

The Toronto World

FOUNDED 1880
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 3308—Private exchange connecting all departments.
Branch Office—31 South John St., Hamilton, Telephone, Regent 1948.
Daily World—3c per copy; delivered, 50c per month, \$1.25 for 3 months, \$2.00 for 6 months, \$3.00 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.
THURSDAY MORNING, AUGUST 12, 1920.

Railway Rates and Parliament.

The more the question of increased traffic rates by our railways is considered the more will the people be inclined to think that the board of railway commissioners ought to go slow in advancing them. For one thing, if the principle is to be recognized that the men who work the railways have only to demand an increase in pay for the commissioners to grant it, and to put it on the public, who are the goats, there may be no end to demands of this kind. Or, contrariwise, should the railways show improvement in earnings the men will take good care that they grab it first and that those who pay the freight rates submit. Surely the people who pay traffic charges have a right to benefit by lower rates as well as the men to higher wages.

Then there is the other question of what portion of traffic charges ought to go in the way of interest or dividend on capital invested in the railways. For instance, the Canadian Pacific is still able to pay 10 per cent. to its shareholders and to pay increased wages. Why, then, should the Canadian Pacific be allowed to jump its rates, especially if the men should conclude in that case that they were entitled to another advance in wages? The Grand Trunk would never catch up.

As for the capital invested in our national railways, neither government nor parliament have ever yet had opportunity of deciding what would be a proper sum to fix in the bookkeeping of our railways as representing capital. If the state roads had to compete for traffic against the Canadian Pacific, notwithstanding the mistakes as to capital made in the past by the Grand Trunk, the Canadian Northern or other privately owned line, why should the capitalization of the government lines exceed the capitalization of the Canadian Pacific?

When one considers the claim of the men that any increase in pay must come out of railway charges for services to the public, and the further question of what ought to be fair capitalization, not only for the national lines, but for the Canadian Pacific, on which interest ought to be borne by the traffic, the more do we come to the conclusion that the board of railway commissioners is not the body that should have the final say. The World believes that ultimately parliament will have to settle both of these questions, as they are substantially questions of policy and of national economics; also questions of justice between individuals or groups of individuals.

It would therefore seem, notwithstanding whatever finding the board of railway commissioners may make, an appeal should be carried to the privy council, which, for the time being, represents the government at Ottawa; and that the government should give it the fullest consideration, and then go to parliament for a declaration of policy in the shape of a statute or of instructions to the railway board. There are questions that are above the decision of those exercising delegated authority. The issue in Canada in regard to railway traffic charges may have to be settled in parliament.

Quebec to Control the Brandy Trade of the "Indians" of Ontario.

Our good sister province of Quebec, thru its government, so we are told by the press reports of yesterday, is to take control of all trade in alcoholic liquors to be handled substantially as a government monopoly. The Quebec Telegraph, the local Liberal organ, says:

"The fact that revenues running into the millions could be obtained in this manner, and that the observance of the law would be easier, has influenced the authorities to take these steps."
"No details are available as to the manner in which this control or monopoly will be enforced, but it is quite understood that it will not extend to the sales of beer and wines, which will remain as at present, licensed under the provincial temperance act."
"In regard to the Scott act, the repeal of which was to take place in July, the recall has been delayed till September, to get a more extended view of the question from voters."

In other words the province of Quebec to its own great financial advantage hopes to supply all the liquor requirements of all the other provinces in so far as provincial laws permit. For instance, the citizens of Ontario, under the Ontario temperance act, are free to import any liquor they like from the province of Quebec or elsewhere, provided they keep it in their own houses for their own consumption. They cannot deal in it. And inasmuch as the city of Montreal, which is the centre of the Quebec liquor trade, is only a night's journey

from most points in Ontario, the bulk of this business would go there. Other provinces with laws similar to Ontario could also get supplies from the Quebec government. Also the rum runners who are now developing a great business on the borders of Ontario adjacent to the United States might get their supplies from the Quebec government in the same way. A monopoly of this business, carefully handled, would be worth twenty to forty millions a year to the province of Quebec.

Perhaps, while the province of Quebec is moved by the profit of the thing, their plan might be the ultimate solution of the liquor problem, namely, by some kind of government sale by each province within its own limits.

But this proposal of the province of Quebec and the present shipping of whiskey from the city of Montreal to Ontario, and especially to the county of Essex, and the comments of the press of Montreal on this trade and the illicit form it takes after it gets to our side of the Detroit River, is reminiscent of the old scandal of the brandy trade of old Quebec and old Montreal with the Indians of the country, which is now the province of Ontario. Governors Frontenac, La Salle, Colbert, the first minister at Paris, all the traders of the towns of Quebec, Three Rivers, Montreal, the farmers, the coureurs du bois, were all for selling brandy to the Indians, especially when trading their furs or pelts and buying supplies. Bishop Laval was against it and he did his best to have the sovereign council, the King, the minister at Paris prohibit the brandy trade with the Indians. The traders and their secret associates were too much for the bishop and they beat him out in the end.

And ever since then the main idea of Montreal, especially since its new financial and commercial development is that booze is the way to rule and run Ontario, that we in this province are "Indians" who want Montreal liquor, and they are reaping millions of dollars now in the ancient trade of selling brandy to these parts. Montreal contains immense quantities of Scotch, and offers it to the natives of Ontario when he goes there to trade; they use quite a lot of it themselves; but the predominant motive of the Montreal business and financial man is to regard Ontario as the home of a lot of Indians constantly in need of Montreal brandy. And they see that it comes here no matter what laws are broken. The main inspiration of the city of the St. Lawrence today is, if we read The Montreal Gazette and The Star aright, to supply booze for this very temperance-minded province, and while they are at it to minister to a hundred million thrashers across the Detroit River. Bishop Laval would turn in his grave today if he could realize the enormous shipments of brandy that are sent from the blending cellars of Montreal to "the Indians" on either side of the Detroit River.

The Ontario government and the attorney-general, Hon. Mr. Raney, are acting very much like Frontenac and Talon, the intendant, in promoting and protecting the brandy business of the traders of Montreal and the bootlegging/courier du bois and farmers of the Detroit country.

Call a Halt.

Isn't it about time that Parks Commissioners Chambers was told to let up in recommending the purchase of little bits of park lots here and there in the city at the rate of twenty-five thousand dollars an acre?

If more parks have to be bought, go farther out where land can be got at much lower prices.

We've got enough of the very expensive small bits—bits that were good for the promoters of real estate deals, but too high for the citizens. A parks commissioner's duty is to look ahead and buy big, buy cheap. You'd almost think it had become a profession to buy and sell park property at high prices only.

Toronto and New York.

A week or two ago The Toronto Sunday World published an article by Charles A. E. McHenry in which that gentleman told of a trip to New York where he found a remarkable improvement in the cleanliness of the city, the orderliness of its street traffic and the general street behavior of its vast crowds. The New York Sun later devoted a column and a half editorial to The Sunday World's article, and was evidently much gratified to see a good word printed for New York in a Canadian publication.

Mr. McHenry's chief point was to the effect that fast and noisy motor driving had been successfully dealt with in America's greatest city, and it is the duty of Toronto's civic authorities to find some way of bringing about the same result here. Motorists will be the gainers in the end, a fact which is thoroughly recognized by the Ontario Motor League, which has determined to set its face against infractions of existing motor laws.

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CHIEF CONSTABLE CHURCH: I've got a good mind to run you in.

KAPUSKASING MAN SHOOTS HARVESTERS

Two Workers en Route to Western Fields Shot at and Wounded by Storekeeper.

Winnipeg, Aug. 11.—Two men bound for western Canada harvest fields are in St. Boniface Hospital here suffering from gunshot wounds as the result of an attack made on them at Kapuskasing, Ont., on Tuesday afternoon. They are Ralph Lucan, 23 years old, and Ralph Torrville, 25, both from Halifax.

According to reports given railroad officials, both men were shot by a storekeeper in Kapuskasing when they attempted to force him to give them food. Neither of them is seriously wounded, Lucan being shot in the calf of the leg and Torrville in the thigh.

FICKLE GIRL'S FIANCE ARRESTED AT EDINBURGH

London, Aug. 11.—Captain Paul Miller, to whom Helen Butler, a young Manchester typist, transferred her affections while on the way to Canada to marry a Canadian officer, has been arrested in Edinburgh, charged with false pretences.

Miss Butler was reshipped to England by the Canadian immigration authorities without end, and which committed to marry her original fiance. She endeavored to obtain admittance to a United States at New York, but was refused. Captain Miller returned with her to England.

BIG MARINE STRIKE OVER AT HALIFAX

Halifax, N.S., Aug. 11.—The marine strike which involved at one time two thousand men, and which commenced on June 1, is at an end. Last night, the plumbers, cooper-smiths, and pipe fitters employed at the Halifax Shipyard, the three trades unions that had been on strike after other union workers had abandoned the struggle, and accepted the shipyard's offer of a five-cent increase voted to return to work.

St. Catharines Man Hurt By a Truckful of Hogs

Peterboro, Ont., Aug. 11.—Joseph Turner of St. Catharines, who arrived here last evening to visit his brother, was seriously injured this morning when a truckload of hogs ran over him. His right arm was broken in several places. He was removed to Nicholls Hospital.

TO BE RECORD CONVENTION.

Montreal, Aug. 11.—The clinical congress of the American College of Surgeons to be held in Montreal October 11 to 14, promises to be the largest medical convention ever held in Canada.

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LAY OFF MANY MEN.

Quebec, Aug. 11.—The Quebec arsenal practically closed its doors yesterday by the discharge of the 360 men, before leaving, were asked to first 100 had been discharged. The men, before leaving were asked to leave their addresses in case their services should be needed later.

ST. LAWRENCE SINKS.

Montreal, Aug. 11.—A new low level water mark record has been made in the St. Lawrence River here. Should the water fall much lower the vessels in the Montreal harbor will be compelled to finish loading at Quebec.

Let Us Own All the Roads.

(Editorial, Farmers' Sun, August 11.) It is largely because of the watered stock conditions in railroads that we face a fresh demand for increased freight rates. If the increase is granted, it means that the wealthy shareholders of the Canadian Pacific Railway Co., who now receive 10 per cent. per annum, will have their dividends assured for them. It seems unfortunate that we did not take over the C.P.R. when we were absorbing the Grand Trunk and the Canadian Northern; but the government evidently believed in making two bites of a cherry. We now have one of the most efficient, best-run, privately-owned roads in the world, able to pay its way and return its shareholders 10 per cent., and without end, and subsidized these companies in many other ways. Now they come to us again, like Oliver Twist, holding out their hands and crying, "More, more."

Canada has been very generous with her railroad companies. We have paid out hundreds of millions of dollars in cash bonuses, millions upon millions in land grants, have guaranteed bonds almost without end, and subsidized these companies in many other ways. Now they come to us again, like Oliver Twist, holding out their hands and crying, "More, more."

IN CHARGE OF PLANS TO RAISE REINDEER

Capt. A. H. Living Goes to Labrador—Government Aims to Supply Missionaries.

Ottawa, Aug. 11.—(By Canadian Press.)—Captain A. H. Living of the Dominion parks branch has been appointed to go to Labrador for the object of taking charge of plans to introduce and domesticate the reindeer herds there. At the present time there are about 150 head of reindeer in that locality and it is the ultimate intention of the department to supply the missionaries and the people of the Hudson Bay territory with both a food and transportation system. In order to accomplish this, Captain Living will have to spend the next four or five years traveling various parts of the territory.

"THE RIDEAU"—FOR OTTAWA, VIA CANADIAN PACIFIC.

"The Rideau" leaves Toronto (Union Station) 1.00 p.m. daily, except Sunday, via Lake Ontario Shore Line. Stops at intermediate stations, including: Whitby, Oshawa, Port Hope, Cobourg, Trenton and Belleville. Direct connection for Kingston. Further particulars from Canadian Pacific ticket agents.

WORLD'S DAILY BRAIN TEST

BY SAM LOYD.
15 Minutes to Answer This.
No. 270.

This weather signal presents an interesting dissection problem in the simple proposition that we cut the flag into two pieces which, rearranged, will form a black square. Of course, in cutting out the design it is intended that we discard the little white piece in the centre.

Answer to No. 269.
Neat, Easy, Driver, River, Yours, Ours, Open, Pen, Usurer, Surer.

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JUDITH OF BLUE LAKE RANCH

By JACKSON GREGORY.

CHAPTER XXII.—CONTINUED.

Until Judith had come, there had been nothing that this man loved as he did his work among his horses. He watched them as day after day they grew into clean-blooded perfection; he appreciated their values; he saw personally to their education, helping each one of them individually to become the true representative of the proudest species of animal life. Had he turned his eye now to the herd down yonder he could have seen the animal he had selected for a brood mare next year, the three-year-old destined to draw all eyes as he stepped daintily among the best of the single-footers in Golden Gate Park, the rich red bay gelding that he would mate for a splendid carriage team. . . . He knew them all like human friends, planned their future for each of the sale of each would be no sorrow, but rather a triumph of success. And now, to see them lumped and sold to Doan, Rockwell & Haight—even that hurt. But most of all did Judith's treatment of him cut, cut deep.

"You're a fool, Bud Lee," he told himself softly. "Oh, God, what a fool!"

"The buyers will be here the first thing tomorrow," said Hampton. "Judith says we're to have everything ready for them."

"I'll not keep her waiting," answered Lee, quietly. And with a quick touch of the spur he whipped his horse and left Hampton abruptly, going straight to the plateau.

"Round 'em up, Tommy," he said sharply. "Every damned hoof of them. They go back to the corral."

The quick questions surged up in Tommy's brain, none of them was asked just yet, for he had seen the look on Lee's face.

It was early in the afternoon when Hampton carried his messages to Carson and Lee. It was after dark when Lee, his work done, his heart still sore and heavy, came into the men's bunkhouse. It was very still, the close to a dozen men were in the room. Lee's eyes found Carson and he guessed the reason for the silence.

"Carson was in a towering rage that flamed red-hot in his eyes; under the spell of his dominating emotion, the men sat and stared at him."

"Well, what's wrong?" asked Lee coolly from the door.

"Good goddame!" growled Carson, snappishly. "You start there and ask what's the matter. If there's anything that ain't the matter an' you'll spell it name to me I'll put in with you. The whole outfit's going to pot an' I, for one, don't care how soon it goes."

"Rather a nice way for a cattle foreman to talk about his ranch, isn't it?" asked Lee, colorlessly.

"Cattle foreman?" snarled Carson, with further epithets. "Now will you start on your two feet an' explain to me how in blue blazes a man can be a cattle foreman when there ain't no cattle?"

"So that's it, is it? I didn't know how close you were selling off!"

"Don't say me selling! Way, I got allude to run my cowbrutes all winter, what with the dry feed in them canons."

Just stepping into the courtyard soft under the moon, tingling with the play of the fountains, stirred his heart to quicker beating. He had not set foot here for over two months, not since that night which he knew he should forget and yet to whose memory he clung desperately. This was the first

time in many a long week that he had come out of his way to ask Judith. And now words which Judith herself had spoken to him one day were now at least a part of the cause sending him to speak with her. She had said that he was loyal, that she needed loyal men. He still took her wage, he was still a Blue Lake ranch-hand, he still owed her his loyalty, it came from a sore heart.

If she were hard driven in some way which she had not seen fit to confide to him, if she were forced to make this tremendous sale, if she were mad or had at last lost her nerve, frightened at the thought of the heavy sums of money to be raised at the end of the winter, well, then it still could do no harm for him to speak his mind to her. Hampton had told him the price which the horses were to bring; it was pitifully small and Lee meant to tell her so, to tell her further that he each would guarantee an enormous gain over it if she gave him time. He would be doing his part the she called him meddler for his pains.

Marcia Langworthy, hidden in a big groach with interest, the Lee was un- out his hand to rap at the door when she called to him, saying:

"Good evening, Mr. Mysterious Lee. Have you forgotten me?"

"No, I haven't," he said. "I haven't seen much of you this time, have I? Two reasons for that, I think. One, I haven't the night for one thing, and for another, Hampton has monopolized you, hasn't he?"

Marcia laughed softly.

"To a man of your size the second reason is absurd. . . . Will you sit down? You see, I've granted that you come here to see me. I think you and her eyes twinkled brightly up at him. "You were surreptitiously calling on Mrs. Simpson?"

"I'd love to talk with you," he assured her. "But, as I've just hinted, my work here has got into the habit of running away with me into the night. I really came up for a word with Miss Sanford."

"Oh, didn't you know?" asked Marcia. "Judith isn't here."

"Isn't here?" He frowned. "No, I didn't know. I haven't seen much of her lately and didn't know her plans. Where is she?"

"In San Francisco. Her lawyers sent for her, you know. Something about a tangle in her father's business. Funny, you hadn't heard; she left Saturday night."

Saturday? This was Tuesday evening. Judith had been away three full days. Lee, thinking hurriedly, thought that he saw now the explanation of Judith's ordering a sale like this. Her lawyers had found what Marcia called a "tangle" in Luke Sanford's affairs; there had been an instant call for a large sum of money to straighten it out, and Judith had accepted the solution.

Still, it didn't seem like Judith to sell like this at a figure so ridiculously low. Doan, Rockwell & Haight were not the only buyers on the coast; Lee himself could get more for the horses if he had two days' time to look around; the cattle were worth a great deal more than they were being sold for, even with the market down.

"Did she have an idea what the trouble was before