

THE TORONTO WORLD

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RAILWAYS AND PUBLIC OPINION.
In the course of an address on "Socialism and the Railroads," delivered before the Traffic Club of Pittsburgh, and published in the current number of the Railroad Gazette, Col. H. G. Prout, a general director of the railway in question, that now threatens to overwhelm them. Into this part of his address he does not propose to enter, but in closing he urged as a duty of the officers of the railroad companies to try to build up a correct public opinion. To his mind much of the public feeling against the roads has its root in little disagreeable things in the relations between subordinate officers and employees and the public.

He illustrated his point by a little story concerning his experiences some years ago among the English railways. On leaving he went to say good-by to the general manager of the Great Northern Railway, to whom he was under obligation for courtesies. "I told him," said Colonel Prout, "that I had been running about in yards and stations and railroad warehouses and a lot of places where I had no business to be, that I had practically lived on the railroads for three weeks, and that, from the time when I set my foot on the British Islands until the moment of leaving, I had not had an unkind word or act from any British railroad servant. This did not seem a very surprising thing to me."

Applying the moral of his story to United States conditions he said:

"In our own country it is the exception to get civility from the minor officials and employees. Every time that a man pays a ticket he runs the risk of more or less gross incivility. It would be hard for us to overestimate the accumulated influence of the display of bad manners towards the public, so characteristic of the minor officials of the railroads of our country. I have not the slightest doubt that this has been an influence of very great importance in creating the widespread hostility of which we see so many signs and which is expressing itself now in costly and disastrous legislation.

The spirit shown in that lack of courtesy is also at the bottom of the universal indifference to the public safety which is another of the characteristics of present day railroading. Railroad officials appear to think that the public should be so overwhelmed with gratitude at the condescension shown by the companies in providing transportation, however indifferent and expensive, as to accept without denounce whatever comes to it. Once the railway companies and their officials have it brought home to them that they are public servants, not public bosses, there will be better hope for reasonable safety and an ordinary measure of civility.

EXAMINATION GRIEVANCES.
The annual crop of protests against the advised examination paper is now in hand. This year it is the "written

reading" paper of the high school entrance—whatever "written reading" means; also the history and the physics papers of the junior teachers.

A morning journal takes the defective entrance paper as a text for its periodical sermon against all examinations in general, and the high school entrance in particular. Mr. Stothers, the prolific educational critic of Ottawa, waxes eloquent over the stupidity of the history paper for teachers, and the ferocity of the physics. Unlike his journalistic contemporary, Mr. Stothers does not find the remedy in the abolition of the examination test, but in the overhauling of the examination machinery.

In so far he is wise, and we agree with him. One swallow never makes a summer, and one silly examination paper never proves the inefficiency of official examinations as a stimulus and guarantee of good teaching. So long as examiners are men and careless in supervision is permitted, there will be blunders in this, as in every other, form of human activity. Until some better scheme of regulating the work done in our schools is devised, it is folly to clamor for the removal of the only tangible and independent method of keeping check thereon from a public and provincial, rather than a private and local, point of view.

We are in accord, however, with Mr. Stothers in the contention that with so many "experts" around the education department the tendency to blunders should be minimized. A new set of examiners should be appointed next year, and greater alertness shown in criticizing faulty papers behind the scenes before the damage is done by launching them at the defenceless heads of the boys and the girls of our public and high schools.

Judging by the percentage of successful pupils at the Toronto high school entrance, the "written reading" could not have been fatal in its effects. When 75 per cent. of the candidates pass, and pass well, there can be no grievance locally as to the hardships of examinations. Let them be purged, however, as far as possible, of all defects.

THE NEW AGRICULTURE.
Agriculture is at once the oldest industry and the newest science—a science, too, which, tho it can never become exact, possesses for that reason a fascination as infinite and as various as nature itself. Industry in these days is steadily becoming more specialized—the individual worker is lost in the organization of which he is but a stereotyped part—his life is an unceasing repetition of acts which from long use become simply automatic. But the farmer can be as individualistic as he pleases, because the environment of his work is endless in its changes. Nor is there any possibility of exhausting the opportunities for improving his methods and his means of extracting the wealth that is ever latent in the soil. Not a year passes without some new discovery and invention in the realm of agriculture, and the more science becomes its handmaid the more insistent and irresistible will become the call of the land.

No man can doubt that the extraordinary activity shown in recent years in the direction of agricultural investigation on scientific lines must result in materially improving the position of the agriculturist. It has been well said by Dr. Byard Collins that "we are at the beginning of an era wonderful in the annals of agriculture—an era in which experiment and foresight and imagination as never before will transmute the land into wealth and labor bestowed upon the land into wealth and health and happiness and length of days; an era of progress and development as wonderful as any that has hitherto astounded the world in other departments of investigation and endeavor, in which agriculture will progress take her stand side by side with industries such as shipbuilding, and with developments such as those associated with electricity. Modern agricultural colleges with ever-increasing facilities both for theoretical and practical training cannot but imbue their students with the same interest and enthusiasm as are displayed in the pursuit of other branches of science and industry.

With the partial exhaustion of the older farm soils of the United States and the comparative small area of virgin soil of equal quality now available, increasing attention is being paid by our neighbors to the reclamation of their arid lands by irrigation and to the restoration of soils by artificially renewing the elements of which they have been deprived. Similar movements are in progress in India and other countries which have been long under cultivation and where the increase of population and the necessity of changing the nature of the product appears likely to result in an economic advantage. Some extraordinary yields have been reported in the Western States, particularly California, as the immediate result of irrigation. Eight tons of alfalfa and five tons of timothy and clover have been mowed from a single acre during the year. One acre in potatoes will yield 13 tons and one acre of orchard will bear 12 tons of product. Onion growers have realized as much as \$600 from a single acre.

There is an important lesson for Canada in the present agricultural position of the United States. Canada is now much as the States were in the days of the pioneer farmers, who inclined to believe—if indeed they ever thought about it at all—that the riches of the soil were inexhaustible. The notion that the earth needed its strength to be artificially renewed even yet has not become universally realized

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"Hast fed the hungry, clothed the poor?" The vagrant shook his head. "I drank no wine and I was glad, But I did not give them bread."

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Flyers Will Be Liberated on Sept. 11 in London Fair Grounds.

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G. North, secretary of the Queen City Homing Society, was chosen president of the London Fair race meeting. Present: G. North, Q.C.H.S.; vice-president, W. Gould, D.M.P.A.; secretary, P. Dyde, D.M.P.A.; committee, Messrs. Geo. Newberry, Q.C.H.S.; H. May, D.M.P.A.; A. Burgess, Q.C.H.S.; W. Gould, D.M.P.A.; W. Harris, D.M.P.A.; G. Whelens, D.M.P.A.; A. McGee, D.M.P.A.

Mr. E. Goodyear was elected to the position of non-members flying pigeons in the race.

A feature of the meeting was an address by Dr. E. Kendall Richardson on "The Value and Importance of Pigeons in Warfare."

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SMALLPOX IN WEST END EPIDEMIC IS SPREADING

Latest Sufferer a Grocer's Daughter on Mansfield-Ave—Another Case in Yorkville.

The smallpox outbreak which has been causing residents of the north end, particularly parents of children, no little anxiety for some weeks, appears to have extended its boundaries, and the prospects for a speedy stamping-out of the epidemic are not the brightest.

The latest patient is a grocer living on Mansfield-avenue, in the west end. Alarming symptoms were manifested yesterday, and the house was placed under quarantine. A later examination by Dr. Sheard confirmed the diagnosis, and the sufferer was removed last night to the Swiss Cottage Hospital. In the quarantined house are a daughter, who is a third-year student in medicine, a sister, who is a graduate nurse of a Pennsylvania hospital, and a son, a student in pharmacy.

The discovery of another smallpox case on Wickson-avenue, in the north end, the patient being a sister of the young lady taken to the Swiss Cottage a week ago, is not encouraging news for the neighborhood.

The providing of means that would give to Toronto a much-needed free use of a developed water front, as well as afford perfect facilities for the railway needs. The situation appears to be capable of solution in two ways:

1. The elevation of the streets.
2. The elevation of the railways.

A concise presentation of the merits of each would perhaps present a solution and provide for a satisfactory result. The physical features of the south end boundary of Toronto, traversed by the railways, are of a complex character and must be viewed from the standpoint of what will result in the greatest good to the greatest number.

It would appear that each of the several streets having a southerly direction from Queen-street has access to the water front of the city, and these rights must be assumed to be maintained for the citizens in any treatment of the question.

Elevation of Tracks.
Having this in mind, then, let us see what may be done by the elevation of the highways over the railway tracks now situated on the Esplanade. A reasonable assumption would be that each of these streets has a right to the free access spoken of. In that case, then, a bridge and approaches thereto would be necessary.

Commencing at the western end, say, York-street, we bridge over that and Cherry-street, inclusive, ten bridges would be necessary to reasonably serve Toronto's citizens, but which the danger of crossing the network of railways at grade prevents their using.

Assuming that a 4 per cent. grade on these approaches would be a reasonable one, the entire bridge and approaches would be carried on a viaduct of between 600 and 700 feet.

From the northern limits of the railway tracks, the natural rise of ground at the highest point, Yonge-street, would not entail the necessity for the approaches reaching beyond Front and King-streets, but in each event the necessity for carrying a bridge approach to the south would mean the extension of the existing shore line some distance out towards, or even up to, the new Wind Mill line. If, on the other hand, the approaches to the bridge were carried at right angles, then such approaches could only be constructed with serious invasion of the acquired rights of property-holders in that neighborhood.

Bridge Scheme Will Take Years.
In the event of construction, giving a straight approach for these bridges, being decided on, then the completion of a bridge scheme, providing for access to the water front of Toronto, must of necessity be deferred for many years to come.

The comfort of the citizens would be seriously interfered with, not only by the ascent and descent of the approaches, but also by the inconvenience caused by the smoke and trains passing under these bridges, to both pedestrians and vehicular traffic.

There is a serious feature in the bridge question affecting Toronto's commercial welfare, as the lifting of water-borne traffic over these bridges must add to the cost of transportation by a sum of money per ton that would militate seriously against Toronto's welfare, and the phase must become more acute as the years go by, and Toronto's magnificent water front opportunities for the future must be developed in a proper manner.

Another solution of the situation is

ESTATES OF THE DEAD.
Late R. J. Hodge Left Property Valued at \$30,235.

The will of the late R. J. Hodge of Edmonton, Alta., has been filed for probate. He had an interest in thirty-two pieces of property in Edmonton, and some property in Etobicoke Township. The value of the estate is \$30,235.

All of these properties are at the residence of the late R. J. Hodge, who died on June 10, 1907, at his home, 1444 St. James-street, Edmonton, Alta. He was 62 years of age.

James Stirling's will, which was filed for probate on June 10, 1907, at his home, 1444 St. James-street, Edmonton, Alta. He was 62 years of age.

Some \$75,000 is the value of the estate disposed of by the will of the late John Kane of Toronto. This estate is composed largely of mortgages and real estate, and is valued at \$75,000.

Deceased leaves his Jarvis-street and Queen-street properties to his daughter, Mary J. Markey, his great-granddaughter, Eleanor Ann Mary Bryon, to receive the Duke-street property, the Ontario, Duchess and Mill-street houses are left to his daughter, Catherine Markey.

Fifty dollars is left to be paid to the estate of the late John Kane, who died on June 10, 1907, at his home, 1444 St. James-street, Edmonton, Alta. He was 62 years of age.

The remainder of the estate is to be divided equally between the daughters; Mary J. Markey and Catherine Markey.

ACCIDENT ON RAILWAY.
Trolley Hits Hand Jigger and Employee Is Injured.

ST. CATHARINES, July 22.—A hand jigger named by Joe Hurbert, a lineman on the N. St. C. & T. Railway, and a trolley car struck conclusions at the intersection of the main line of the Niagara, St. Catharines & Toronto Railway this morning, with the trolley car running out of the station, and with its head down toward the rail, and did not see the train around the curve. The jigger was sent flying through the air, and was knocked down by a runaway horse yesterday evening, and his injuries may prove fatal.

DAMAGE BY LIGHTNING.
Fine Barn Burned and Several Cattle Killed.

BOWMANVILLE, July 22.—During the electrical storm that passed over this section Saturday night, nine head of cattle were killed on the farm of Allan Bros., near Newcastle, and two horses on the farm of John Oke's farm, near Enniskillen.

A large new barn on the farm of Brown Bros., near Kirkby, in Clarke township, was struck by lightning and burned. It was one of the finest barns, with stables underneath, in the township.

SYMPATHIZE WITH BLAKE.
Westminster Gazette Pays Tribute to the Retiring Statesman.

(Canadian Associated Press Cable.)
LONDON, July 22.—Sympathetic reference to the cause of Hon. Edward Blake's retirement is widely made. Great appreciation is