproduce for the benefit of all whom it may concern: Financial disturbance and social unrest is coming over Europe and America. Its effects on Canada will largely depend on you, the editors, as public teachers. If you condone corruption and propagate falsehood, whether thru fear of men or for gain to your self or party, you are a blind leader of the blind. Honor God in your paper, and He will shelter the country, for your sake, in the coming storm. Righteousness, not riches, exalts the nation. What shall it profit a country if it gain the trade of the whole world, and lose the soul of its best leaders? By thy words thou shalt be justified, and by thy words thou shalt be condemned.

BAD FOR PORT ARTHUR.

Here is another big argument for the defeat of reciprocity. The grain trade will be diverted to the south, and Port Arthur and Fort William will be injuriously affected. In The Superior Wire, Telegram last week appeared the following article:

"The opening of the five houses of the Peavey Company in this city awaits the decision of the people of Canada in the reciprocity matter. If the vote favors reciprocity, which is expected, the local elevators will open and grain received for transfer."

"Had there not been so much delay at Washington the agreement would possibly have been enacted in both countries at this time and the local Peavey elevators opened," said Wm. Frick, superintendent of the local Peavey elevators.

"According to Mr. Frick the British-American Company of Canada, which corresponds to the Peavey concern here, is prepared to ship grain to the Superior elevators in the event that the people of Canada see fit to pass the agreement."

"We have many elevators at the Twin Cities, Kansas City, Duluth and other cities which are better equipped than the local elevators of this country. If we can ship our Canadian grain to the United States free of the excessive duty then Peavey grain will again begin to rush here."

"The local Peavey houses, 1, 2 and 3, in St. Louis-avenue and two at the western part of the country can be handled at the big elevator at Duluth. If the reciprocity act is beaten then Peavey grain from Western Canada will be shipped thru Port Arthur and Fort William, the Canadian head of the lakes."

Strawberries in August.

Strawberries in August illustrate the great possibilities that have been long known in the climate and soil of the West. This fruit is being produced in great quantities and excellent quality at Strathmore, Alberta, on the Canadian Pacific demonstration farm. The berries are shown in the open and prove what can be done by the application of up-to-date methods in farming.

RECIPROCITY A MENACE TO RETAIL MERCHANTS

E. M. Trowern Shows That Huge Body of "Middlemen" Must Stand to Their Guns.

E. M. Trowern, secretary of the Retail Merchants' Association, whose views as a body he may be taken to represent, but come strongly against Canada's being rushed into reciprocity with the United States. Mr. Trowern, who has never been suspected of being a Conservative, sees that the interests of the great mass of retailers or middlemen are endangered and in a clearly worded letter to The World, he tells why. This is what he says:

"I notice in a great many reports of speeches that have been delivered, and articles that have been written in the press, on the much discussed question of reciprocity, that the 'middleman' is being charged with being the cause of high living. The 'middleman' is understood by many to be the 'retailer' or the 'wholesale merchant.' Some would lead us to believe that if we could only secure reciprocity—or free trade—which is the clearer meaning on natural products, that this would eliminate the middleman and make produce cheaper to the consumer."

"On behalf of the great body of distributors, I must raise a strong protest against this false system of reasoning. The retail distributors form the largest part of those engaged in the commercial life of Canada to-day, and they form the largest part of the commercial community of every city and town in the world. Take away the retail stores from the cities and towns of Canada, and you destroy Canada. We pay more taxes, employ more clerks, and more drivers, own more horses and wagons, pay more insurance, occupy more buildings, buy more plate glass, and use more electric light, than all the other commercial and professional classes combined."

"Nearly all the manufactured articles, whether they are made in Canada or whether they come into Canada, and upon which we pay duty, find their way to our shelves and remain there for the convenience of the public. No matter how cheap goods can be made or grown, to sell them they must be convenient to those who require them. A basket of fresh strawberries in a clean, convenient grocery store, near the home, waiting for the consumer, is preferable to having to travel away to the fruit grower for them and buy them unsight and unseen, and no reasonable man or woman would object to paying for the convenience. Those who talk about abolishing the 'middleman' or the 'retailer' can have no possible knowledge of great commercial life, and they are certainly unsafe people to follow. If the entire question of the advantages or disadvantages of reciprocity are being discussed on the same basis as the 'middleman' is being discussed, then I think it is time we halted and did some quiet thinking on the subject."

Reason, Not Politics.

"It is certainly unfortunate that a matter of such vital importance to every business man in Canada should have been dragged into the mire of party politics. My only hope is that every man will be honest with himself, that is, he will vote on his reasons, and not be led away by theorists and dreamers and party politicians. If we cannot see the light ahead or if our eyesight is dimmed, and we cannot see the way, let us stay where we are until we do. To deal properly with this question I consider that a board of commerce should have been appointed of capable, independent business men, irrespective of party politics. They should have been given power to call witnesses from all the commercial and producing classes, and their transportation expenses should have been paid by the government, and when all the varied interests had presented their case and the evidence had been compiled, a report from the board showing which side the greatest amount of evidence prevailed, would have given us some valuable data to base an intelligent vote upon, but it is, unfortunately, a cent of us are merely going to plunge into the stream not knowing how deep the water is, and some of us are bound to get drowned."

Wedge of Socialism.

"My attention was first called to the gravity of the situation when I found for the large supposedly intelligent body of farmers from the Northwest visiting Ottawa and pleading with the cabinet ministers to change our tariff conditions, and to this they were demanding that the government should pass the co-operative society bill, which, if they were passed and their intentions put into operation, they would have ushered into Canada one of the most deceptive socialist measures that have yet been transplanted from Europe, and their operations would have strangled nearly every individual trader in Canada. My conclusion is that if these farmers had a little knowledge of the results of reciprocity as they have of the practical working out of the delusive co-operative measures, then it was time we looked into reciprocity and found out what it really means."

A Leap in the Dark.

"My observation and enquiry leads me to believe that very few of us can stand a close searching cross-examination on why reciprocity should be supported and that we have not sufficient commercial data to base a reasonable opinion on, and for this reason I personally object to taking a leap in the dark or be blindly driven, and I shall therefore remain where I am and where I know at least that I am safe. I would advise some politicians therefore not to conduct a campaign until they find out the reason for his existence."

TORONTO'S BEST RESIDENTIAL DISTRICT.

Of the districts now being opened up in Toronto none offer greater attractions than that of the Humber Valley. The boating facilities on the Humber extend for two miles or more to Bloor street, and this baby sub-division is only about ten minutes' walk from the Bloor-street landing of the "Old Mill."

It is well wooded, thus affording splendid scope for the genius of the landscape gardener, who has in addition, a 5000 feet vista of the river. Pure air will certainly be found, for the property is 100 feet above the level of the city, and the drainage can be found that in a light sandy soil. Its residential character is assured by the restrictions placed on factories and other undesirable trades. Rounded corners and streets of ample width—varying from 60 to 100 feet—show ready evidence of the needs of a modern city, and they have also been laid out with strict provision for the requirements of present-day science and development. Further particulars of the sale appear in another column.

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See the Reo at Toronto Exhibition

1912

Here is a new Reo 30—built for the man who wants to pay a moderate price but wants high-price equipment and the appointments of a high-priced car.

The Reo Special

30-h.p. Five-passenger With Complete Equipment \$1,500

With its large, roomy tonneau, built with graceful lines—beautiful nickel trimmings, deep, comfortable seats, closed-in front, well ventilated and free from unsightly levers—simple control, increased wheel base and large tires, the REO Special has a combination of features not heretofore found in any moderate-priced car.

Special Equipment

Nothing that is needed to complete an automobile has been omitted from the equipment of the REO Special. It has a Prest-o-lite Gas Tank, Electric Horn, Speedometer and Pockets in the tonneau doors. A silk mohair top and slip covers and a complete windshield are supplied, without extra cost. This special windshield, in conjunction with the ventilating shutters in the dash, will keep the front section of the car cool.

All those extras which usually add to the cost of a car are supplied with a REO Special—and, remember, all the metal trimmings are of nickel, making a car with beautiful, as well as complete furnishings.

The Control

The new driving mechanism of the REO Special adds much to the pleasure of motoring. It has a left-hand steering wheel, which permits the driver to better gauge distances in passing other vehicles. The clutch and service brake are operated by one pedal—the one at the left, while the emergency brake is operated by the right pedal. The change-gears lever is mounted in the centre of the car, where it can be reached with the right hand—and without bending.

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Specifications

Wheel base, 112 inches; motor, 4 x 6 1/2, cast in pairs; transmission selective; Timken and high duty bearings; ignition, low tension, magneto and battery; pump spark; drive, direct shaft to bevel gears; Timken bearings; front axle, drop forged Libram, Timken roller bearings

spline; rear axle, semi-floating, Timken bearings at gear, high duty roller bearings at wheel (full floating differentials); tire, 34 x 4 inches; frame, pressed steel; wheels, wood artillery; 34-inch demountable rims; springs, front half elliptic; rear, three-quarter ellipse.

Other Reo 30's Five-passenger, Fore-door Touring Car, \$1,350 Torpedo Roadster Two-passenger, Fore-door, \$1,275

Reo Special \$1,500 (with complete equipment)

The Reo Motor Car Co. of Canada, Limited, St. Catharines, Ontario

ONE SHELL YIELDS 912 PEARLS.

One of the most remarkable finds of pearls on record was made at Adrian, Mich., by W. H. Toms, of Palmyra, who opened a Raisin River clam to find 912 of the white treasures in one shell. As a proof of his remarkable luck, Mr. Toms to-day brought the shell with the pearls to Adrian for market. Although many were small, 100 were of the marketable variety and at least fifty were perfect specimens of river pearls. Mr. Toms has been a pearl hunter along the river for many years and has had remarkable luck, although the find to-day surpasses any. Mr. Toms says his clam hunting is conducted in a scientific manner. He digs only in certain kinds of soil along the river bed. It is only recently that Raisin River has come into prominence as a pearl producing stream.

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By leaving Toronto 4:30 or 6:10 p.m. daily, via Grand Trunk and Lehigh Valley, the scenic and only double-track route. Former train has electric-lighted Pullman sleepers, Toronto to New York, and 6:10 p.m. train has electric-lighted Pullman sleepers Buffalo to New York and Philadelphia.

Tickets, berth reservations, etc., at City Ticket Office, northwest corner King and Yonge-sts. Phone Main 4209.

Women the Best Operators.

Women are the best telephone operators, says the manager of the Boston exchange. He says women are more considerate, more careful and quicker to learn the details. The only trouble about them is that they will fascinate somebody over the wire and go off and get married. Even with that consideration counting against them, the Boston manager would much prefer to have women in an exchange than men. He says that hard tests have shown the superiority of women as operators. He's right—Richmond Times-Dispatch.

Non-Laughing Peoples.

There are whole peoples who cannot laugh. The North American Indians, for example, are usually devoid of humorous perception, and when some of the Veddas of Ceylon were asked why none of their people ever laughed they solemnly replied that they never see anything to laugh at. On the other hand, some savages appear to have a more robust sense of humor than their civilized brethren. Dr. Livingston tells of an African tribe who, when dressed in clothes for the first time, "rolled about on the ground in uncontrollable fits of laughter."

Caught B.

While trying to the foot of Spad car last night about 11:30, West struck by another car, resulting in the death of the driver.

GUARANTEED PURE

"CEE" THE UNDERWEAR

WEAR ALL OR PART

Worn by 100,000

Wash C. Turnbull

South York Conservatives

All Conservatives in the Midway District wishing to vote at the coming election, on Sept. 21 next, kindly call at Dulmage's Hall, at the corner of Gerrard St. and Rhodes Ave., where full particulars will be given.

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