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Daily World \$4.00 per year; Daily World \$5c per month; Sunday World \$3.00 per year; Sunday World 25c per month, including postage ing postage. will prevent delay if letters contain

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WEDNESDAY MORNING, MAR. 15

Aviation

Lieut.-Col. Merritt seized the opporbunity of a luncheon he gave yesterday to Sir Frederick Benson at the Military Institute to disclose a letter which he had received from the British war office on aviation. We print the essential parts of the letter elsewhere, and most important, and represents a very beg leave to call the serious attention big factor in determining the cost of of the public to the statements made any service. Meters are not supplied therein.

Last summer and autumn we were and organizing the aviation services is fifty per cent. greater than the cost in Canada. The department of militia street lamps have to be patrolled turned a deaf ear to every appeal. The daily, and burnt out lamps replaced. carded, turned down, drowned with charges, is included in the price of going on to St. John, presents a charged. cold water, treated with general contempt. It was, and is, a deplorable atgovernment to adopt.

ed for machine guns could not be cents. Similarly the revenue from that the money should be devoted to aviation, to the purchase of aeroplanes ing. To compare the rate obtained and the training of men. The only from street lighting with a rate which result, apparently, was to have avia-Canada. All this in face of the fact kilowatt hours, is like comparing the that Canadian aviators are regarded in Great Britain as the pick of the profession, and that Canadian manufacturers are making the best machine of its kind in the world. Right officer remarked to The World within a month past, you can get the best aeroplane that is made anywhere. Why then does not the government give us this most necessary equipment of modern warfare? Brennan, the inventor of the monorail, and many since floor area charge and assume for the him, declared that the war would be sake of argument that this represents won in the air. What is Canada doing the "cost of meter reading, cost of ac-

to win it? training of air-pilots, and has offered gests, then the remaining revenue obthe British war office to supply five tained from residence service alone is to ten men a month. A commander nearly double that received from street at the front said he would rather lose lighting less lamp renewals. As a two battalions than one aeroplane. matter of fact, the minimum floor One air-man is equal, therefore, as Col. Merritt puts it, to five hundred sents a great deal more than the total men. If Canada sent a hundred men a year to the front it would be equal to 50,000 men on the firing line. The war office letter says that these men "would be of material assistance in ductions. not hasten the training of the many for this service?

His honor the lieutenant-governor and was evidently warmly in favor of the aviation service. Is it not possible to get the co-operation of the Ontario Government in the matter? The money subscribed or appropriated for machine guns has not been used and it could not be more profitably spent than on aviation work. The people who subscribed for the machine guns would certainly prefer to enemy's trenches than lying in the banks at home. We trust Col. Merritt will be able to secure sufficient assistance to make the movement for aviaa thoroly national one.

Hydro Rates

extended the courtesy of space for a reply to our editorial about the statements made concerning hydroalectric rates charged the city for lighting purposes. The statements made in this reply amounted to charges of misrepresentation on the part of the Hydro-Electric Commission. It appears to us to be hardly worthy of the Toronto Electric Light Company to make such statements without first making an attempt to verify them, or et feast to compare them carefully with the information which we believe is always open to those who seek it To say that our editorial is entirely misleading is to beg the whole ques-

The Toronto World tion. It is a matter of fact and of information about facts. We still believe that our information is more accurate than that of the T.E.L. Co., and the attempt to justify the figures of the advertisements previously published only shows further fallacies.

> It is stated, for instance, that the hydro rate used in the advertisements was obtained from the official hydro report. This may be true as far as it goes, but it stops short of the whole truth. The letter goes farther than the advertisements, and then does not give the entire fact. The figure used in the first place, and stated to be quoted from the hydro report, was one of a series of calculations leading up to a comparison showing the percentage reduction for the different classes of service. The table specifically stated that the comparison was for part of the year. This qualification, while significant to anyone, should have been particularly so to technical

men who know that for any lighting service, where the hours of darkness vary with the seasons, the figures for part of a year do not of necessity bear Postage extra to all foreign countries. any true relationship to those of a full period of twelve months.

The T.E.L. letter says "the report came out about June." If a little more care had been taken in scrutinizing it even to the extent of turning the page, there would have been seen, prominently displayed on the top of the opposite page, the date at the head of the auditor's report-August 17. It hardly takes a highly technical man to see that capacities of error of this character do not create confidence in other statements which are no better grounded. The theoretical explanation given to support the statements made is just as superficially accurate as the reference to the report.

With regard to items of cost in private service which are not found in street lighting, all reference to capital cost is brushed aside with the exception of a casual mention of meters. The item of capital cost is one of the in street lighting, it is true, but fixture fittings, and a service to each individconstantly calling attention to the ual lamp are necessary. The fact is tracking so many governments already necessity for some national action to that the capital cost of supplying the be taken on the question of assisting capital cost of street lamps in Toronto ernment of New Brunswick in the which were so promising in appearance for residences in the same regard. The The recent announcement from Fredmost promising opportunities were dis- The cost of this, as well as all capital the Canadian Pacific Railway instead

In our previous article it was stated titude for Canada as a nation, or its that the street lighting revenue per Canadian Pacific nor will it connect kilowatt hour, after deducting the pri- with the National Transcontinental. When it was declared that the vate company's charge for free lamps, For the present it will merely be a local quarter of a million dollars subscrib- was approximately one and one-third road gathering traffic for the C. P. used for that purpose, we suggested the residence service amounted to three times that from the street lightcan only be obtained after paying floor tion and aviators banished from area charges and using a number of cost of a luncheon taken in a restaurant with the amount paid for a similar luncheon provided at a club, while ignoring the fact that an entrance fee and annual dues have to be paid beunder your nose in Toronto, as a staff fore you can get into the club to have a meal. Some portion of the entrance fees and annual dues must be added to the cost of the club luncheon when comparing it with that of the restaur-

If we eliminate the revenue from the counting, and cost of collecting and Col. Merritt wishes to take up the billing," as the private company sugarea charge made by the hydro repreof the items of cost"mentioned by the company.

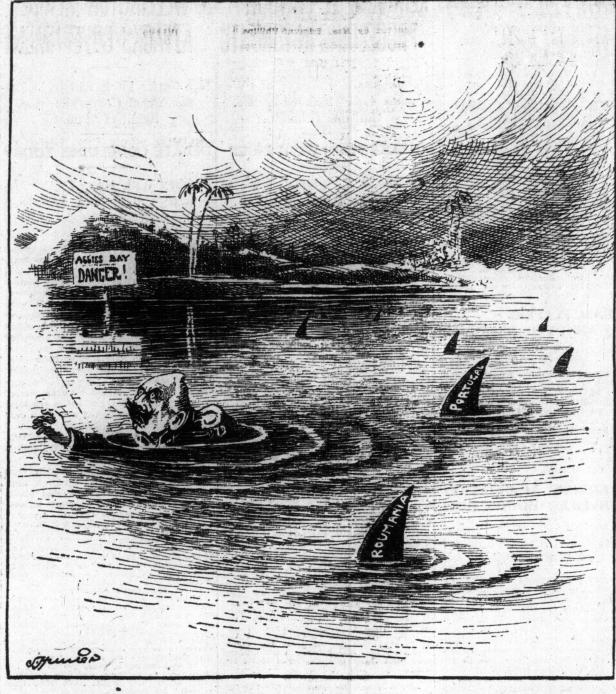
We deplore the spirit which makes necessary these comparisons and de-The Hydro-Electric Comproviding the necessary pilots for the mission has minded its own business, Royal Flying Corps." Why can we and it is only natural for the public to suppose that when the private comyoung men eager to offer themselves pany starts to squeal in its advertisements it finds the public ownership competition effective in the market was present at Col. Merritt's luncheon When the hydro first started, the private company told the people that a figure four times that which they now declare to be lower than the hydro rates, would positively ruin them and put them out of business, and that they could barely scrape along on the rates they were then receiving, and that the idea of the hydro doing i cheaper was mere midsummer madness. The people remember these have their money flying over the things and reflect that they are now paying twenty-five cents where they used to pay a dollar. The less comparisons and reflections of this kind ion in Canada a public one, a general it will be, we believe, for their busithe private company invites the better

> The New Brunswick Muddle Is that Nemesis which seems to b

MICHIE'S BEAURICH CIGARS

3 FOR 25c AT THE CIGAR DEPT. 7 KING ST. W. MICHIE & CO., LIMITED

TWO MORE MENACING FINS



upon the heels of the provincial govshape of the St. John Valley Railway? ericton that the road is to stop at Westfield, where it connects up with rather curious situation. The costly road will neither be a competitor of the At least that is the case made out by the opposition newspapers, which fairly shrick with denunciations of a "province betrayed." Newspapers supporting the government say the announcement will be received with great enthusiasm, but their general tone is

A glance at the map of New Bruns wick will show that the main line of the Intercolonial keeps as far away as possible from the City of St. John and the St. John Valley. Constructed for military rather than commercial purposes it seems to go every place except where some business is to be picked up. From Moncton there is a branch to St. John, but it is back haul. The Canadian Pacific cutting across the State of Maine has the best of the Intercolonial Railway by at least 200 miles between Montreal and St. John.

apologetic.

When the Laurier government projected the National Transcontinental it was earnestly advised to run the road down the valley of the St. John to St. John, N.B., and thence eastward to Halifax. Such a course have proved unpopular in Nova Scotia. The road was, therefore, arbitrarily stopped at Moncton and constructed across New Brunswick many miles north of tidewater. To get St. John into touch with the National Transcontinental it was necessary to build branch down the valley of the St. John. That the Laurier government did nothing of the kind had a great deal to do with the land slide of 1907. which put the Conservatives in con-

trol of the provincial government. Since 1907 the provincial government has been endeavoring to construct a railway down the valley of the St. John which would give competition to the Canadian Pacific Railway and bring St. John via the National Transcontinental into closer touch with western Canada. Instead of building the road as a government undertaking however, the government guaranteed

30 vears watch cases bearing the Winged Wheel' trade mark have been the recognized standard of quality i Canada. For your own satisfaction make sure tha it's there. Largest makers of watch cases in the British Empire THE AMERICAN WATCH CASE CO. OF TORONTO, LIMITED

A Line o' Cheer Each Day o' the Year By John Kendrick Bangs. EVIDENCES.

ALGOMA RAILWAY BILL

APPROVED AT OTTAWA

How Finances Are Being

Straightened Out.

committee today passed a bill

OTTAWA, March 14 .- The railway

specting the Algoma Central and

Hudson Bay Railway Company with-

out amendment of any kind. N. W.

Rowell, K.C., appeared on behalf of

the receivers and the bondholders'

ompany of the railway. He declared

that it was to confirm an agreement made between the Algoma Central

and Hudson Bay Railway, which is

operating a road from Sault Ste

Marie to Hearst on the National

Transcontinental, and the Algoma Central Terminals, Limited, of Sault

agreement was made with the sanc-

on of the companies and the bond-

holders in order that the companies might be reorganized, refinanced

J. H. Moss appeared for the bond-

holders' company of terminals and

Messrs. Bethune and Gibson appear

pressed agreement with the arrange-

"There seems to be a considerable

amount of satisfaction here," said

"We are not all happy," said Mr. Rowell, "but we are all in agree-

Bloor and Yonge Real Estate

Nos. 12-14 West Bloor street, 56 feet

frontage, owned by James Dain, has been sold thru Robins, Limited, to a

private purchaser for \$80,000. This lot

the rear portion of the old Dain pro-

Bloor, and occupied in former days as

ries as to prices in this neighborhood

butcher shop. A number of enqui

have been made recently, and opera

perty, at the corner of Yonge

Mr. Schaffner of Souris. "It is some

ed for the railways, and all

said Mr. Rowell, were paid in full,

The ordinary creditors,

This

Ste. Marie and Michipicoten.

receivers.

thing unusual."

Rowell,

time.

ment.

(Copyrighted, 1916). small bird flying North today Told me that Spring was on the way, And paused upon my window A little snatch of song to trill, showers, gardens full of flowers, And blossoms white upon the trees. And lyric whispers of the Of May and June, and then I The secret that he told was

the bonds of a private corporation. The road has been partially built and now extends from Centreville in the northwestern part of the province to a point and taken out of the hands of south of Fredericton. The commitments of the provincial government amount to at least \$35,000 a mile, and the federal government is also to some extent committed.

The official announcement to which

we have referred indicates that the road is not to be linked up with the National Transcontinental, and is to be little more than a local road gathering business for the Canadian Pacific Railway. The Fredericton Gleaner, a staunch supporter of the government, intimates that later on the road may be extended to Vanceboro and connect with the Boston and Maine. Indeed, The Gleaner in prophetic vision sees trains running between Boston and St. John over the St. John Valley road. It is difficult to judge a situation so far away from the locality, but it certainly seems as if the provincial government has brought the ambitious tors expect important sales in a short enterprise to a lame and impotent conclusion. To divert traffic from Upper Canada to New England scarcely justifies a vast expenditure of public money. St. John is apparently to remain without any shortcut to the Na tional Transcontinental and the idea of giving any real competition to the Canadian Pacific appears to have been abandoned

The main defence of the government seems to be that material and labor are scarce, and that it would be difficult to borrow enough money to finish the road. Perhaps war time economy is sufficient excuse and perhaps later on the road may be acquired by the province and completed so as to fulfil the original purpose of the undertaking. As it stands, however, the enterprise appears to be ending in a flasco.

PEACE TALK SCOUTED BY PRESS OF BRITAIN

Wilson Advised to Fight Shy of Rumors From Berlin.

LONDON, March 14.-The London newspapers commented at length this afternoon on reports of German peace terms carried to President Wilson by Col. House. They generally ridiculed the German proposals. "Peace may be made in the not distant future, but not by Berlin,' aid The Evening Standard. "Germany will not dictate terms of eace, and it will be well for Washgion to observe proper contin the time comes," said The

TWO GERMANS HELD BOMB PLOT SUSPECTED

Munition Factory at Pembroke, Ont.

PEMBROKE, Ont., March 14 .-Ernest Bartscher and Arthur Zinker taken from a train at Carleton Place yesterday and brought back here on suspicion of having been implicated in an attempt to damage a munitions plant shortly after midnight, were arraigned before Magistrate Stewart by the military authorities this morning and remanded until March Bartscher has been identified by guard who fired at him as one of the men discovered trying to get into the plant premises. They were carying grips and masks, but es-

caped after a chase.

Questioned by the military authorities here, the two men admitted that they were Germans from Berlin. Ont. They had been in town since Friday, ostensibly in search of work. Nothing of an incriminating nature was found on either, but their grips were checked thru to Galt and are being brought back here for inspec-

A WONDERFUL OPPORTUNITY Given by This Paper to Secure a Great Historical Work

A host of the readers of this paper have secured Larned's History of the World by means of our coupon offer, printed elsewhere in today's issue, and they are volcing a genuine enthusiasm world by means of our coupon offer, printed elsewhere in today's issue, and they are volcing a genuine enthusiasm in their appreciation of the remarkable opportunity. They are showing the work to their friends and urging them to lose no time in obtaining the best history of the world ever published, at a cost that makes it almost a gift. This is the latest work by Josephus Nelson Larned, who wrote the famous History for Ready Reference, in more general use than any work of its kind ever published. The years of industrious toil spent on that wonderful production laid the foundation for the history which this paper is now offering to its readers. There are five volumes in a beautiful de luxe style of binding, nearly 2000 pages, and over 150 illustrations in half-tones and colors. The coupon elsewhere in today's paper explains the generous terms of our distribution. See them at The World office, Toronto and Hamilton.

N. W. Rowell, K.C., Explains Two Austrian Destroyers Were Sunk off Port of Durazzo.

> NEW YORK, March 14,-A News ne, publish ed here today, says: An 11-hour naval battle off the Albanian port of Durazzo preceded the sinking of the Ausdestroyers Lika and Triglav, it was learned today.

> The ministry of marine recently announced the sinking of the enemy war craft. A letter from Franz Lugano, an Austrian sailor, of Italian origin, from the Austrian prisoners' camp, to tives in Italy, brought details of the action. "Coming out of our naval base to

bombard Durazzo, our fleet encounter-ed the Italians," Lugano wrote, "we had notable successes, but lost two destroyers, thanks to Italian submarines, Destiny marked out my boat, the Lika or one of the victims. "The battle occurred just off Duraz was struck. Of 110 men on the Lika about 50 were saved."

FOR SELLING DRUGS.

Pleading guilty to selling morphine cocaine and other drugs to soldiers, Pts. Harry Dyson and Bert Spain were sentenced to 60 days' imprisonment each, and fined \$100 and costs, or an additional 30 days, in the police court vesterday.

KING'S HORSE AT ST. JOHN.

ST. JOHN, N. B., March 14.—On he Canadian Pacific Railway steamer the Canadian Pacific Railway steamer Montreal, which arrived here today, was King George's Derby stallion. Amner, which his majesty has presented to the Dominion Government. The horse arrived in good condition.

ASQUITH AGAIN ILL.

LONDON. March 14.-An official ulletin has been issued stating that H H Asquith, the British premier, is suffering from bronchial catarrh.

VILLAGES ASKING FOR JOINT WATER SUPPLY

Attempt Was Made to Damage Mimico and New Toronto Apply to Legislature for Authority.

LAND OWNERS PROTEST

Private Bills Committee Yesterday Rushed Thru Half Dozen Measures.

At its first session yesterday, the private bills committee of the legislature rushed thru half a dozen bills of minor importance. The only bill affecting the vicinity of Toronto was one respecting the water and sewage systems of Mimico. There proved to be so much contention over the location of the disposal plant and the legal aspect of the arrangement that Attorney-General Lucas finally had it sent to a special committee.

According to the bill, the Villages of Mimico and New Toronto sought legislation to enter into an agreement providing for a joint supply of water and sewage disposal plant. The Township of Etobicoke, thru its re-presentative, said it was not opposed to the location north of the Grand Trunk tracks providing the villages bore the proper proportion of the debenture debt for the land and gave the township permission to link up its pipes with the villages for an outlet. Louis Heyd, K.C., protests on behalf of some property owners on Louis Heyd, K.C., protested on

Other Measures.

Another bill provides for a five-year extension of the term of the first councillors of the Town of Ojibway. The town is projected by the United States Steel Corporation in conjunction with their plant. An amending bill to the act in-corporating the Ursuline Academy of Chatham changes the name from Chatham to London. Another change gives the corporation of the academy

power to hold land up to the annual value of \$75,000. The bill to incorporate the Village of Thornloe was criticized by some members because the village sought to take in too much territory. A sub-committee of five will

The City of Guelph asked legislation to enable the city to assess the ratepayers to cover gifts to parriotic purposes totaling \$36,000. The bill purposes totaling \$36,000. The bill provides for an extra tax of not more than four mills over the present rate of 15 mills.

BIG DAMAGE SUIT SETTLED All Costs and Damages Awarded Plaintiffs.

The inventors of the famous Hinman Milker, Mr. Arthur V. and Ralph L. Hinman, won in their suit against different parties for infringing on the rights of the patentees.

decision is a notable victory for the Hinman Co., whose machines have gained a world-wide reputation on ac count of their sound be and wonderful success. Judge Ray's findings were absolute infringements in every case, and the Hinman Co. have a practical poly on the manufacture of the valve

ype milking machine industry, this their own original invention, and which is one of the secrets of the great success the Hinman milker was gained. The Hinman plant has been enlarged to double the former capacity. The Hinman Milker is sold in every province in the Dominion, in every state in the Union, as well as South erica and several European countries.

HOMESEEKERS' EXCURSIONS TO THE LAND OF WHEAT.

Homeseeksrs' Excursions to Westrn Canada at low fares via Canalian Pacific each Tuesday until October 31st, inclusive. Particulars from any Canadian Pacific agent, or W. B. Howard, District Passenger Agent, Toronto.

GIFT TO PTE. O'NEILL.

OMEMEE, March 14.-Pte. W. J. O'Neill, son of Mr. and Mrs. P. O'Neill, who has enlisted in the 109th ictoria Battalion, was presente he villagers with a wrist watch and a fountain pen. Pte. Noel Clarke was given a hearty reception upon his arrival home from the Front after being wounded in action. KAISER'S THROAT TROUBLES.

PARIS, March 14.-Unconfirmed despatches from Rome today said that the kaiser's throat is again giving him trouble.



Continu Shamro

We are cont Shamrock L this week. mense ship linens in Ta Towels at a lay's price corresponding miss this sa nity not like considering TABLE CLO

guaranteed Pure Linen lowing size Size 2 Size 2 Size 2 Size 2 Size 2 Size 24 Size 21

TABLE NAP Size %x%, up to \$6.00 Regular va Full assort INEN TO Guaranteed ed Huckab pattern. handsome purposes. for wear; dozens. O

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Latter N prem

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