

The Toronto World

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SATURDAY MORNING, MAY 15.

"She Never Could Understand"

Germany shows as little understanding of the position of Great Britain as ever in the latest discussions of the possibilities of peace, and the requirements and considerations that the Germans suppose would weigh with British diplomacy. The Germans calmly put aside the questions of humanity, of the violation of treaties, of the menace to civilization which Germany's own methods create, and all the other matters which count with civilized people, and appear to be able to judge the situation only from the point of view of self-interest and the material results.

The Berliner Tageblatt declares, for example: "The military defeat of the enemy is not England's object. England desires no laurels; she has no ideal. She is merely utilitarian." This sums up all the misconceptions which Germany has held about Britain throughout the past generation or two, and it touches most of the misconceptions held by other nations which have led them into antagonism with Great Britain. In asserting this one is well aware that the charge of hypocrisy is ready to be hurled by a dozen of pleaders who are unable to see that a great nation, merely human, may be struggling towards a high ideal, and yet fall often to accomplish all she set out to do.

The Berlin paper thinks that Great Britain would fear the annihilation of Germany, as this would disturb the balance of power in Europe, and argues that it is not unlikely that before long Germany and Great Britain will be in partnership against France and Russia. It is this wilful blindness which has led Germany into the valley of the shadow in which she is now convulsed. Had Great Britain ever had any such idea she would not have rejected the overtures of Germany when the danger of war first appeared last summer. Great Britain has no desire to dominate Europe either alone or in partnership with another nation. Her only wish is to continue in peace and carry on the great work of civilization. To ally herself with Germany would be to adopt German ideals, which are as far removed from British conceptions as the earth from the sun.

If Britain had a peaceable dominance in the world and control on the seas, this dominance was never used against any power that desired to preserve the peace of humanity. Wherever the British flag flew commerce was free. Germany had as free access to British ports as Britain herself. This ideal of freedom is one thing which Germany, with the selfish lust of possession, could never understand. Her aim was the utilitarian one which she charged Britain with entertaining. Had Germany not shown the desire to erect barriers wherever she colonized against all commerce but her own, there would have been no need for Britain to slave and toll to build an unconquerable navy.

It is true that British self-governing dominions did not observe the same freedom that the mother country did in dealing with commerce, but this was part of their freedom and independence and by no means to be attributed to Britain. No German colony would ever be permitted to discriminate against German commerce. Britain has not gone to war to insist upon the freedom she bestows upon her colonies. She has followed the lines of natural growth and development, and the rest of the nations of the earth have been welcome to share in her prosperity.

Germany never seems to have understood that prosperity cannot be monopolized. Had the Kaiser been willing to go partnerships with the rest of mankind there need have been no world-war. But Germany's insistence upon her own superiority, her determination to impose her "kultur" on other peoples, and her idiotic ambition to place "Germans over all," have led to the present situation where Germany begins to speculate upon what kind of a peace she can get. She must make up her mind that the ideals of Britain, whether she considers them utilitarian or not, are the ideals that appeal to the rest of humanity, which



she must adopt eventually, and which are going to govern the settlement of the peace terms.

The little nations must be protected. There must be no more conception of those who are willing to live in harmony with their neighbors. The spirit of grab and the "ideals" that lead a nation to precipitate war as Prussia did upon Denmark, upon Austria and upon France, and then to rob them of their territory, must be abandoned. Germany does not understand this, and it may take generations for human ideals to sink into the German national mind.

Men like Ridder of New York, who suggest that Britain designedly permitted the Lusitania to be torpedoed in order to arouse the indignation of Americans and other neutrals, could never understand how infamous such a suggestion is to decent people. It illustrates the depth of necrosis to which German intellectualism has sunk. This, and all the raw, red ruffianism which has accompanied it, must be stamped out if civilization is to survive, and we believe it is to survive.

Canadian Crop Prospects

Notwithstanding the small yield in field crops last year the increase in value far more than compensated for the deficiency. This year has started well, and if the rest of the season is equally propitious, the Dominion is likely to have the most prosperous year in its history. After all is said and done agriculture is the backbone of Canadian prosperity, however much its ultimate advantage may depend on the development of the home market. Manufacturers have a hard row to hoe in the early days of expansion. After industries are established the problem of protection is less difficult.

Canada starts this season with exceptional evidences of a phenomenal agricultural yield. The bad season of last year has invited pessimism, but the fine spring weather of this year has incited hopes which, with anything like favorable weather, will certainly be realized. Canada has responded to the call of the empire for increased food production, and in this Canadians are doing what Lord Kitchener commended in his appeal to the mechanics of the British Isles. If the harvest reaches the promise of today Canada will have every ground for the belief that a special providence is watching over the continuity of the British Empire.

They Want More

Forty-one western and southwestern railway systems in the United States have been before the Interstate Commerce Commission. Needless to say they wanted "more" in the shape of higher passenger and freight rates. To The Traffic News of Chicago we are indebted for an interesting analysis of the case put up by the railways and the barbed-wire defences interposed by various state railway commissions and shippers' associations. The railways, of course, contended that they could not efficiently maintain and operate their plants without additional revenue, and that they were not receiving a fair return upon the reasonable value of their properties devoted to public service. The plea that they were not getting enough revenue for maintenance was abandoned early in the case and the issue narrowed down to whether the investor was getting a fair return. Higher rates were also asked upon the ground that the roads had no

A GROSS FEEDER.

Cott Struge England



credit, and to maintain this branch of the issue some rather lugubrious testimony was presented. Thus Mr. Lusk, a St. Paul banker, now one of the receivers of the "Frisco," delivered himself as follows:

Everybody knows that, no matter how you say it comes about, it is simply a fact that railroads, to use a little slang, are "in the soup," no matter how you say it came about. I will not say anything about that, but they are down. You can lay it to low rates or European war or the Mexican war, or floods or depression or economy, that is abroad in the land. What it is, I don't know, but the railroads are down under water.

Upon cross-examination Mr. Lusk admitted that his ideas were almost entirely derived from conversations at the club with Mr. James J. Hill and other railway magnates, and he was astounded to learn that the earnings of the roads in the year 1913 were the largest in their history.

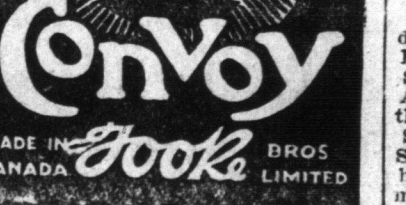
The fact of course, is that nearly all the American railroads are staggering under a burden of fraudulent stock and bond issues. The roads are capitalized at \$19,000,000,000, but only about one-half of that amount went into the properties. Either the money was switched by promoters or the road after being built was looted from inside. As to the real value of the railways of the United States it is hard to speak with precision. It could not even be determined by a physical valuation because we have to consider in the United States, as we will have to consider some day in Canada, the factor of duplication. Duplication in service, even more than duplication in construction, is a great source of wastage. If five trains leaving Chicago for St. Paul, or Toronto for Montreal, do only the work that one train could do as efficiently we have an element of loss quite apart from the cost and even the value of the road itself.

GERMAN SUBMARINE SUNK BY STEAMER

Collairnie of Aberdeen Reports Running Over One in North Sea.

BLYTH, Eng., May 14.—A German submarine was sunk in the North Sea by the steamer Collairnie, according to officers of the latter, which arrived here today. The Collairnie is a small 432-ton steamer from Aberdeen.

Officers of the Collairnie said that while outward bound on Saturday the steamer struck a submerged object of sufficient size to rock the vessel violently. Immediately afterward large quantities of oil spread over the surface, satisfying them that they had sunk a submarine.



CYMRIC SAILS WITH LOAD OF CANADIANS

Not One American Among Nearly Thousand Persons on Board.

NEW YORK, May 14.—Without an American on board, but with 965, including a crew of 40, the White Star liner Cymric sailed today for Liverpool under the British flag. Four hundred of the passengers were in the steerage. A large percentage of them were children, and nearly all were Canadians.

The commander, Captain Bodnell, a lieutenant commander in the Royal Naval Reserve, said that on the way across the Atlantic the passengers will have a daily boat drill and instruction in the adjustment of life-preservers.

THE CARE OF INNER TUBES

By B. J. Cox, of the Goodyear Tire and Rubber Co., of Canada, Ltd.

The lack of proper care of the inner tube is responsible for much of the tire trouble experienced by motorists. The observance of a few precautions would help to eliminate the inconveniences arising from this source. The inner tube simply provides an airtight container for air. It flattens out against the interior of the casing and against the rim, in accommodating itself to the surface of the road.

Running too flat quickly ruins a tube. A grinding and cutting action results, and the tube soon goes out of commission. The natural flexing of the tire requires an effective lubricant such as French Talc between the casing and the tube, otherwise the tube is heated and sometimes becomes vulcanized to the fabric of the casing. Then if you attempt to remove it, it tears. Too much talc, however, will cake on the surface and cut into the rubber. Often a knooked down by a pleasant surprise while driving on the road of roads to have an explosion announce a blowout, which on examination proves to be an internal one. The casing is not injured, but the tube without apparent cause, has split. Usually this is caused by a part of the tube slipping between the casing and getting "pinched." The remedy is careful applying. Too many motorists are not careful enough in protecting spare tubes. Usually spare tubes are folded and carried in the tool box. Here they come in contact with grease, oil and tools which present sharp edges. In the folding of some needed tool the tube will frequently be shifted around and the folded edges are chafed and worn.

SUNK FIFTY-FOUR OUT OF SEVENTEEN THOUSAND

Activity of German Submarines Not Extensive Since Berlin War Zone Decree.

LONDON, May 14.—Since the German war zone order went into effect Feb. 18, fifty-four British merchantmen of a total tonnage of 171,000 tons have been sunk or captured by submarines, the admiralty announced today. During the same period the arrivals and sailings at British ports totaled 17,617. The figures include all reports until Thursday.

DAMAGES AGAINST RAILWAY.

Miss Amy Stuart Recovers \$1000 For Injuries Received.

Miss Amy Stuart was awarded \$1000 damages from the Toronto Street Railway yesterday afternoon. Miss Stuart was knocked down by a car on August 23, 1914, and in her fall thrown her mother to the ground. Mrs. Stuart died about an hour after. Miss Stuart asked for \$10,000 and \$1000 for her mother. The damages for the mother were not allowed. The case was tried in the general sessions.

COURT REVERSES USURER'S HOLD

Bought Thirty-Thousand Dollar Estate for One Thousand Dollars.

FRAUD WAS PRACTICED

Edward Gallow Induced Broken Down Man to Sacrifice Property.

That a money lender influenced the legatee of a \$30,000 estate to sign an agreement relinquishing all right to the property for \$1000 is alleged in a judgment handed out yesterday at Osgoode Hall by Mr. Justice Clute in the action of John D. Hamilton, and Guardian Trust Company, committee of the estate of the late John D. Hamilton, against Edward Gallow and Oser Wade, assignee for the creditors.

Hamilton is sole beneficiary under his father's will and is entitled to the full income of the estate, subject to the payment of \$400 per annum to his step-mother. The estate consists of 110 shares in the Bell Telephone Company, par value \$100, 64 shares of common stock in Mackay Company, 128 shares of preferred stock in the Mackay Company of par value and 5 shares in the Western Assurance Company, par value \$20 per share. The yearly income has always been \$1700.

For some years prior to the agreement in question the plaintiff borrowed sums at a high rate of interest from Gallow, and repaid them by borrowing on his interest in the estate. In September, 1910, the estate had a value of \$30,000 and the plaintiff, who was a nervous wreck due to excessive drinking, desired to obtain \$1000 to enable him to take a trip to California to recover his health. Gallow who had given the plaintiff varying sums of money at different times drew up an agreement by which Hamilton was to accept \$1000 for the estate and a number of his debts were to be assumed. To this agreement the plaintiff agreed, but it was never executed. He asked Gallow to set the agreement aside on the grounds that his signature was obtained by fraud and undue influence, and while he was incapable of managing his own affairs.

Mr. Justice Clute finds that the defendant Gallow was well aware of the plaintiff's condition and knew of his temperamental habits; and further finds that the agreement was fraudulent and void and should be cancelled. It was agreed by opposing counsel that if the verdict went against the defendant the sums advanced to the plaintiff should be fixed at \$1331.

The second division appellate court dismissed the appeal of the Toronto Railway Company against a verdict awarding Charlotte Dale \$1000 damages for injuries sustained in alighting from a street car at the corner of King and Dufferin streets. The company contended that the address of the plaintiff's counsel to the jury was inflammatory. The court found no ground for a new trial.

The same court disposed of two other appeals, one of which was by Fred Woods against the decision of Judge Denton, awarding Fringle and Randall \$120 in their action for commission on the sale of property in the west end of the city. The defendants contended that Rev. Bertram Wetherall, a brother-in-law of the purchaser and pastor of the vendor, had been constituted agent in the transaction, but Mr. Wetherall stated that he had not regarded it in that way. The appeal was dismissed.

The other was an appeal by Horace L. Enman from the finding of the trial court dismissing his action against Lewis Grossman for \$1000, which he alleged that the defendant had stated that he, Enman, had made an assignment, thus doing him financial injury. The court confirmed the verdict.

Chancellor Boyd granted an enlargement for one week to enable the parties to reach an adjustment in the application of R. C. Orchard for the custody of his four-year-old daughter, Edith Frances Orchard, who is at present with her grandparents, Mr. and Mrs. M. T. Lester, 71 Heath street. The mother of the child died last month.

The second division court list for Monday is: Reume v. Windsor; Balfour v. Bell Telephone Co.; Pevitt v. Thompson; Chapman v. Chapin; McDonald v. Devon Lumber Co.

KEEP THE MEN IN GOOD HUMOR

When Hubby "Lights up" for his After-Dinner Smoke, Be Sure He Has a Match Which Will Give Him a Steady Light, First Stroke.

Ask Your Grocer for Eddy's "Golden Tip" or "Silent 500s." Two of Our Many Brands.

THE E. B. EDDY CO., Hull, Canada.

CUT OFF LICENSES IN GERMAN CLUBS

Quick Action Taken by Provincial License Board Yesterday.

MUCH PUBLIC FEELING

Board Declares That Conditions Demand Removal of Privileges.

The Ontario License Board has made a policy of granting no new licenses in the province this year. In cases where retiring local boards have sanctioned the opening of new places for either tavern or shop sale little hope can be held that the licenses will be issued. Chairman Flavell stating yesterday that they had established their policy in this regard. In the same connection announcement was made that the licenses of two German clubs in this city had been canceled during the period of hostilities, although negotiations for their opening would be received after the war had ended. Argument was heard before the board on behalf of both the Lieberkranz and Deutsche Verein clubs, although in neither case did the representatives plead strenuously for a continuance of their licenses. The point they endeavored to make was that in both cases the buildings were being closed for indefinite periods, and that the purpose of the license board would be as well served by allowing the licenses to stand, as by cancelling them. In this way the granting of privileges after peace had been declared would be unnecessary, and their chances would not be prejudiced whatever.

Lieberkranz Losses. The position of the commissioners was that the temper of the public at the present time demanded the cancellation. They were not to enter a discussion as to the merits, but stated that their decision had been made after a private consideration. In appearing for the Lieberkranz J. W. Bain stated that he would hardly call the club German in nature. Of the 157 shareholders 37 were Canadian-born, 73 were naturalized British subjects, and only 47 were actual Germans. Of the 1033 members only 21 were Germans. He stated that the club membership was of the opinion that all the Germans in it should be excluded. He was not opposing cancellation, but argued for holding the license in abeyance. "We don't want to excite public opinion," said Mr. Flavell, "and we think it desirable that the license be cancelled now, and if necessary be reconsidered at the end of the war. But we make no pledge as to future action. The department could refund the unused portion of the license." The action of the commission in the case of both clubs was received with good feeling, and the judgment will be acted on at once.

THE FIRST SUMMER HOLIDAY.

Victoria Day falls on Monday this year, and this makes the week end very attractive, the Canadian Northern Railway has arranged low rate excursions to all points, and special train service to Parry Sound and principal intermediate points leaving Toronto 6:15 p.m. Friday, May 21, and 1 p.m. Saturday, May 22; returning leave Parry Sound 6 p.m. Monday, May 24. Sparrow Lake steamers connect with these trains. Further particulars from any agent of the Canadian Northern Railway.

Statistical reports showed an increase of 25 per cent. in the circulation during the month of April over the corresponding period of last year. The increases were chiefly in children's books, reference books and those in history and geography having relation to the great war. A number of motions were passed after the reading of reports and it was decided to comply with the request of the National Sanitarium Association, that the night have the use of the library hall on the evening of June 30, for a patriotic instructive entertainment.

WILL SETTLE WAGE DISPUTES.

Supt. Bishop of the board of education building department was instructed by the property committee yesterday to act as "sole arbitrator" in all disputes in connection with wages paid by contractors for work on school buildings.

MRS. YOUNG'S BODY FOUND.

QUEENSTOWN, May 14.—The body of Mrs. J. M. Young, of Hamilton, Ont., has been identified among the Lusitania's dead. It is being embalmed and will be sent back to Hamilton.

O'Keefe's
OLD STOCK ALE
GOLD LABEL
Medical men endorse the value of ale as a tonic and nutrient. Of course, much depends on the purity and quality of the ale—so be sure you get O'Keefe's.
Any dealer can supply you a case.
THE O'KEEFE BREWERY CO., LIMITED
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