

# The Toronto World

FOUNDED 1880  
A morning newspaper published every day in the year by the World Newspaper Company of Toronto, Limited.  
M. J. MACLEAN, Managing Director, World Building, Toronto.  
40 West Richmond Street.  
Telephone Calls: Main 5308—Private exchange connecting all departments.  
Branch Office—31 South John St., Hamilton. Telephone, Regent 1946  
Daily World—5c per copy, delivered, 50c per month, \$1.50 for 3 months, \$2.50 for 6 months, \$5.00 per year in advance; or \$4.00 per year, 40c per month, by mail in Canada (except Toronto), United Kingdom, United States and Mexico. Sunday World—5c per copy, \$2.50 per year by mail.  
To Foreign Countries, postage extra.

SATURDAY MORNING, JULY 17.

## Premier Drury's Markham Speech.

Premier Drury's speech at Markham was adroit. Some admirers say it was slick; "slick as grease," one admiring farmer called it. Yet it was better designed for consumption by a friendly audience than for analysis in cold print.

The premier represented himself as an innocent man, suddenly called upon to sign a paper which might commit the people for whom he was trustee to an obligation aggregating many millions of dollars. Quite naturally he wished to examine the paper, to read it over, to investigate the proposal and find out the facts. That seemed fair enough on his face, but the obvious answer would be that the premier should consult the Hydro-Electric Commission, and base his decision upon their recommendation and the great volume of data which for years they have been collecting. To anticipate this, the premier says, in effect, that he has no confidence in the recommendations of the Hydro-Electric Commission. Adam Beck is, in his opinion, a Canadian Colonel Sellers, who can hypnotize himself into seeing millions of profit in any scheme to which he is devoted. The other commissioners are promoters, and the situation is manifest that the commission fix up their figures and estimates in much the same way as the promoter fixes up his prospectus when he starts out to sell shares in a newly-formed corporation.

If Premier Drury has the courage of his convictions, he should dismiss Sir Adam Beck and his associates from office, but he is quite willing to have them continue the vast work of the Hydro-Electric Commission, and to launch upon a big Hydro radial project, provided a royal commission says it is all right. The premier told his audience that the contract for the purchase of the Guelph Radial was entirely illegal, and that he had been so advised by the law officers of the crown. Nevertheless, he is willing to go ahead with this illegal enterprise if a royal commission, consisting of one lawyer and six laymen, overrules the opinion of the attorney-general's department. Personally, he does not think much of the Toronto Eastern purchase, but he will go ahead with it if the same royal commission says it is all right. In short, the premier seeks to wash his hands of all responsibility in respect to the Hydro radial enterprise.

With singular unanimity the press points out that the Drury government cannot unload this responsibility upon an irresponsible commission. The Toronto Mail says the government is as responsible for the Hydro-Electric Commission and its policies as it is for the proper administration of the Timiskaming & Northern Ontario Railway and the upkeep of the University of Toronto. The Toronto Globe says that the people of Ontario "will hold the government, and the government alone, responsible for questions of policy." The World has more than once emphatically pointed out that the government cannot divert itself of responsibility by referring questions of policy to a royal commission. Mr. Drury's effort to do so may be "slick," but our people must prefer the rugged courage of Sir James Whitney.

The royal commission is expected to report in eight or ten weeks. If they report in favor of the Hydro radials, will Premier Drury carry them on against his better judgment? If they report against the Hydro radials, will the premier reverse what has been the settled policy of Ontario for many years? If the commission be divided in opinion, some favoring the radials and some recommending that they be killed off, what will Premier Drury do? He will be compelled sooner or later to do something, to come to some decision, to announce some policy, and for that policy he and his government must accept the full responsibility.

The government is entering upon a big policy of highway construction. This policy means the expenditure for good roads of much money over a number of years. It is, however, the policy of the Drury government, for which that government will very properly take credit or blame, as the case may be. It required no royal commission to make up Mr. Drury's mind in this case. Indeed, as a rule, the premier is bright, alert and determined. It is only when he comes to deal with the Hydro radial situation that he af-

fects the role of Simple Simon and pleads for indulgence upon the ground that he is green and uninformed.

## White Americans.

Prohibition, the scum of south-eastern Europe, and the absence of personal liberty in the United States, are discussed with great freedom by Oliver Madox Hueffer in the current number of The National Review. Some of the conditions to which he objects in the United States are more or less with us in Canada. We have here a wide measure of prohibition and we have Sunday laws probably as severe as any to be found in the United States. Mr. Hueffer tells of a Maryland boy of seventeen being killed by the village police for failing to attend church on Sunday. But that was certainly an exceptional case, where the zeal of the officer outran his discretion.

However, Mr. Hueffer's chief objection to the United States is the Jewish immigrant and he might be equally prejudiced on that account against the cities of Canada. But we do not find our fellow citizens of Jewish birth so objectionable. In the United States, we are told that the scum of south-eastern Europe has overrun and poisoned the entire country, so that only a few "white" Americans remain.

These "white" Americans, descended no doubt from English-speaking people living in America before the revolution, were found by Mr. Hueffer in only a few towns and villages. They seemed to have agreed with him, and possibly loaded him up with a certain amount of this information. They shared his dislike to the newly-arrived immigrant, but they failed to tell him that the newly-arrived immigrant has always been pretty roughly treated in the United States. The Irish laborer was looked down upon until he climbed out of the trenches and began building railways and skyscrapers on his own account. The Italian, who took his place in the trenches, was equally unpopular, nor was this because he came from south-eastern Europe. The Scandinavian is now spoken of quite respectfully, but a few years ago it was no compliment in Chicago to be called a "Swede."

But Mr. Hueffer did not need to search from town to town and village to village for the "white" Americans. He could have found county after county and state after state of them if he had gone far enough south, only there they are known as the "poor whites." They have been there for two centuries, and are of pure colonial stock, untainted by a single drop of immigrant blood. They share Mr. Hueffer's views on prohibition and sometimes put a bullet thru the federal marshal who objects to their making moonshine whiskey.

## The Bonus for Silver.

The U. S. government has practically decided to purchase all the silver that can be produced and refined in that country for the next four years and pay for the same at the rate of one dollar per fine ounce. The market price of silver today is 90¢. This means, of course, that no silver will be exported from the United States during the next four years, and to that extent the supply of silver in the markets of the world will be reduced.

This bonus to silver producers has not resulted from any premeditated plan to pay a bounty. When the Pittman act was passed authorizing the purchase of silver, one dollar an ounce seemed a very moderate price. Now it is a high price, but the director of the mint says he has no choice but to pay it, and he will, therefore, only purchase silver produced and refined in the United States. The purchase is to replace the silver dollars melted down and sold by the United States treasury to oriental nations during the war. These amounted to \$271,000,000. The output of silver in the United States last year amounted to 55,000,000 ounces, so it will take some time to catch up with the very attractive market in which American producers will have a monopoly.

## Want a Judicial Investigation Of the Hull Police Department

Ottawa, July 16.—At the next meeting of the Hull city council, a petition will be presented, signed by 50 property owners of the city, requesting that a judicial investigation, before a judge of the superior court, be instituted at an early date into the administration of the city police department.

## BUY LOTS NOW before they advance in price, and start building for occupation next winter.

Beautiful Residential Property. Nearest Restricted District to the Centre of the City. West Side of Bathurst St., North of St. Clair Ave. CEDARVALE.

Two miles from the corner of Bloor and Yonge Streets, and thirty minutes by street car to King and Yonge Streets. Adjoins the beautiful residential section surrounding Grace Church, on Russell Hill Road—a few hundred yards beyond the residence of Mr. R. J. Fleming, corner of St. Clair Avenue and Bathurst Street.

300 acres of restricted property, with township taxes large lots and park areas; locality is strictly first-class active on account of the beauty of the ravine and the new bridge, massive gates and other substantial improvements.

SPECIAL FACILITIES offered to persons who BUILD: First mortgage will be arranged, also second mortgage for part of purchase money.

HOUSES WILL BE CONSTRUCTED for owners under supervision of Company's Superintendent at MINIMUM COST.

CONVENIENCES—Hydrants and city water, electric light, good roads and sewage disposal; five minutes' walk to city cars.

APPLY British & Colonial Land & Securities Company, Bank of Hamilton Building, Telephone Main 1699; or H. B. Taber, Superintendent, Hillcrest 5887.

1914

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Germany has finally decided to turn over 200,000 tons of coal a month, as the allies demand.

## SCOTLAND WINS IN M'KINNON CUP

Canada Second at Finish of Shooting at the First Range.

Bisley Camp, July 16.—The finish of the shooting of the first range for the McKinnon Challenge Cup at 500 yards, in teams of twelve, 15 shots per man, was:  
First, Scotland, 763; second, South Africa, 738; third, England, 734; fourth, Canada, 721; fifth, Ireland, 688.  
Canadian scores individually were: Captain C. P. Crowe, Guelph, 66; Major P. R. Richardson, Victoria, 59; Sergt. James Boa, Montreal, 53; Pte. W. J. Irvine, Ottawa, 59; Lieut. John Chandler, Woodstock, N.B., 54; Captain P. F. Martin, Calgary, 59; Sergt. W. A. Hawkins, Toronto, 62; Major Utton, Toronto, 61; Lieut.-Col. P. E. Bowen, Edmonton, 61; Lieut. J. O. Nix, Winnipeg, 64; Company Sergt. Goodhouse, 63; Captain J. H. Vincent, Hamilton, 59. Captain Crowe's score included eight centrals and one miss. Major Munroe, London Scottish, made 71.

At the 1,000 yards range, Scotland steadily maintained its position, being three points ahead of England, eight points ahead of Canada, when six men had fired.  
South Africa fell away, her first six putting on less than any other group. It was plain that Scotland would win the trophy, but the second position was in doubt to within the last few shots, when Company Sergt. Goodhouse and Captain Sergt. Vincent, Hamilton, steadily put bulls and drew the total scores level with England.

Canada, however, made the better score in the final range, therefore, took second place.  
Totals 1,000 yards and aggregate scores are: Scotland, 702, 1455; Canada, 703, 1484; England, 700, 1434; South Africa, 696, 1432; Ireland, 656.

Canadian individual scores and aggregate at the 1,000 yards were: Captain C. P. Crowe, Guelph, 61, 127; Major P. R. Richardson, Victoria, 55, 115; Sergt. James Boa, Montreal, 62, 118; Pte. W. J. Irvine, Ottawa, 55, 111; Lieut. John Chandler, Woodstock, N.B., 48, 112; Captain P. F. Martin, Calgary, 55, 114; Sergt. W. A. Hawkins, Toronto, 52, 124; Major Utton, Toronto, 55, 115; Lieut.-Col. P. E. Bowen, Edmonton, 56, 118; Lieut. J. O. Nix, Winnipeg, 59, 127; Company Sergt. Goodhouse, 60, 128; Captain J. H. Vincent, Hamilton, 67, 126.  
Scores for England were: T. S. Smith, Staffordshire Regiment, 69, 139; Kelly, North London, 60, 130. Scores for Scotland were: Lieut. Munroe, 71, 129; Maxwell, Suffolk, 67, 123.

Shoot-off for Places.  
In the shoot-off of 275 marksmen for seven places in the final stages of the King's prize competition, Private Robert Edmund, Toronto, was 28th, and Company Sergt.-Major Goodhouse was 27th.

The shoot-off for additional places for the second stage of the St. George's found the Canadians placed as follows: Private Edmund, 10th; Capt. Vincent, 19th; Private Irvine, 142nd; Lieut. Skinner, 144th, and Capt. Crowe, 145th.

Capt. F. R. Martin failed in the tie for the remaining places in the King's prize final.  
Major Northover, Winnipeg, chosen originally as a member of the Canadian team in the McKinnon Cup competition, was slightly sick today, and his place on the team was taken by

## MEETING TO RATIFY STEEL MERGER DEAL

Shareholders Canada Steamship Co. to Consider Agreement on July 24.

Montreal, July 16.—The special meeting of Canada Steamship shareholders to ratify the British Empire Steel merger deal, has been called for Saturday, July 24. Proxies are in the name of J. W. Norcross, or failing him, C. A. Bernard, K.C., or failing him, W. J. Haney, both of the latter being vice-presidents.

The agreement is along different lines from that made in either of the steel mergers, as by the agreement the steamship company undertakes for a period of 25 years from after the first day of July, 1920, to operate and manage the business of Canada Steamship Lines, and to conduct the same in all respects as efficiently as heretofore, for the profit or loss of the British Empire Steel Corporation who shall be entitled to any surplus profit arising therefrom, after deduction therefrom of all expenses of such operations, including management and direction expenses, and the further deduction afterwards mentioned in the agreement, the British Empire Steel Corporation on its part, to bear any loss or deficiency.

By the second clause of the agreement the Canada Steamship Lines assures the maintenance of the 7 per cent dividend on the common stock of the company, and it is specified that if this were not earned, the British Empire Steel Corporation covenants and agrees to supply the deficiency as required.

## TWO SHIPS SAIL TODAY.

Montreal, July 16.—The Canadian Pacific Ocean Service liner Corsican sails tomorrow morning for Liverpool from this port with 430 cabin and 300 third-class passengers, while the Saturnia sails the same day with a full complement, making about 5,000 passengers on the two ships.

Washington, July 16.—Assistant Secretary of the Navy Roosevelt announced today that Rear-Admiral Benton C. Decker's recent attack on Secretary of the Navy Daniels and himself probably would be passed over as "not worth bothering about" and no disciplinary action taken.  
Admiral Decker in recently published letters to Chairman Hale of senate naval investigating committee, charged the Secretary Daniels with having "deliberately and intentionally" misrepresented certain facts in his testimony before the committee. He also alleged that Mr. Roosevelt had introduced the element of political expediency into the naval administration and was sacrificing the good of the navy to such ends.

## FIND YOUNG PERUVIAN'S BODY.

Cobalt, July 16.—The body of Pedro Marconelli, the Peruvian mining student from McGill, who had been missing for a week, was taken from Cross Lake last night. The young man was drowned when the canoe in which he was sailing was upset.

## WORLD'S DAILY BRAIN TEST

BY SAM LOYD.  
5 Minutes to Answer This.  
No. 248.



While traveling in Arabia, I, one day sat down to luncheon at a roadside tent with two natives, who provided a frugal repast of bread. One man contributed five loaves and the other three, and I accepted their invitation on condition that I should be permitted to pay for my portion of the meal. We had equal shares of eight loaves, which were entirely consumed, and upon taking my leave, I laid down eight pieces of silver to pay for my part of the banquet. The contributor of the five loaves appropriated five pieces of the silver, and left three for his partner, who objected to the division, and insisted on half of the money. I refused to adjudicate the matter off-hand, but figured out as I strolled along on my journey. How do you think they should have equitably divided the eight coins?

ANSWER—NO. 247.  
GOAL—plus ADDER, minus LAIDER, plus TRAIL, minus RAIL, leaves GOAT.

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## JUDITH OF BLUE LAKE RANCH

By JACKSON GREGORY.

### CHAPTER XIII. (Continued.)

Hampton did not see them, did not seek to see them. Something new, vital, big, had swept suddenly into his life. He was at grips first-hand with unmasked, pulsing forces. A tremor went thru him and he was not ashamed of it; for it was not the quaking of fear but the thrill in the blood of a man who, plucked from a round of social artificialities, finds himself with the smell of burnt powder in his nostrils, and who feels a swift eagerness for what may lie just yonder waiting for him. "They're at it now!" he whispered to Burdett. "Men—yes, and a girl—were shooting; not at just wooden and paper targets, but at other men! At men who shot back, and shot to kill."

"Listen," said Burdett. "Somebody's in the old cabin; somebody's outside. Which is which? We got to be awful careful."

They began a slow, cautious approach, slipping from bush to bush from tree to tree, standing motionless now and then to frown into the folds of the night's curtains. Abruptly the firing ceased. They made out vaguely the two forms of the attackers, having located them a moment ago by the spluttering flames from their guns. Then, "Got enough in there?" came the snarling voice of Quinton. "If you haven't, I'm going to burn you out as I'm damned to you!"

He got an answer he little expected. For Hampton, running out into the open, now that he knew that Bud and Judith must be in the cabin, was firing as he came. Burdett's rifle spoke with his.

"Run for it, Shorty!" yelled Quinton. "You know where we're up against the Blue Lake boys."

"Bud!" shouted Tommy. "Oh, Bud!" "In the cabin," came Bud's ringing answer. "Give 'em hell, Tommy! Coming!"

With his words came the sound of the door snapping back against the wall, the reports of Tommy's rifle and Hampton's pump had led after two racing forms, two forms of the attackers, having located them a moment ago by the spluttering flames from their guns. Then, "Got enough in there?" came the snarling voice of Quinton. "If you haven't, I'm going to burn you out as I'm damned to you!"

"They'll get away!" shouted Hampton, a sudden red rage upon him. "Curse it! It's too dark!"

Then Tommy gave over shooting and yelled to Lee to hold his fire. For instead of two there were three flying forms, three fast-racing, blurring, shadowy shapes merging with the night. Pollock Hampton, his rifle clubbed in his hand, was running with a college sprinter's speed after Quinton and Shorty, calling breathlessly: "Look out, they'll get away!"

Once Quinton stopped to shoot back. The hissing lead went wide of the pursuer and he gave over firing and settled down to good, hard running, disappearing from Hampton's staring eyes. But Shorty was still to be seen, running heavily.

"Don't shoot, Bud!" cried Tommy again, as two figures ran out there—the cabin. "Hampton's out there—the crazy fool!"

"Hampton, come back!" shouted Lee, running after him.

But Hampton was gaining on the heavy-set Shorty and had no thought of coming back. Nor a thought of anything in all the wide world just then but overtaking the flying figure in front of him. Shorty stumbled over a fallen log and rose, cursing and calling:

"Christ! Lend a hand!"

That little chance of an uprooted tree saved Hampton's life that night. Shorty, falling, had dropped his gun and hurt his knee. For a moment he groped wildly for the lost rifle, then ran on without it. Hampton cleared the log, and with a yell rather befitting a victorious savage than the

young man whom Mrs. Langworthy hoped to call her son, "tore his arms about Shorty's neck."

"I got him!" shouted Hampton, "glory!"

Shorty drove a big brutal fist smashing into his captor's face. But Hampton merely lowered his head, hiding it against Shorty's heaving shoulder, and tightened his grip. Shorty struggled to his feet, shaking at him, tearing at him, driving a fist after the other into Hampton's body. But with a grimace of purpose as new to him as was the whole of tonight's adventure Hampton held on. Judith and Lee and Burdett came on. Now suddenly, with other hard hands upon him, Shorty relaxed, and Hampton, his face bloody, his body aching, sank back. He had done a mad thing, but triumph lay in that he had done it.

"A man never can tell," muttered Bud Lee, with less thought of the captive than of the captor—"never can tell."

"I am thinking," said Judith wearily, "that I never quite did you justice, Pollock Hampton!"

Continued Monday Morning.

## EMPHATIC DENIAL BY P. M. DRAPER

Refutes Story That He Used Sum of Money in Bribing Trades Council Delegates.

Ottawa, July 16.—An emphatic denial of the statement attributed to a delegate of the Montreal Trades and Labor Council in that city last night, to the effect that he had used sums of money in bringing delegates to Trades and Labor Congress conventions, was made by P. M. Draper, secretary of the congress, this morning.

Secretary Draper also states that he merely acted as agent for the president, Allan E. Barker, of the International Brotherhood of Railway Maintenance and Shop Workers in the disbursement of the \$50,000, which was sent to him by Barker. He declared that the money had been properly used for the purpose for which it was intended.

Mr. Draper belittles the attack made upon him by Delegate Kerrigan of Montreal, who, he states, belongs to the revolutionary socialist type of worker.

## COBALT MINING CAMP SHIPS SIX CARS OF ORE

Cobalt, July 16.—Six cars of ore from as many different mines comprise the shipments for the week from this camp. The aggregate weight is 222 tons. The details are: Nipissing, 86,390 pounds; Larose, 90,666 pounds; Dominion Reduction, 64,000 pounds; Timiskaming, 82,366 pounds; Hudson Bay, 40,278 pounds; Conkling, 61,485 pounds. There were no bullion shipments during the week.

"Trans-Canada" Limited, All Slugging Car Train, Toronto-Winnipeg-Vancouver.

From Toronto 9:00 p.m. daily, via Canadian Pacific; 25 hours to Port Williams, 87 hours to Winnipeg, 47 hours Calgary, 88 hours to Vancouver. A business day saved on transcontinental journey. This train carries first-class sleeping car passengers only. Further particulars from Canadian Pacific ticket agents.

## For Your Outings

The pleasure of your outings will be vastly increased if you wisely include in the hamper a liberal supply of O'Keefe's.

Pure and healthful, these pleasing beverages help to overcome the tiredness following the activities of outdoors on warm days.

Your grocer will supply you with a case.

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