

## The Toronto World

FOUNDED 1880.  
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MONDAY MORNING, MAY 10.

### STILL VERY MUCH ALIVE.

Mayor Hocken has found it necessary for the first time in some months to remind the citizens that his street railway purchase proposals are not dead. This is evidently not for the purpose of confuting the authorities who have announced every week for eighteen months past that purchase is dead. A new series of assertions that purchase is dead has been formulated by the mayor's personal opponents in connection with some recent legislation and other movements. What is known as the Gooderham bill, a measure designed to prevent the citizens of Toronto voting yes or no on any purchase proposal, was the best evidence this year that purchase was not dead. In spite of the numerous testimonies to that effect last year. But not assured of the lethal character of the Gooderham bill, we now find that the opponents of Mayor Hocken's proposals have been regarding the order for the reduction of rates by the Ontario Hydro-Electric Commission as a kind of coup de grace, from which the mayor's plans cannot possibly escape. It had been suspected that rate reduction was not the single-minded policy it professed to be, and now that we are made aware that it was really aimed at Mayor Hocken's street railway purchase plans are all more in the dark than ever as to what was intended to be accomplished. There was no intention—none whatever, certainly not to discredit Mayor Hocken. So we are told. Neither is there any political intention of any kind whatsoever in the reduction, we are told. We are quite patient enough, having waited so long, to find out just what the object is of forcing the local commission to sell its wares at cheaper rates than it believes it can afford. One thing we are tangibly offered in the way of information, following that mandate for reduction. It is that street railway purchase is dead. And to this Mayor Hocken simply intimates that it is not dead. Tremendous efforts are being made to maintain double car fares, triple car fares, even quadruple car fares in Toronto for seven years or more longer. A wide-reaching lobby was organized in the Legislature to prevent the question being submitted to the people for eight months longer. And finally, we are informed with jubilation that the Ontario Hydro-Electric Commission has given the final blow to the possible speedy public ownership of the street railway in Toronto. Of course it is the vehement friends of public ownership who did this thing. It was a fine public ownership lobby, led by Mr. Gooderham, that carried the postponement measure and it was a fine public ownership majority which defeated such foes of public ownership as W. K. McNaught and Allan Stodolme.

So Mayor Hocken thinks it wise to say that the purchase plan is not dead. It is hardly likely that it should be with half the population of the city clamoring for single fares and nearly the whole population clamoring for better street car service, and the aldermen well aware that their municipal existence depends on the transportation problem being solved. Mr. Gooderham's solution is to ride in a motor car and let the citizens pay two fares. Mayor Hocken's is to take over and consolidate all the city and civic lines under one management, with one fare rates to every part of the city, old and new, at a cost which will be entirely covered out of the fares paid during a period of twenty years, according to some, and of not more than thirty years, according to others. The bargain is a real bargain, and the opportunity is one that only the big interests who have games of their own in view would desire to reject. It is a question whether these big interests, with their central and local stakes to consider, will be able to dominate the situation, and to leave the strap hangers and the suburbanites and shack-town dwellers to suffer the double fare outrage for another seven years.

### ASSESSMENT VALUES.

Assessment Commissioner Edman is reported to have said that critics of the assessment department got the selling price of land mixed up with the actual value. Which means, if it means anything, that no business man ever buys land in Toronto at its actual value, but gives anything up to twice what it is worth. We do not

believe this to be the case. But even if it were, it does not at all touch the point which The World has taken as the basis of its criticism. That point is that the assessment department has over and over again asserted that assessments are made at approximately 70 per cent. of the actual value instead of 100 per cent. as the act requires. In what respect do the selling values and the actual values get mixed up here?

### THE BEEF SHORTAGE.

That for the first time in the history of modern civilization the United States is facing what appears to be a near beef famine is the opinion of Mr. W. J. Kennedy, director of agricultural extension, Iowa State College. In a communication to the International Agricultural Institute he gives his view of the situation which has been gradually approaching since 1907. It is aggravated by the fact that the data Mr. Kennedy has been gathering for some time concerning the world's supply of cattle, show conclusively that in all countries, except Australia and France, the increase in cattle production has not kept pace with the expansion of their population. A careful study of the figures, he says, will clearly reveal the fact that there is a world-wide shortage of cattle and that the most alarming condition of affairs prevails in the United States. As the increase of cattle in France since 1900 was 2 per cent., exactly balanced by the increase in population, Australia was really the only country that showed a proportional increase in cattle, the percentages being 40 per cent. and 18 per cent. Canada's 35 per cent. increase in population contrasted with an increase of only 20 per cent. in cattle and the proportion is probably greater as the result of the large exports since our neighbors put meat on the free list. The United States made by far the worst showing of any country, its population rising by 24 per cent. while its cattle diminished by 30 per cent. Between January, 1907, and January, 1913, the number of beef cattle in that country decreased by no less than 15,970,000 head or about 32 per cent., while its population, increased by about 10,000,000 people. It is clear that farmers who go scientifically about the business of cattle raising will make money for years to come.

### CANADA'S GRAIN EXPORTS.

From statistics published in The Bulletin of Foreign Agricultural Intelligence for March last, issued from the Canadian office of the International Agricultural Institute, it appears that in 1913 Canada exported more wheat than any other country. Her nearest competitors were Russia and Argentina and the figures showed respectively 129,850,000 bushels from Canada, 121,938,000 from Russia (not including Finland) and 102,275,500 bushels from Argentina. The United States ranked fourth with 98,410,000 bushels, but it exported 12,273,700 barrels of flour as against 4,894,500 barrels exported from Canada, an excess of about 7,400,000 barrels. Having referred to the direct and incidental advantages that accompany the milling industry, those figures should stimulate its further development in the Dominion.

In exports of barley Russia led with 175,662,000 bushels, followed at a long interval by the Netherlands with 31,255,000 bushels and Rumania with 16,451,000. Canada came fourth with 13,906,000 bushels, the United States showing about 1,200,000 bushels less. This ranking is, however, affected by the fact that the Netherlands imported over 40,000,000 bushels, the output being evidently re-exports. Canada ranked third in exports of oats with 31,732,000 bushels, being exceeded only by Argentina with 57,499,000 and Germany with 42,787,000 bushels, as against, in the latter case, imports of 32,747,000 bushels. In view of the extraordinarily high estimates of the wheat crop of the United States this year it will be interesting to find whether Canada will maintain her leading position.

### LOYALISTS OF ST. JOHN, N.B., TO CELEBRATE "LOYALISTS' DAY"

(Special Correspondence.)  
ST. JOHN, N.B., May 10.—The program for the celebration of Loyalists' Day, the anniversary of the landing of the Loyalists at St. John, has been completed and it has been decided that the celebration will take place in the York Assembly Rooms on the evening of May 18. One of the speakers that will be present will be T. N. Stark of Boston, who is looked upon in the United States as an authority upon the Loyalists. It is expected that a counter celebration will take place



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TORONTO

### THREE THOUSAND FOR YOUNG GIRL

Miss Law Gets Judgment Against Estate of British Aviator.

WAS SETTLED ON HER

When Her Engagement to Captain Hamilton Was Terminated by Him.

On the same day in the King Edward Hotel, Toronto, where a luncheon will be held at which the Duke of Connaught will be present. The St. John's Luncheon will be arranged by the New Brunswick Loyalist Society, the Woman's Canadian Club and also the three chapters of the Daughters of the Empire.

No migration in the history of nations carried with it more romance, more tragedy than the movement of the Loyalists, men and women who gave up home and fortune in the rebel colonies in the south. The bravest hearts and finest intellects sailed from New York to this more northern coast, or struggled up by land through the inhospitable forests to the unknown Canada. Their axes cleared the land for the new settlements; they faced the privations of winter and the old pioneering hardships rather than be traitors to the flag of their forefathers.

The first operation of the new settlers was to erect a shanty. Each, with his axe on his shoulder, turned out to help the other, and in a short time everyone in the little colony was provided with a snug cabin. The cabins were built somewhat similar to the modern backwoodsman's shanty. Round logs, roughly notched together at the corner, constituted the walls. Openings for a door, and one small window designed for four lights of glass seven by nine, were cut out, the spaces between the logs were chinked with small splinters, and carefully plastered outside and inside.

The settlers were provided by government with everything that they needed, food and clothes for three years, or until they were able to provide for themselves; besides seed to sow on their new clearances, and such implements of husbandry as were then required. Each received an axe, a hoe, and a spade; a plough and one cow were allotted to two families, and even boats were provided for their use and placed at convenient points on the river. Even portable corn-mills, consisting of steel plates turned by hand like a millstone, were distributed amongst the settlers.

### ASK ENFORCEMENT OF CURFEW LAW

Women's Council Irritated at Children Playing on Streets Nightly.

KINGSTON, May 10.—A deputation from the Women's National Council waited on the city council here and asked that the curfew law be enforced to keep children under 15 years of age off the streets by 8 o'clock in the evening during the summer and 9 o'clock during the winter. It was said that the streets of Kingston were filled with young boys and girls every night, and that Rev. A. E. Smart, inspector of the Children's Aid Society, was endeavoring to have some action taken. Kingston police said such a by-law some time ago, but it has never been enforced.

### EMPRESS OF JAPAN SAILS.

The C.P.R. steamer Empress of Japan left Yokohama yesterday.

## AND HE DID

HERE'S RATHER A CLEVER THING I WROTE ABOUT MEXICO—I'LL READ IT TO YOU—



## AT OSGOOD HALL

ANNOUNCEMENTS.  
May 9, 1914.  
Motions set down for single court for Monday, 11th inst. at 11 a.m.  
1. McConnell v. Murphy.  
2. Patton v. Murphy.  
3. Flint v. Belleville.  
Peremptory list for first appellate division for Monday, 11th inst. at 11 a.m.:  
1. Phoenix v. Grand Trunk Railway Company.  
2. British Columbia Hop Co. v. St. Lawrence Brewery.  
3. Maracle v. Whittington.  
4. Dickinson v. Austin.  
5. Williamson v. Playfair.  
6. Sibbald v. Crozier.  
Peremptory list for second appellate division for Monday, 11th inst. at 11 a.m.:  
1. Bingham v. Klippert.  
2. Schultz v. McEwen.  
3. Re Estate Daniel v. T. Fletcher.  
4. Schukle v. Canada Steel.  
5. Millard v. Toronto Railway Company.  
6. Cox v. Canadian Pacific Railway Company.

Master's Chambers.  
Before J. A. C. Cameron, Master.  
Dean v. Toronto General Trusts Corporation—G. F. Deacon, for plaintiff, obtained order allowing amendment of writ of summons. No costs.  
Gaves—J. G. Smith, for defendant, obtained order on consent postponing trial to next Godech sitting. Costs in cause.  
Blouard v. Hogate—J. D. Falconbridge, for plaintiff, obtained leave to issue concurrent writ for service on defendant in St. Hyacinthe, Que. Time for appearance limited to 18 days. Costs in the cause.

Single Court.  
Before Middleton, J.  
Union Trust Co. v. Superior Portland Cement Co.—S. H. Bradford, K. C., for receiver, moved for order allowing receiver to lease farm to reduce the amount of insurance, etc.  
D. C. Ross for the company and liquidator. Order made as asked. Usual order as to costs.

### LIQUOR IS BANNED IN MINE STRIKE REGION

Secretary Garrison Gives Orders to Commander of Military Detachment.

Special to The Toronto World.

WASHINGTON, May 8.—Major Symonds, commanding one of the military detachments in Colorado, was ordered today by Secretary Garrison, to suspend the traffic of liquor in the Louisville-Boulder strike territory, pending the restoration of normal conditions.  
Representative Keating of Colorado thinks the federal troops have settled the strike in his state. He does not believe the strikers will resist the order to give up their arms. Mr. Keating says it is the duty of the state government to provide a law to prevent a recurrence of the conditions that prevailed in the strike zone for several months before the arrival of Uncle Sam's soldiers.

### BIG TRAFFIC ON LAKES.

MONTREAL, May 10.—E. W. Holton, general passenger agent of the Northern Navigation Company, with headquarters at Sarnia, Ont., was in Montreal in connection with the opening of the season's tourist traffic on the great lakes. He predicts a record season of travel on Lakes Huron and Superior. The combination rail and water route to and from the west is becoming increasingly popular, he said. "The any inland sheet of water on the globe are now in service on these waters. No more enjoyable sail can be imagined than that from Sarnia to Fort William, and it is little wonder that traffic shows continual increase. Both for Canadians and extra resident in the United States it is a convenient and pleasurable means of reaching the prairie provinces."

### NONAGENARIAN DEAD.

KINGSTON, May 10.—Arnold Horn, aged 90, the oldest resident of the Village of Kepler, well known all over eastern Canada, is dead.

## "SAFETY FIRST"

is the "Golden Rule" nowadays, which is why you should deal with the Grocer who wraps his goods in

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### LATE A. CHATTERSON WAS BURIED SATURDAY

STEAMER ASHORE ON SMITH'S ISLAND

Drifted on Rocks When Accident Happened to Steering Gear.

Special to The Toronto World.

BROCKVILLE, May 10.—The big steam barge Walter G. Averell of the Rutland Line from Ogdensburg to Chicago, with a big cargo of packages freight, is ashore on Smith's Island, a short distance west of here. Going west last evening something went wrong with her steering gear and before the anchor could be dropped she drifted on the rocks and is resting easily in a sheltered position. Assistance came to the scene of the wreck today, and it is expected she will be released without much difficulty. The extent of the damage cannot be determined.

Published statement that the deceased was connected with the founding of The Cope land-Chatterson Co. business was incorrect, as Mr. Chatterson had not been actively connected with any business for many years, the last ten or which, following the death of his wife, being passed in complete retirement.

He is survived by two daughters and his son, A. E. Chatterson.

### THREE STABLES BURNED.

Three stables rented by Frank Connell and situated at the back of his residence, 413 Sumach street, were totally destroyed by fire at 8.30 last night. As far as can be ascertained the sheds were owned by a nurse, named Miss Green. The damage is about \$200.



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