

The Toronto World

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SATURDAY MORNING, FEB. 6.

Raising Them In

It is evidently the object of the street Railway Company, in digging up the resolution of twenty years ago, to get a ruling from the municipal and railway board, or from the city, or from both, as to how many people may legally be admitted to a street car. The company would be in a much stronger position whatever way the decision is made.

If the city council of today balks at any limitation of the passengers carried, and chooses not to precipitate a constant wrangle with insistent citizens who will ride, crowd or no-crowd, the company will continue to pack in the human freight with all the pressure available. If, on the other hand, a ruling for limited accommodation be made, with more cars, the company will not be afraid to put on the cars with an inflated inventory of rolling stock in view of the termination of the franchise and arbitration of values in 1921.

Snow on Side Streets.

It appears that it is not the street cleaning department that has anything to say or explain about the depositing of snow in the back streets. Nor has the works department any responsibility in the matter. We have to turn once more to the source of many woes and grievances, the Toronto Street Railway Company, for the author and perpetrator of the policy. To know this makes it clear why the snow is laid on so deep that motor cars cannot traverse the streets. Motor cars are against street car interior, and there is no reason why a street railway company should consider their convenience.

Householders who have been somewhat considerate under the impression that the city was putting the snow on the side streets with the object of saving the householder a little on his taxes, will not be so complacent when they hear that the saving is not to the city or the taxpayer, but to the shareholders in the railway company. There is likely to be a big thaw of these days, and it ought to be clearly understood that if the street railway has placed snow where it will lead to flooding it should be liable for any damages that may be caused.

The company has no right to take liberties with the public streets and the convenience of the taxpayers in this way. The motor car owners have legitimate grounds for complaint, and perhaps the Motor League may find it worth while to take the matter up in the interest of its members. Certainly the city council, or the board of control, or some individual member of these bodies, would do well to have the matter investigated.

Soldiers and Tobacco

An interesting despatch appeared in the paper yesterday morning to the effect that Germany has forbidden the further export of tobacco. Considering the fact that tobacco has never been counted as a necessity of life, it is interesting to note the great expense and trouble to which the belligerent nations go to keep their soldiers in the field well supplied with the soothing weed. The British "Tommy" especially must have his pipe or cigar if he is to retain his efficiency. Any experienced army officer will tell you nothing puts a fighting man in a worse frame of mind than being deprived of his accustomed smoke. By far the most acceptable gifts that have been sent to the soldiers at the front are pipes, tobacco and cigars, and nearly all the countries at war have collected special funds for this purpose. Say what you will against the habit of smoking, there is no question but that so far it has helped in the war. Any medium that can help to keep thousands of men, living under the worst and most unnatural conditions, cheerful and happy is a worthy one.

Give Tommy Atkins a full stomach and a well-stuffed clay pipe and he will never fail to do his work in proper style.

German Dreams

More than ever as this war continues it is becoming plain that its issue largely depends on the power of the British fleet and the extent of British credit. Not without reason have the Germans recognised the British fleet as the central point of the coalition against which they are spending their strength in vain. Indeed their attitude today provides a curious commentary on their previous estimate of the British people and the British Empire. Even while they were believing and declaring that Britons were decadent and their empire ripe for disruption, they now seem to have been possessed with a latent but unavowed suspicion that for them better have Britain as a friend or even neutral than an enemy.

Ever since the war of 1870 when France was crushed and Prussia, accorded dominance over united Germany, Europe has suffered from the menace of German world dominion. That idea, from the time of Frederick the Great, had been the main-spring of Prussian effort and it found its exponent and its chief artificer in Bismarck. Had another man of the same calibre succeeded that believed in blood and iron and of equal sagacity the course of European history might have provided another and more dangerous form of the German menace. Fortunately for Europe the man who dropped the pilot failed to keep his course.

Every nation that has lived by the sword has perished by the sword. Germany that is attempting to re-establish the reign of the sword will fall because the civilised world will not be dominated by might. Prussian militarists are harking back to the dark ages. They dream of conquering by the sword and living by the sword and they already arrogate the privileges that power brings. Because they want power and dominion they claim they are entitled to violate all international obligations and at the same time to impose their own interpretation of these on enemy nations. That cannot be done in the twentieth century, as the modern Hun will find in due time.

The Paper Blockade

Germany's attempt to establish a paper blockade is not likely to be accepted even by neutral powers for no other reason than that it is calculated to establish a dangerous precedent. Conditions as we have changed so much with the coming of the submarine that it is doubtful how far the older rules prevail. These permitted of a blockade in that a blockade after notification but in effect the blockade had to be effective. But just what constitutes an effective blockade has never been definitely established or accepted.

No nation, however, whether a belligerent or a neutral, will worry much over Germany's notification until it is seen whether it can be followed up by effective action. Germany is not dominant at sea, although it is possible for a submarine to appear at an unexpected moment and sink an individual merchantman. This might happen, but there are ways and means to prevent such an occurrence and the admiralty being forewarned may be trusted to cope with this form of the German menace.

Queen of the Yellow-Backs

Fifty-five years is a long time to be at work, and especially at the hard grinding work of producing novels as Miss Braddon, known in private life as Mrs. John Maxwell, has done since 1860 till her death on Thursday. She was born in 1859, and her "yellow backs" have been the solace and amusement of at least two generations, she having produced about one a year since she began to write them. Her first success was "Lady Audley's Secret," but up till the last she was able to command the support of a large public. The story-telling faculty is a gift which is perhaps more appreciated than any other human faculty, and those who possess it if they take the pains to cultivate it and avoid ruts, receive due homage.

Mrs. Henry Wood was another of the yellow-backs, but she had a different flavor and appealed to a different class of readers. The yellow-backs are passing away, and Miss Braddon, who was the queen of them all, will not be forgotten by those who wondered why people read Dickens and Thackeray when they could have Miss Braddon. And Miss Braddon could boast of her art and its morality should not forget that a large part of the world exists on the sentiment it extracts from just such literature.

DODD'S KIDNEY PILLS
CURES KIDNEY DISEASE
GRAVEL, RHEUMATISM, BRISTOL'S DISEASE, DIABETES, BACKACHE
BOTTLE 23 THE PHARMACY

AN ADDLED EGG.



Liquor Licenses

Editor World: According to press reports, the Hon. W. J. Hanna proposes to introduce a radical change by dispensing with local license commissioners, and creating a provincial commission to deal with the issuing of all hotel licenses in the province.

This is a step in the right direction and Hon. W. J. Hanna is to be congratulated for such advanced legislation on this important question. But why does he not go a step further and empower the proposed commission to issue licenses to the drinker for liquor as well as to the saloon, as he has the power to do under Section 21, Subsection 2 and 3 of the British North America Act?

The commission would then have the power of refusing the license to many who are abusing themselves and family by excessive drinking on complaints from the drinkers, relatives or friends. Again just imagine what a source of revenue it would be to the province if every drinker had to pay an annual license fee of \$5.00 or \$10.00 for the privilege of drinking over a bar or in a shop. This is what I have advocated for years and I hope it will be put into operation.

The only obstacle in the way is that the Hon. W. J. Hanna and the Conservative members of the Ontario legislature might think that the drinker and liquor sellers being in the majority might remember and deal with them as they did with N. W. Rowell at the last, and they might be afraid to empower the commission to license the drinker for this reason.

There need not be any fear in this direction for the drinkers and liquor sellers would prefer a personal license to N. W. Rowell's arbitrary "golden rule" policy of cutting them off altogether, and more especially when the revenue from such licenses was going into the provincial treasury.

Owing to the present war crisis, there never was a time since Confederation that the province was in greater need of extra revenue, and now is the chance to get it from the drinkers by empowering the new provincial commission to license the drinkers for provincial revenue.

Editor World: There are very few of them—whose energies and wealth are devoted to the care of sick children. There is a great need of them. Toronto owes a debt of everlasting gratitude to Dr. Vogt, the great choral leader, who has laid the foundations for a standard of choral excellence perhaps unequalled in the whole world. Toronto, by perseverance, has become a great art centre. The fact that she is the home of such men as the Hambourgs, the talented Russian family who emigrated to our shores from London, Eng., at once places her on the map as a city wherein it must be desirable to live.

Toronto is famous because of her great stores and manufacturing industries, but the influential proprietors of these vast shopping and manufacturing places recognize that wealth alone can never make a well-rounded citizen, and consequently they are in the forefront as liberal givers and interested patrons of the higher life, much of which only begins when the toll of the day is ended.

Toronto has had her symphony orchestra, and she is the possessor of one of the greatest concert halls on the continent, her art collections are on the increase. Like Minneapolis, she has long since recognized the tremendous value of the things that refine.

BERLIN RESTAURANT

KEEPERS FEEL PINCH
The German "Vorwaerts" in Commenting on Their Action Admits Food Shortage.

Special Cable to The Toronto World.
BERLIN, via Amsterdam, Feb. 5.—In commenting on the decision of the restaurant to discontinue serving bread free with all meals, and to urge that customers order potatoes instead of bread when other potatoes instead of bread were offered, the Vorwaerts says that bread, potatoes and fish are equally abundant, and that there is therefore little sense suggesting that either potatoes or fish be substituted for bread.

SEVENFOLD INCREASE IN

BRITISH MAIL TO CANADA

Canadian Associated Press Cable.
LONDON, Feb. 5.—Postmaster Hobhouse, replying to a question on the new scale of postage for newspapers, etc., to Canada said that the quantity of such packets had increased sevenfold since the establishment of the magazine post. He did not think that the new scale introduced with the concurrence of the Canadian Government would hamper in any way the spread of British sentiment.

ACTION WAS DISMISSED.

The action of Louis Heyd, K.C., against Morris Levy of Hamilton, before Judge Denton, was to recover \$527 which plaintiff claims he loaned defendant to enter a real estate transaction at Hamilton. His honor found in favor of the defendant and dismissed the action with costs.

BRITISH CASUALTIES.

LONDON, Feb. 5.—The following British officers are reported killed: Viscount Northland, Coldstream; Lieut. Chapter, Suffolk Regiment; Lieut. Wounded: Lieut. Currie, Royal Scots; Lieut. O'Brien, Sherwood Foresters; Lieut. Worrestershire; Lieut. Stewart, Royal Munster Fusiliers.

Buffalo \$2.70 Return, Saturday, Feb. 13th. Canadian Pacific Railway. The Pullman Club is running an excursion to Buffalo Saturday, Feb. 13. Tickets good leaving Toronto via fast train up to and including Monday, Feb. 15. Tickets and full particulars from Canadian Pacific ticket agents.

GRANTS NEW TRIAL TO CLYDE GARAGE

Windsor Company Awarded Damages, But Verdict Not Entered.

WOULD QUASH BYLAW

Ottawa Concern is Liable to Legislation According to Decision.

In the first appellate court at Osgoode Hall yesterday, the Curry and Clyde Garage Company of Windsor was granted a new trial in the action against the Sandwich and Windsor Railway Company for damages. The case was tried before Mr. Justice Middleton and a jury and the company was awarded \$1000 damages, but Justice Middleton refused to enter the verdict.

In an application before Mr. Justice Lennox the Major Hill Taxicab and Transfer Company of Ottawa asked that a bylaw passed by the board of police commissioners of Ottawa requiring all owners of livery business and drivers to have a license at \$5 and \$1 respectively, be quashed on the grounds that the board has no power to pass such legislation.

His lordship thought that the matter of whether the company was different from any other was the real question for him to decide and he concluded that it was liable to legislation. With regard to the drivers' fees, he said the question of quashing the bylaw was quite discretionary and he was of the opinion that it was better to leave the matter as it had not been included in the motion.

Called to the Bar.
Hon. Rodolphe Lemieux, M.P. and postmaster-general in the Laurier government, was called to the Ontario Bar before Mr. Justice Sutherland. The ceremony was attended by a number of the bench and those most prominent among the members of the Upper Canada Law Society. Mr. Lemieux was introduced by G. F. Shepley, K.C. The new Ontario councillor was afterwards entertained to luncheon by the bench.

Other graduates sworn in yesterday were: Harvey Obee, Howard Morwick, Stanley Le Vernols, Bruce Fitzgerald, Fleher and William Alfred Olmstead.

The appellate court reserved judgment in the Wetland Scott Aot case. Mr. Justice Lennox declared the vote invalid and held that the bylaw could be submitted again.

The list for Monday is: Appellate court—Lemieux v. Linden, Huber v. International Capitalists Ltd., Harrison v. Selwicks, Cummins v. Bradford, Perks v. Simpson, Butler v. Dunlop. Second division appellate court—Ruddy v. Toronto Eastern Railway, Westbrooke v. Kernahan, Dolgoff v. Shapiro, R. Campbellford and L. O. Railway and Jacques Estate, Stump v. Pulyblank.

CANADIAN CLUB SPEAKER.

Prof. Albert Bushnell Hart, Ph.D., of Harvard University, will be the speaker at the Canadian Club luncheon at Dunlop's Monday. His subject will be "The Year Star as a Factor in the European War."

Three true bills were brought in against Douglas McAndrew by the grand jury yesterday for theft, shooting with intent, and attempting to shoot a police constable.

Mrs. Newlywed Says:—

"I find it so hard to economize, but I must do so for a while."

Mrs. Wiseneighbour Says:—

"Why not do your own washing? It isn't hard, if an Eddy Washboard is part of your equipment. I have a 'Household Globe.' It's a wonder-worker, loosens the dirt so easily, and I never tear the clothes."

Economize! Do your washing at home with the aid of an Eddy "Household Globe" Washboard.

HARD COAL

Egg, Stove and Nut, \$7.50 Per Ton
Pea Size, \$6.25 Per Ton

Buy direct from the miners. We mine, ship and retail our own product.

THE CONNELL ANTHRACITE MINING COMPANY, LIMITED
Head Office, Corner Queen and Spadina Avenue

MICHIE'S BEAURICH CIGARS
3 FOR 25c
At the Cigar Dept.,
7 KING ST. W.
MICHIE & CO., LIMITED

TRUE BILLS RETURNED.
Three true bills were brought in against Douglas McAndrew by the grand jury yesterday for theft, shooting with intent, and attempting to shoot a police constable.

O'KEEFE'S

For Purity—
For Health—
For Patriotism—

For Purity, because brewed only from best Canadian barley malt, choicest hops and filtered water. Brewed, too, in Canada's cleanest and most sanitary of breweries by Canadian workmen. All imported lagers are "imitation beers," according to the Canadian Government definition.

For Health, because physicians agree that pure malt liquors are liquid food, having splendid nutritive and body-building properties.

For Patriotism, because they are "made in Canada." Only the best Canadian barley malt is used in their making, and the choice hops used are largely Canadian-grown.

All bottles, Crown seal stoppers, labels, cases and barrels used by O'Keefe are also made in Canada. Thousands of Canadian workmen are employed, directly and indirectly, in the production of all these things, and in buying O'Keefe's you contribute to your own country's well-being.

There is a brew to suit every taste.

O'Keefe's

Pilsener Lager
Old Stock Ale (Gold Label)
Special Extra Mild Ale
Special Extra Mild Stout

Order a case from your dealer