

The Toronto World

FOUNDED 1880.
A Morning Newspaper Published Every Day in the Year.
WORLD BUILDING, TORONTO,
40 WEST RICHMOND STREET.
TELEPHONE CALLS:
MAIN 5366—Private Exchange connecting all departments.
\$8.00
will pay for The Daily World for one year, delivered in the City of Toronto or for sale by any newsdealer and newspapers at five cents per copy.
Postage extra to United States and all other foreign countries.
\$2.00
will pay for The Sunday World for one year, by mail to any address in Canada or Great Britain. Delivered in Toronto or for sale by any newsdealer and newspapers at five cents per copy.
Postage extra to United States and all other foreign countries.
Subscribers are requested to advise us promptly of any irregularity of delay in delivery of The World.
SATURDAY MORNING, SEPT. 7, 1912.

UNCLE SAM IN THE MELON PATCH

While The Toronto News is trying to decide whether it is for or against the "melon" and whether or not the application of the Canadian Pacific Railway Company for permission to slice it up should be granted by the government or referred to parliament, it might be well to call public attention to one or two features of the deal, heretofore overlooked.
Like a silver thread running thru the entire web and woof of the contract between the government of Canada and the Canadian Pacific Railway Company is the manifest intention to procure a great railway service for Canada at moderate and ever decreasing rates. It was never intended that Canadians should be taxed, directly and indirectly, to improve the transportation facilities of the United States, and it was never intended that a part only of the earnings of the company should be considered in fixing rates, and that the residue should be immune from public control and devoted to the formation and exploitation of a melon patch.
When the Canadian Pacific Railway Company received its charter, and with it, a princely gift of western lands, the parliament of Canada stipulated that the company should be subject to government control and to reduction of its rates to a greater extent than any other railway company in Canada.
Section 20 of schedule A of the Canadian Pacific Act reads as follows:
The limit to the reduction of tolls by the parliament of Canada provided for by the 11th subsection of the 17th section of the Consolidated Railway Act, 1879, respecting tolls, is hereby extended, so that such reduction may be to such an extent that such tolls when reduced shall not produce less than ten per cent. per annum profit on the capital actually expended in the construction of the railway, instead of not less than fifteen per cent. per annum profit as provided by the said subsection; and so also that such reduction shall not be made unless the net income of the company, as estimated as described in said subsection, shall have exceeded ten per cent. per annum instead of fifteen per cent. per annum as provided by the said subsection; and the exercise by the governor in council of the power of reducing the tolls of the company as provided by the 10th subsection of said section 17 is hereby limited to the same extent with relation to the profit of the company and to its net income, as that to which the power of parliament to reduce tolls is limited by said subsection 11 as hereby amended.
Now it becomes important to see how the net income of the company shall be ascertained, as described in such subsection. Did that subsection, as the melon-cutters and their friends insist, make any discrimination between income arising from the operation of the railway and income arising from other sources? The answer is to be found in the subsection itself. Subsection 11 of section 17 of the Consolidated Railway Act of 1879 reads as follows:
The parliament of Canada may, from time to time, reduce the tolls upon the railway, but not without consent of the company, as to produce less than fifteen per cent. per annum profit on the capital actually expended in its construction; nor unless, on an examination made by the minister of public works of the amount received and expended by the company, its net income FROM ALL SOURCES, for the year then last passed, is found to have exceeded fifteen per cent. upon its capital so actually expended.

Is the true intention of the agreement between the government of Canada and the Canadian Pacific Railway Company being carried out, in so far as it contemplates a purely national enterprise? The Canadian Pacific Railway Company is fast becoming an international railway. We learn from its annual report that it owns and operates the Minneapolis, St. Paul and Sault Ste. Marie Railway, with a mileage of 372 miles, and the Duluth, South Shore and Atlantic Railway, with a mileage of 623 miles. It carries freight and passengers between Detroit and Chicago, Chicago and Spokane, Winnipeg and Duluth, and across the State of Maine, between Montreal and St. John, N.B. It has recently purchased the Quebec Central to reach the New England States, thru its "friendly connection" with the Boston and Maine. The huge surplus it is carrying and the additional money it seeks to procure by the forthcoming melon may be devoted, if all reports be true, to acquiring the Erie or some other trunk line from Chicago to Lake Erie. This may all be good business, but it is well to remember that in the United States

the company must submit to drastic regulation of its freight charges and to the two-cent a mile passenger rate. Would it be unreasonable to demand that the same rates shall be charged by the company in Canada as are charged by it in a foreign country? If the United States, which gave nothing to the Canadian Pacific, gets cheaper service than Canada, is it not evident that Uncle Sam gets a slice off every "melon" grown in the company's melon patch?

WHY DID THEY NOT NEGOTIATE?

The Kingston Whig replies to our statement of the case at Kingston by declaring that last January the people voted in favor of negotiating for power, and puts this forward as a defence, presumably, of the city council, which has not negotiated, but decided to spend \$35,000 on patching up a plant which is out of date, and would be useless if hydro-electric power were adopted.

HUDSON BAY ROUTE.

There will be the usual amount of corporation opposition to the Hudson Bay route, but now that the government has definitely selected Port Nelson as a terminal for the Hudson Bay Railway, it should not be very long till the success of the route is demonstrated. For two hundred years or more shipping has been using Hudson Bay as a means of access to Central Canada, and the ships of today are no less capable of overcoming any obstacles there may be to navigation than were those of the seventeenth or eighteenth century.

The question is wholly a commercial one, and if the route is a profitable one not all the opposition of all the railways in America will close it. The probabilities are that there will be steamship lines running in Hudson Bay as adjuncts of the railways. It is not to be forgotten that Manitoba was first colonized by the Hudson Bay route.

To the objection that the season is too short for shipping at a profit, there is an obvious answer which every one familiar with the lake shipping conditions in Toronto can set out. The season in Hudson Bay is open for an average of five months. It has been open as long as seven months, and there have been years when it fell considerably under five. The navigation season between Toronto and Niagara lasts from May 24 till Sept. 24 at the most or four months at the outside. It is usually some weeks less. And the company that runs its steamers for this season and then lays them up all winter, or eight months of the year, pays from ten to fifteen per cent. The Hudson Bay traffic would be carried on chiefly by tramp steamers, on which there would be no loss on account of an eight months closed season, as they would mean another avenue of profit for these steamers.

The Globe asks where is the market for Saskatchewan grain, Liverpool is the world's market for wheat, the market where the price of wheat is established. With a Hudson Bay access to that market, The Globe's question is easily answered. Whether the British imports of wheat are decreasing or not, there are plenty of people in Britain not getting enough to eat. The Hudson Bay will help to adjust this problem of the surplus wheat and the starving stomach.

SELECT SETTLEMENT.

Invidious comparisons have recently been drawn between the rates of advance in population made respectively by Canada and Australia. The fact that the commonwealth, with an area almost as great as the mainland of Europe, has a population less than that included in the County of London, has prompted some very pessimistic criticism. But there is another side to the question to which Dr. James Bryce, the British ambassador to the United States, referred during his recent visit to Australia. Speaking in New Zealand, with probably more freedom than was possible in the North American continent, he laid stress on the advantage of what he termed "selected" settlers.

Neither the Commonwealth of Australia nor the Dominion of New Zealand has encouraged indiscriminate immigration. More than that, they have insisted that the benefit of the protective duties, imposed for the encouragement of home industries, shall be shared between employers and employed. They have thus, as a matter of public policy, sacrificed a rapid increase in population to the maintenance of high economic standard. And

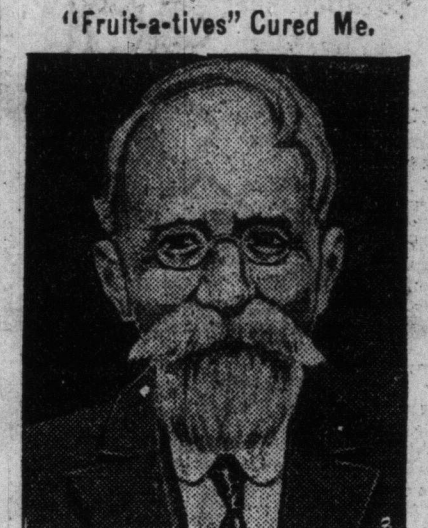
france in population made respectively by Canada and Australia. The fact that the commonwealth, with an area almost as great as the mainland of Europe, has a population less than that included in the County of London, has prompted some very pessimistic criticism. But there is another side to the question to which Dr. James Bryce, the British ambassador to the United States, referred during his recent visit to Australia. Speaking in New Zealand, with probably more freedom than was possible in the North American continent, he laid stress on the advantage of what he termed "selected" settlers.

Neither the Commonwealth of Australia nor the Dominion of New Zealand has encouraged indiscriminate immigration. More than that, they have insisted that the benefit of the protective duties, imposed for the encouragement of home industries, shall be shared between employers and employed. They have thus, as a matter of public policy, sacrificed a rapid increase in population to the maintenance of high economic standard. And

france in population made respectively by Canada and Australia. The fact that the commonwealth, with an area almost as great as the mainland of Europe, has a population less than that included in the County of London, has prompted some very pessimistic criticism. But there is another side to the question to which Dr. James Bryce, the British ambassador to the United States, referred during his recent visit to Australia. Speaking in New Zealand, with probably more freedom than was possible in the North American continent, he laid stress on the advantage of what he termed "selected" settlers.

DOCTORS COULD NOT HELP MY KIDNEYS

"Fruit-a-lives" Cured Me.



MR. GEO. W. BARKLEY.

CHESTERVILLE, Ont., Jan. 25th, 1911.
"For over twenty years, I have been troubled with Kidney Disease and the doctors told me they could do me no good. They said my case was incurable and I would suffer all my life. I doctored with different medical men and tried many advertised remedies, but there was none that suited my case. Nearly a year ago, I tried 'Fruit-a-lives'. I have been using them nearly all the time since, and am glad to say that I am cured. I have no trouble now with my Kidneys and I give 'Fruit-a-lives' the credit of doing what the doctors said was impossible. I am seventy-six years old and am in first class health."

GEO. W. BARKLEY.
50c a box, 6 for \$2.50, trial size 25c. At all dealers or sent on receipt of price by Fruit-a-lives Limited, Ottawa.

In the opinion of Dr. Bryce, a steady, moderate, flow of selected settlers is far more desirable in the case of a young community than the admission of all and sundry from countries on a lower rung of the ladder. But with 41 versions of the stream of British emigration in greater measure towards Australia, the current decade is likely to yield much more favorable figures than those which have occasioned deprecatory comment.

NOT HIS CONTENTION.

Mr. E. W. Thomson, the well-known correspondent of The Boston Transcript, complains that we have ascribed to him, as his personal view, the defence of higher freight rates advanced by the railway officials, which is incorporated in his correspondence in order to give both sides of the question. We have no doubt that the facts are as stated by Mr. Thomson, but we think he will find that the excerpt from his letter, circulated by the railway companies, would convey to any one the impression which it certainly conveyed to us.

We believe, however, that the railway companies cannot much longer reconcile the people to exorbitant freight rates by any argument, however ingenious. For years they have begged the question and mystified the people by such classifications and differentials, complicated in the extreme, beyond the comprehension of laymen. With the great principle of equalization of rates once vindicated by parliament, railway rates will lose half their unfairness, by losing all their mystery.

ONE STOCK ISSUE AND TWO LARGE QUERIES.

The Canadian Pacific Railway at the time of its last annual report had \$18,000,000 invested in government securities, had \$34,000,000 cash on hand, had another \$34,000,000 still due as deferred payments on land already sold and still retains 11,000,000 acres of land worth considerably over \$150,000,000. It paid its stockholders 7 per cent. straight dividend last year and 3 1/2 per cent. as a dividend from sources other than railroading, principally from land sales.

In the face of this the Canadian Pacific proposes to make a new stock issue of \$60,000,000 which it intends to hand out to its present stockholders at \$120 a share, which is \$108,000,000 less for the whole issue than it could realize by selling the same at the current stock market price.

Query No. 1 is: "How does the Canadian Pacific, in the face of its enormous reserves, propose to justify the new stock issue?"

Query No. 2 is: "Will the government permit the Canadian Pacific Railway to load the freight rates with the necessity for paying dividends on \$60,000,000 worth of stock, when by selling at the current market price, eliminating the 'melon', \$40,000,000 would realize the same amount?"

The failure of the company to satisfactorily answer the first will do wonders towards establishing the belief that the railways should all belong to the state.

HYDRO-ELECTRIC LINES

Editor World: Will you kindly tell me thru the columns of your paper, whether the hydro-electric companies construct their own transmission lines, or if not, the company to which they give the contract, also their address.

The main transmission lines were built by contract. The construction is constantly extending the lines.

Change of Time R. & O. Lines.
Steamers Toronto and Kingston leave Toronto at 2:30 p.m. daily except Sunday, up to Sept. 21, and from Sept. 23 to 25 Monday, Tuesday and Saturday for Rochester, 1900 Islands, Rapids and Montreal.

PANAMA CANAL TO CUT RATES?

Commissioner Johnson Says Charges Must Be Lower Than Suez Rate of \$1.25 Per Ton.

WASHINGTON, Sept. 6.—Prof. Emory R. Johnson, special commissioner on Panama traffic and tolls, discloses in a report a factor that doubtless will be urged by the American negotiators. After pointing out the many advantages of the Suez in the way of coaling facilities, low insurance rates for the superior opportunities for picking up cargoes between terminals, and the like, Prof. Johnson declares that the only possibility of the Panama Canal setting a fair share of the world's business is to place the tolls at a figure actually lower than by the Suez route. These are now \$1.25 per ton, so that the rate on the Panama Canal would be sensibly lower than this, and the professor has even mentioned a flat dollar rate for the first few years of the canal's operation at least.

BANQUET FOR CADETS

Boys From Newfoundland Were Guests of Former Residents.

Thirteen of the fourteen Newfoundland cadets who are visiting the Exhibition to take part in the nightly review before the grand stand were banqueted by the Toronto Newfoundland Society Thursday night at Williams' Cafe. The fourteen had been in the chair to be present, as he received news of his father's serious illness. George Moore, president of the Newfoundland Society, was in the chair and proposed the toast to the King. The toast of "Our Guests" was proposed by R. J. Horwood, of the staff of the Toronto Technical School, who had been from Newfoundland. Lieut. Randall, in command of the visiting cadets, responded.

CHARATERED ACCOUNTANTS

Annual Convention Will Soon Be Held in Toronto.

Chartered accountants throughout the Dominion of Canada will meet in convention in Toronto on the 24th and 25th September.

The profession of chartered accountants is regulated by provincial institutes of which there are seven—Nova Scotia, Montreal, Ontario, Manitoba, Alberta, Saskatchewan, British Columbia. Admission to membership of these institutes is now only by examination—three series of examinations covering usually a five-year period. The standard of these examinations is improving every year, as the necessity of the profession is making itself more and more felt, and its utility appreciated.

The seven provincial institutes have a central body—the Dominion Association of Chartered Accountants—and it is under the auspices of this association that the coming convention is to be held at Toronto. Last year's meeting was probably the most successful yet. In addition to the discharge of accounts, several papers on topics of accountancy will be read and discussed, and the social side of the meeting will not be overlooked. There will be a luncheon tendered by the Ontario Institute to their professional brethren and proceedings will terminate by a banquet at the King Edward, at which several prominent men are billed to speak.

Prominent Canner Dead.

ST. CATHARINES, Sept. 6.—(Special.)—The death occurred today of Harry N. Sheppard, aged 81 years, a prominent man, who has been in that business until two years ago. He spent several years in the New York State militia. Mrs. E. C. Kidder of this city is a daughter.

BORDEN TO ADOPT LAURIER POLICY

Manchester Guardian Says Only Notable Addition Will Be Representation in Imperial Parliament.

LONDON, Sept. 6.—(C.A.P.)—It is definitely stated in naval service quarters, says The Manchester Guardian, that the permanent naval policy, as decided upon by Premier Borden and his colleagues, while in London, will consist in the main of the Laurier policy, with a representation for Canada in the Imperial parliament. The Nobe and Rainbow will be better manned. The naval college at Halifax is to continue, while better provision will be made for training men. The Nobe and Rainbow are shortly due in England, when the engagement of the original crews will expire. The new crews will be especially adapted to the naval developments which are about to take place.

At Osgoode Hall

Judge's Chambers.

Before Falconbridge, C.J. K.B. The King v. Blaney—J. P. MacGregor for defendant. Application by Madeline Blaney on return of a writ of habeas corpus for an order discharging her from custody, the prisoner having been sentenced to six months in the Mercer Reformatory on a charge of being disorderly. Edward Bayley, K.C., for the crown, contra. Order made discharging prisoner.

Two British Army Aviators Killed

Strong Wind Caused Collapse of Wing of Biplane—Fell 250 Feet.

STEVENAGE, Eng., Sept. 6.—(C.A.P.)—Two more British army aviators lost their lives while flying today. Captain Patrick Hamilton had taken Lieut. Stewart with him as a passenger in his biplane. The two officers had flown for a considerable time when a strong wind suddenly sprang up and in endeavoring to make headway against it, one of the wings of the aeroplane collapsed. The machine fell to the ground from an altitude of 250 feet.

SUICIDE WAS MONTREAL MAN.

BRAMPTON, Sept. 6.—The identity of the man who committed suicide on the G.T.R. train near Brampton last Thursday has been established. A photograph of the dead man was sent to Montreal, and the superintendent of police in that city, word to the Brampton authorities that he was Paul Cluzel, who disappeared from that city on Aug. 28.

You May Depend Upon
EDDY'S MATCHES
BECAUSE they are Safe, Sure, and Silent.
Light easily at first stroke, burn steadily and evenly, without the head dropping off.
COUNT THEM FOR QUANTITY
EXAMINE THEM FOR QUALITY

Take advantage of The Toronto World's Educational Campaign and secure for yourself a copy of the New Illuminated Holy Bible, illustrated with 600 Text Pictures and numerous Colored Plates, bound in flexible real leather with overlapping edge and gold lettered, also the Douay Catholic Version in the same binding. The regular price for similar Bibles is \$5.00 each.

Subscribe for The Morning World and obtain a copy of this magnificent book—only six certificates and a moderate charge secures it for you.

Fill out the attached order form and hand it to our canvasser, or send it to The World Office, 40 Richmond Street West, Toronto, together with Twenty-five Cents for a trial month's subscription for The Daily World, which will be delivered to any address in the city or suburbs before breakfast every week day, or will be despatched to out-of-town subscribers by first mail each day.

Name
Street
Date

HELD BY CHINESE PIRATES
Demand \$20,000 Ransom for Master and Engineer of Tug.
HONG KONG, China, Sept. 6.—(C.A.P.)—A powerful band of Chinese pirates today carried off the master and chief engineer of a river tug and are holding them for ransom. They demand \$20,000.
The pirates first fired a volley on a lighter loaded with oil proceeding up the West River near the town of Kowloon. Then they boarded the tug towing her and seized the entire crew, but afterwards released all except the captain and first engineer.

A. O. U. W. Meeting.
At the last meeting of the members of the A. O. U. W. who are opposed to the increased assessment, it was decided to hold another meeting on Sept. 10, at St. Andrew's Hall, at 8 p.m., to further express their disapproval of the action of the executive. Members who are in sympathy with an increased assessment will not be admitted.

Diphtheria Victim Buried.

KINGSTON, Sept. 6.—(Special.)—The remains of the late Patrick D. Fowle, who died from diphtheria in St. Michael's Hospital, Toronto, Feb. 21, were brought to Kingston under special government supervision and placed in St. Mary's vault.

O.K. Keefe's PILSENER LAGER
for positive food value
for aid to digestion
for everyone at home
Doctors could not prescribe a better tonic than this mild, health-giving food stimulant. Brewed from pure barley-malt, choicest hops and filtered water. Pure, sparkling, delicious—it perfectly meets the needs of a nourishing, stimulating food tonic.
The Light Beer In The Light Bottle
"The Beer That Is Always O.K."

ITALIAN FILIGREE JEWELLERY
Is always admired. It is made of silver threads strongly put together and is very attractive for young ladies. Prices run from 50c upwards.
WANLESS & CO.
Toronto's Oldest Jewellers.
402 Yonge St. Toronto

JOHN
Fort
Mill
Read
"Op
cc
Tues
10th
On that a
be shown
the BEST
DRESS.
AT THE
ING DIS
dicated de
most com
seasonable
DRESS F
elaborate
BLACK V
CHIFF
VELV
PLUS
in all the
SILKS
TRIM
Remer
T
SEPT
MAIL OF
JOHN
55 to 61
NEG
ST
Was Arres
G.T.R.
Animal
Here O
for Pri
Exhibiti
A. Bright,
at the race
Detectives T
sealing of a
palace horse
was being s
sire for a p
reality was a
animal was a
local racing
horse.
Came
It came fr
and was tak
when it arriv
necessary to
carrying the
which wroug
B
Yesterday
the car, who
said he want
pany's officia
all these char
went away.
The door
away before
to be missing
Police and
and the name
of the
The railroa
ective head
the animal
tion of the n
endeavoring
rested.
From what
to get the
owner of the
charges in th
take the mar
A clove ma
when he carr
own domain
unusually
to the chief
Frank's show
The o
diving girls
near the tank
the different
ark, with a
costumes and
When he po
them and ap
singing has
One of the