

## THE TORONTO WORLD

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## THE POTATO.

The Wars of the Roses is a far more poetical thought than the threatened political contest in New Brunswick about root-houses and potatoes. But, after all, how important and useful is the humble potato! It saved the peasantry of unfortunate Ireland and it played a part no less important in the preservation of Germany. There are reasons for the supremacy of the potato for mercy it subjected to a diet of bread and water for ten days. The same man could live upon a diet of potatoes for ten years and suffer no inconvenience.

So remarkable are the blessings conferred upon mankind by the potato that scholars agree that it was the greatest boon to the world that followed the discovery of America.

The potato can be cooked in so many different ways that it never tires the palate.

"Age cannot wither, nor custom stale his infinite variety." Had a man never eaten potatoes he could be fed on them by a skilful cook day after day for weeks, and imagine that he was eating different vegetables every day. For example, how utterly different is a baked potato from a Saratoga, the Saratoga from mashed potatoes, mashed potatoes from a French fried, the French fried from a lyonnaise?

In this connection it is interesting to recall that Napoleon III., in selecting a chef, required every candidate to prepare an elaborate banquet. One candidate seemed to be the best cook, and the banquet which he served up included 40 or 50 courses. When told that he had secured the appointment, the candidate boasted that every course and every dish served at the feast had been made from potatoes.

The potato is the friend of man and a true democrat. Few of us get fruit any more, and within a short time the bulk of the people will not get fresh meat, but the potato abides. It is not only the food eaten at every meal by the poor, but it is also the food eaten at every meal by the rich. When King Edward eats potatoes—and we understand that his majesty has captured the Irish heart by preferring them, "with their jackets on"—in this he is in unison with all his white subjects throughout the world.

Of course, as in people, there are differences in potatoes. Some potatoes are hard, yellow and watery. Many people are foolish enough to suppose that this is the normal potato. The real potato—the potato which makes the discovery of America the boon of

the world—is white, dry, mealy, almost comparable in whiteness and softness to the new fallen snow. One would therefore think that New Brunswick would be happy in having 10 or 15 million bushels, but there is a limit to her capacity.

It is time that some poet arose who, disregarding the daisy, the daffodil and other flowers of the field, would bid his muse to sing of the humble, the useful, the well-beloved potato!

IS THIS TRUE ABOUT TORONTO? Sir Wilfrid Laurier once vespertized a political speech at Massey Hall by referring to Toronto as the "banner city of the banner province of the Dominion." Now as everybody, of course, admits that Canada is the banner country of the world, the conclusion to be drawn is irresistible.

But now comes a British visitor and says that he prefers London. And why? "I have been here for some time," he says, "and I have tried to find out the exact conditions, and so far as I can see you have neither flowers, fruit nor vegetables."

He laments the absence of roses in our private gardens—for which, perhaps, our severe climate may be responsible; he claims that fresh fruit is sold in tiny baskets at prices prohibitive to the common people; he insists that the average hotel and restaurant is serving in mid-August canned corn, tomatoes and other vegetables. Even new potatoes, he claims, are hard to get.

It is possibly true that, considering our natural advantages, we do not live as well as we might, and that aesthetic considerations are to some extent ignored. For example, it is strange in a British country to find so few hedges, which are at once useful and ornamental.

It is possible that after all we may profit by a little friendly criticism, provided, of course, that the critic is fair-minded and impartial enough to begin by conceding that Toronto is the banner city of the world.

## "Which nobody can deny."

## ROCKEFELLER'S APOLOGIA.

John D. Rockefeller has delivered himself, more in sorrow than in anger, regarding the public campaign against the trusts and corporations whereof he is the great protagonist. It is a very self-revealing document, remarkable for what it says and still more for what it ignores. The founder and builder of the Standard Oil Company evidently regards himself as a thoroughly misunderstood benefactor of mankind, who, instead of being pilloried as a melancholy example of misbegotten wealth, should be pinnaled as a model for his country's youth. Whatever he may have been in the past, now he is, with thousands of other frugal people, an investor and stockholder in enterprises on which the prosperity of the nation is dependent, and which possess an unprecedented opportunity to capture the trade of the world.

As for his own achievement in amassing the wealth that makes him the richest individual man that ever walked the planet, he explains that not wealth but business success was his goal. Had he desired money for the enjoyment of money he would have stopped far short of spending his life as he has in the struggle that is business. In other words, to Mr. Rockefeller and others of his kind business is war of the most ruthless description. Great war capitalists have waged their slaughter to a throne and reaped the thousands who fell on the battlefields that were the stepping-stones to their ambition. So in the fields of commerce and industry the business captains of today have also waded to success over the ruin of thousands of their weaker fellows, beaten to the ground by methods less merciful than the sword. This is the pity of Mr. Rockefeller's deliverance. There is a glory in great achievements, in the creation of great industries and in toll for the world, but if they are gained and accompanied by disregard of every principle of morality they end not in honor but in dishonor.

THE LEGISLATURES AND THE RAILROADS.

This is the title of an article in the current number of The American Review of Reviews, in which Robert Emmett Ireton presents a summary of the legislation passed in the United States affecting railroads. From it a clear idea can be gathered of the nature and extent of the revolt of popular feeling caused by the methods and practices which, thru the various state commissions and otherwise, have now become public property. "Thirty-five states in all," says Mr. Ireton, "attempted to enact laws reducing freight or passenger rates, establishing railroad commissions, increasing the powers of existing commissions, regulating car service, demurrage, safety appliances, block signals, free passes, capitalization, liability for accidents to employees, hours of labor, strikes, etc. Scarcely a department or single activity in railroading was overlooked."

Efforts have been made to represent this general and widespread movement as a wanton attack upon legitimate vested interests. This, of course, is not warranted by the facts. The agitation was simply the result of intelligent proceedings of the railroad companies, or, rather, of the financiers

who control the roads and used them for their own personal ends. "For years," Mr. Ireton admits—and he is not a severe censor—"it has been their custom to grant rebates to favored shippers and to discriminate against persons and localities. Convictions under the Elkins Act for such offences were rare until President Roosevelt bestirred himself. Then they came thick and fast. The people and the press learned more of railroad iniquity and double-dealing in two years than either had previously known in a generation."

At the beginning of 1907 Mr. Ireton says the people had weighed the railroads and found them (1) wanting in obedience to law and fair dealing; (2) unable to handle the country's business; (3) tainted with dishonesty and graft; and (4) grossly indifferent to the safety and security of passengers. This is a formidable indictment, and it is not surprising that legislatures generally favorable to railroad interests bowed to the popular will. Passenger fares were either actually reduced or affected in twenty-one states—freight charges were lowered in many states—thirteen states prohibited free passes—eleven created railroad commissions, and sixteen gave increased powers to existing commissions apart from rate regulation. In eleven states suits have been instituted to test the validity of the rate reduction while the roads are giving the new regulations a fair trial in Michigan, Kansas, Wisconsin and Arkansas. In Missouri and Illinois they are being tested for ninety days. Mr. Ireton warns the roads that if they carry the war too far there may be an aftermath since the movement for railroad regulation and control is everywhere manifest and determined and seems to have the backing of the American people. "Recession," he says, "is no part of their present program."

## AT OSGOOD HALL.

Gordon, MacKay & Co., suing on behalf of the creditors of Jordan Bros., insolvent, are asking the court to remove George Jordan, and up in the House of Commons his position as trustee for creditors in connection with the assigned business.

## Refuses to Sell.

A writ has been issued by the Gratiot Ice Co. against Gordon Smith of Whitechurch, claiming specific performance of a certain agreement to sell part of lot 67 in the first concession, Township of Whitechurch.

## Part Dispute.

The Hurley Machinery Co. of Toronto have begun an action against William Albert Rumney, claiming damages for the infringement of a certain patent in connection with a floor dressing machine.

## Action for Damages.

Clara Verral and Charles Verral are suing the Toronto Railway Co. for damages sustained by Clara Verral thru the alleged negligence of the company.

## OUTING LEAVES TRAGEDY.

Frank Eden Leaps From Naphtha Launch and Drowns.

DETROIT, Aug. 11.—Frank Eden, aged 22, of 420 East Alexander-avenue went for a ride with Nicholas Brang of 287 Leiland-street early Saturday evening in a naphtha launch, and, according to Brang, without any warning, he leaped from the boat to the river and was drowned.

The launch was some 500 feet out in the river off the foot of Taylor-avenue, Fairview, where the tragedy occurred. Brang says he poked around in the water for some time, and then, unable to locate the body, he returned to shore and notified Eden's relatives.

There was more delay and some hours afterward the police were notified. Frigate Detective Repp of the Chesapeake street station went to Eden's home, but could learn nothing that throws light on the situation.

## People who know say

York Sparks, that purest charged water, adds zest to the best whiskey and flavor to that not quite so good. Certainly it is perfection as a thirst-quencher; and it aids digestion besides. Try

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who control the roads and used them for their own personal ends. "For years," Mr. Ireton admits—and he is not a severe censor—"it has been their custom to grant rebates to favored shippers and to discriminate against persons and localities. Convictions under the Elkins Act for such offences were rare until President Roosevelt bestirred himself. Then they came thick and fast. The people and the press learned more of railroad iniquity and double-dealing in two years than either had previously known in a generation."

## Junior Matriculations.

ATRICULATION EXAMINATION CENTRES, 1907.

Algoma and Manitoulin.

F. V. Burns, M. T. Bennett, T. R. Buchanan, L. Cahill, M. Hazel, J. L. Kahoe, R. T. Lane, E. McLure, M. Preston, G. L. Rodd, M. E. Scafe, E. E. Smith, E. C. Stinson.

R. B. Burt, C. M. Brown, L. H. Coates, G. Crawford, A. C. Deacon, P. Dowling, G. H. Elliot, M. K. Foley, R. A. Gairne, H. Houghton, E. Hartley, M. H. Hunt, L. M. Hyde, C. Hess, N. H. McQueen, E. A. Moffatt, M. I. Morrison, W. C. Morrison, C. McRae, B. W. Rymer, C. B. Sanderson, G. Schultz, H. C. Wallace, F. E. Weir, S. E. Whyte.

G. Campbell, G. L. Cass, E. Cameron, H. Dinneen, A. C. Ewing, E. Folger, E. G. Gairne, H. Houghton, E. Hartley, M. H. Hunt, L. M. Hyde, C. Hess, N. H. McQueen, E. A. Moffatt, M. I. Morrison, W. C. Morrison, C. McRae, B. W. Rymer, C. B. Sanderson, G. Schultz, H. C. Wallace, F. E. Weir, S. E. Whyte.

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Canning, M. V. Crombie, W. L. Ewing, J. P. Haddock, S. S. Hughes, H. H. Houghton, E. Hartley, M. H. Hunt, L. M. Hyde, C. Hess, N. H. McQueen, E. A. Moffatt, M. I. Morrison, W. C. Morrison, C. McRae, B. W. Rymer, C. B. Sanderson, G. Schultz, H. C. Wallace, F. E. Weir, S. E. Whyte.

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