The Toronto World

A Morning Newspaper published every day in the year.

Telephone—private exchange connecting all departments—Main 252.

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One year Daily, Sunday included	$5.00
Six months, Sunday included	2.50
Three months, Sunday included	1.25
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THE WORLD,
Toronto, Canada.

HAMILTON OFFICE—
Royal Block, North James and Merrick-streets. Telephone 965.
Walter Harvey, Agent.

LONDON (ENG.) OFFICE OF THE TORONTO WORLD—
8 Hart-street, New Oxford-street, W. C. London, England.
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THE CORPORATION PRESS UNMASKED.

In his statement published last Saturday, Premier Whitney referred to the efforts made by the Niagara Power companies to turn public opinion against the policy of the government and to discredit the reports of the Hydro-Electric Power Commission and its expert advisers. He then indicated what The World has on several occasions affirmed without contradiction, that the letters appearing at frequent intervals during the last three months in the corporation-controlled press of Toronto and the province generally, discussing the power question from an apparently independent point of view and professing an anxious desire to serve the public interest, were really prepared by or on behalf of the power companies and their insertion paid for by these companies. There can be no two questions about the true character of these efforts to induce the public to believe that voluntary correspondents, known to the newspapers in question to be writing in good faith, were offering the people the benefit of their honest personal convictions reached by independent investigation. In plain English these letters were calculated to create a false impression on the mind of the reader as to their true character and intent and were nothing better than frauds aided and abetted by the journals lending their columns to give them publicity.

Yesterday one of the leading sinners in this respect published a long and labored apology which amply proved the truth of the old French apothegm—"Qui s'excusera s'accusera." From beginning to end it sought to confuse the simple issue by a multitude of words and to turn the edge of its reproach by irrelevant argument and illustration. It evaded the premier's point of complaint and asked with a fine show of virtue whether he would have "the newspapers give the power companies all the space they desire and publish their statements without charge, as they do his own and the government's and the hydro-electric commission's. Or having opposed their claims and denounced their procedure, would he have the press allow the companies no chance to reply or to counteract the effects of what they regard as editorial attack?" The futility of this line of reply is patent. Neither the premier nor the most convinced supporter of public ownership would for a minute deny the power companies the most ample opportunity to present their case. But they do deny the right of the power companies to appear in the columns of the press, in the guise of voluntary and independent correspondents, without tincture of personal interest and writing exclusively from an honest and disinterested desire to lead the public judgment aright. The companies knew the importance of a popular belief of this kind and for their own purposes intended to utilize it. This is the point of the premier's complaint and to it no word of reply or explanation is vouchsafed.

Premier Whitney went further than this in his statement and wondered "what the people of this province will say when the proofs are laid before them that newspapers, which in their editorial columns denounce the government for the alleged abandonment of its policy in the interests of the power companies, in another column publish statements for which they are paid, made in the interests of electrical companies, denouncing the government for exactly opposite reasons to those given in the editorial denunciation." To this no answer is offered. It is evident enough that in the given circumstances the attitude of these newspapers is indefensible. A newspaper honestly advocating a certain policy would not permit its columns to be used for the purpose of misleading its readers into the belief that an independent body of public opinion was against that policy, all the time knowing that the communications it publishes were being paid for by the very interests it was ostensibly attacking. But the whole transaction is of a piece with the tortuous course pursued by the corporation organs of the province in all public affairs. Many of the newspapers publishing these simulate letters are themselves owned or controlled by members of the electric power combination, and their sincerity in supporting any policy adverse to the interests of that combination is therefore open to the gravest suspicion. The admissions now made with regard to the inner nature of the campaign carried on against the government's power policy should open the eyes of the public and should create a wholesome scepticism regarding the attempts made to discredit the present provincial administration.

BURDENS ON THE POOR.

It appears that at Hamilton the school board sells its text books to the school children and makes an annual profit of about $4000. This profit is not returned to the children or to their parents, but passes into the treasury of the city. It is in effect a tax upon education. It falls upon a class of people least able to pay it. As T. W. Crothers, chairman of the Ontario text book commission, very happily pointed out: "It shifts a burden of $4000 from the rich to the poor."

There are people who bray in favor of corporate as against municipal operation of our street railway system, and assign, as an argument, that every day $1000 is paid by the Toronto Railway Company to the City of Toronto. In other words, 20,000 nickels, wrung from the hands of toil, pass daily into our municipal exchequer and thus relieve the wealthy and well-to-do taxpayer from paying $400,000 per annum of the amount required for municipal government. Would it not be more just to expend this $400,000 in obtaining better service for the people who pay it? Or, if this amount be surplus, should it not be utilized in reducing fares to that extent? Of course, in this particular case, the contract can be carried out only according to its terms, so long as the law directs; but surely it is not a cause of congratulation that our taxes are being largely gathered from scrub women, errand boys, sewing girls, school children and the like.

In Nova Scotia coal is owned by the province. It is exploited by lessees, and people rejoice because they pay into the treasury of the province $500,000 per annum. But there is another side to the question. Cape Breton coal costs the consumer, at the mouth of the pit, far more than it costs the C. P. R. and the G. T. R. delivered in Montreal. Nova Scotia coal is more expensive in Halifax than it is, freight and duty paid, in Boston. The result is that the people of Nova Scotia pay $1,000,000 in excessive charges for their own coal, exploited by the corporations, who bid them rejoice because one-half of that amount is returned in royalties to the provincial treasury.

There is a constant effort on the part of those who are rich, to shift the burden of taxation on to the shoulders of those who are poor. Hence indirect taxation meets us at every turn. It is the true office of government, in a free country, to proportion its burdens to the capabilities of its citizens. For the Hamilton school board to place a tax upon education is in striking contrast with our policy in Toronto. Here the school books are furnished to the children free of cost.

People should not be penalized for sending their children to school.

TORONTO SECONDARY SCHOOLS.

During the past year many theories have been advanced regarding the management of the secondary schools of this city. It seems to be a period of unrest and many have been talking of change, as if change were a proven necessity. The peculiar feature of the case is that where many agree that some kind of change ought to be tried, no two are of the same opinion as to what the change should be.

The introduction of the practical training of high school teachers into the school system of Toronto is a disturbing element in the situation. One school of thought urges that the government take absolute charge of this important provincial function, establishing its own model high school in the neighborhood of Queen's Park, charging a high fee and running the school as a select and perfectly organized institution worthy to be regarded as a model in deed as in name. It is understood that the education department, which has been drawing very heavily upon the provincial treasury of late, is inclined to regard such a scheme with timidity as involving considerable expense when the limit for such purposes has nearly been reached. The advocates of the scheme point to the provincial model school in Toronto as proof of what can be done, both financially and pedagogically, by a government-controlled model school in a community as wealthy as this city is. It is claimed that such a school, if properly managed and kept apart from the city system could be made self-supporting, and some even go so far as to say that it would yield a profit. The outlay on capital account ought to be practically nil if the city would do its duty by voting a grant for building, in view of the relief to be afforded the city in high school accommodation. It is thus argued that the bargain would be a good one on both sides.

The other school of thought advocates a sort of partnership between the government and the city; in fact, the very scheme that was so crudely put forward by the Hon. G. W. Ross as minister of education some years ago, and so contemptuously rejected by the city. The experiment of turning the Toronto collegiates into a field for exploitation by newly-fledged university graduates is not, on the face of it, fraught with beneficent possibilities so far as the schools are concerned. It may be said that what is good for a government-controlled model school is good for the whole school system of Toronto. Why, then, not abolish the provincial model school in St. James' Square and turn the normal school students loose on the schools presided over by Mr. Hughes? The answer in the latter case would be that government control means special organization, special equipment and staff and specially selected pupils. The same applies to high school work. A model high school can never be expected to shine in the way of turning out elaborately prepared university matriculants. The palmy days of the Hamilton Collegiate Institute existed before the time it was made a sideshow for the normal college, under the very kind of partnership that is now proposed for Toronto. In this city those ambitious pupils who aspire to scholarships will shun the school where they will be experimented upon by teachers-in-training and seek that in which the whole time of the regular staff is devoted to the interest of the pupil.

A model high school should be manned by the very best teachers the province has produced. It should be perfectly organized with a limited attendance and small classes. It should not attempt more than pass matriculation on the first three years of high school work. The teachers should be so many that the specialists in charge of departments would have plenty of leisure to direct their departments and instruct the apprentice teachers in the methods of their craft. Fourth form work need not and should not form any part of the work of such an institution. Fourth form work is a matter of scholarship based upon the ability to teach the lower forms. The regular collegiates of the city could be utilized for observation to a limited extent, but no experimenting should be allowed in a school preparing honor matriculants.

The matter of reorganization and supervision of our city high schools is involved in the settlement of the previous question. It has far-reaching ramifications and deserves to be carefully considered.

JUDGES AS DIRECTORS.

While there will be no disposition to question the good faith of Sir John Boyd in becoming a director of the Union Trust Co., and the Great West Land Co., the position in which he is now placed cannot be held to be otherwise than inconsistent with the dignity and prestige of the provincial bench. Judges, like other citizens possessing a fortunate superfluity, are quite entitled to place their investments where and how they will. But there are obvious objections to their undertaking responsibility for the management of the companies with which they are connected. The strength and reason of these objections and again patently exemplified in the pending proceedings before the insurance commission.

As a mere general proposition directors who, either from pressure of other duties or lack of business experience, cannot personally direct and must perforce place unlimited trust in the ability and integrity of their co-members, accept a dangerous measure of responsibility. Their motives may be unimpeachable and their trust pardonable as a personal matter, but they are not doing justice, either to themselves, to shareholders or to the public. Ignorance of the law excuses no one, however innocent it may be! ignorance of matters which he ought to know cannot excuse a man of high place whose name and presence gives weight and reputation to the board with which he is associated.

Sir John Boyd is the victim of the pernicious system tolerated in Ontario which permits the judiciary to travel beyond the proper duties of their office. That system ought to exist no longer, and the judges themselves should be the first to see that it is unsuited to the times. A certain divinity should hedge a judge as it doth a king, and respect for the bench is not fostered when judges descend to the witness box and pronounce what is virtually a judgment upon their own acts. This unfortunate incident in an investigation fruitful in unexpected lessons, will not be altogether regrettable if it results in placing the judiciary of Ontario beyond the reach of cavil and the touch of reproach.

WATERLOO FARMERS ORGANIZE

Raise Price of Milk to Dairymen to 12c a Gallon.

Galt, Sept. 27.—(Special.) — South Waterloo farmers to-day organized a protective association and raised the price of milk to dairymen to 12c a gallon.

They are indifferent as to what the milkmen will do. They say they can sell to Toronto dairies at $1.25 per 8 gallon can, pay express and still be doing better than selling at home.

Brakeman's Condition Critical.

Guelph, Sept. 27.—(Special.)—Engineer Reed, who was injured in Saturday's G.T.R. wreck, is doing nicely, but Brakeman Andrews was somewhat worse to-day and the physician stated that his condition was critical.

GRAIN MAN'S SUGGESTION FOR AVOIDING SHORTAGES

Let Government or Railways Erect Transfer Elevators at Points of Inspection.

The erection at grain inspection points in Ontario of transfer elevators as a means of solving the problems of shortages, the cost to be borne by the government or the railways, was a proposition placed before the government grain commission yesterday afternoon by J. E. Hanna of Toronto, who bespoke for the idea the warm approval of the majority of dealers in Ontario grain. It was declared that the revenue would justify the outlay, and that grain sellers would not object to being taxed up to $2 per car for the privilege.

Enos Campbell, grain inspector of Toronto district, on being asked by Chairman Miller under what provision of the act he received authority to issue export certificates for Manitoba grain, admitted that he could not point out any specific clause, but said he believed the law could be so interpreted as to give him the power. Such certificates were necessary because the western certificates did not set forth the total quantity of grain nor its precise destination.

In reply to Mr. Miller, who asked whether it would not be possible for private elevators to change the shipments so that No. 2 grain might be transmitted under a No. 1 certificate, Mr. Campbell admitted that the quality of the grain might undergo change, tho the quantity would have to remain the same. Manitoba grain did not come under his inspection.

Mixes the Grades.

The statement was frankly made by Mr. Campbell that he at times resorted to the practice of mixing Ontario wheat being sent to Montreal for export. For instance, in cases where No. 3 was overweight the surplus had been added to No. 2, which was certificated as No. 2 after such addition. He thought the practice was one to be countenanced. As No. 1 grain was not exported, there was no danger of No. 1 grain being added to it.

The charge to outside dealers of $9 made by the inspector for taking trips to examine odd car loads of wheat seemed unduly high to the commission. Mr. Campbell explained that in arriving at the rate a third of the office expenses for the year was taken. He said that if there were a number of cars to be so inspected, the rates would not be in excess of those charged in Toronto, where the receipts barely exceeded half the expenses of the office, so that the rate charged should actually be 80c instead of 40c as at present.

Would Mix Grain.

John Melady of Melady & Co., local grain brokers, said he believed it would be better to allow the mixing of grain at the export terminals, and that the present act was defective inasmuch as it did not permit of this. The result was that much grain that would otherwise go out by Montreal was diverted to New York. Mr. Melady estimated that about three-fourths of Canadian grain was exported thru United States ports, and was subject to inspection there. It should be mixed on a reasonable scale. He declared that No. 3 Northern could be shipped from Boston certificated No. 1 and would command in Europe within two cents or three cents of the real article.

Mr. Melady declared the systems of weighing at Canadian export ports to be out of date, and spoke in high terms of the superiority of those at New York.

"Some means should be taken without delay to try and keep Canadian business in the hands of Canadian exporters, so that it won't go thru the foreign ports," he asserted.

"Does all the wheat you handle go across the ocean and sell for the same grade of wheat as you are shipping?" queried Chairman Miller.

"It is absolutely all sold on the same grade as we receive it. It is sold according to the certificate," was the reply.

Suggests Government Elevator.

J. E. Hanna of Wm. Hanna & Co., local dealers in Ontario grain, declared that the shortages in the receipts of grain averaged about one-half to one per cent. or six to seven bushels to the car. He believed the only solution of the shortage problem was for the railways or the government to run transfer elevators to receive the grain directly from cars. He ventured the assertion that 60 per cent. of the grain men were of like views, and would be willing to pay as high as $2 per car for the privilege. The railways would complain that delays would be caused, but there were plenty of delays at present.

Mr. McNair asked the witness where such elevators might be located, and Mr. Hanna replied they should be erected at such inspection points as Niagara Falls, Toronto Junction, York, Peterboro and Montreal.

"It would be a big undertaking for the railways?" suggested the commissioner. Mr. Hanna's answer was that the revenue would fully compensate. At Toronto Junction, for instance, the revenue on the grain that passed thru the elevator for the needs of Toronto alone would be sufficient, not taking into account amount of grain for export.

Want Written Suggestions.

At the morning session the commission instructed Chairman David Plewes of the board of trade grain suction, and Secretary C. B. Watts of the Dominion Millers' Association to draw up statements on behalf of these bodies prescribing systems for proper control of the elevators.

Specific complaints of shortages were made by Hedley Shaw, Toronto, and Wellington Hay of Hay Bros., grain merchants, Ingersoll. Mr. Shaw said that a little over a week ago he had had a shortage of 100 bushels in a carload from Point Edward brought by rail. He expressed dissatisfaction with the work of the weighmasters.

Inspector Campbell gave evidence to the effect that some wheat inspected into terminal elevators as No. 3 had been inspected out as No. 2. He had done this on the authority of the chief inspector at Montreal. It was pointed out to him that this was in contravention of the act, and Mr. Campbell laid responsibility on his chief, who might, or might not, have been acting under orders from the department.

The commission continues to-day.

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Colored Worsted Suit Imported English fabrics—grays, browns or black and white mixtures—small neat patterns or large overplaids. Best trimmings; perfect tailoring; new shapes. Price..... **12.50**

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ANNOUNCEMENTS.

Masters' Chambers.

Cartwright, master, at 11 a.m.

Judges' Chambers.

The Hon. Mr. Justice Teetzel, at 11 a.m.

Divisional Court.

Peremptory list for hearing at 11 a.m.: 1, Harris v. Wright; 2, re Gerow v. Pickering; 3, Rex v. Union Life.

Court of Appeal.

Peremptory list for 11 a.m.: Schwoob v. M.C.R. Co. (continued); 2, Fairbarn v. Township Sandwich South; 3, re Port Arthur and Rainy River Election, Preston v. Kennedy.

Orangeville or Berlin.

Berlin is the place selected for the next trial of the oft-tried case of Gamble against Heggie. On the motion in chambers to change the venue, Orangeville was suggested, but the master has handed out judgment naming Berlin, unless the parties will agree that the trial stand over until the Guelph assizes. Orangeville was not sufficiently "remote" from the scene of action.

Wanted More Information.

The Toronto Railway Co. did not think that William Hall's statement of claim against them was sufficiently clear, consequently they moved before the master in chambers for particulars of the excessive rate of speed with which they were running their cars. The motion was dismissed.

Must Answer.

John Barnard Harris must answer the question as to whether or not he had been informed that his teamster was addicted to drink. The question was asked him upon his examination for discovery in the suit of Virginia Canavan against the Wm. Harris Co. to recover damages for the death of her husband, who was run over by one Bryant, in the employ of the defendants. Master in Chambers Cartwright, before whom the motion was heard, has handed out judgment to that effect.

Railway Appealing.

The Michigan Central Railway Co. is appealing to the court of appeal against the judgment of Mr. Justice Teetzel, pronounced at the trial, allowing the widow of Robert Schwoob $9000 for the death of her husband. Schwoob was a locomotive fireman in the employ of the railway company, and on Nov. 17, 1903, while running on an engine near Attercliffe, in the County of Haldimand, an arch flue blew out, blowing open the firebox door, letting all the water out of the boiler, and so badly scalding him that he died. The engineer saved himself by climbing out of the front window of the cab.

The action was tried twice. At the first trial, before a jury at St. Thomas, the action was dismissed without costs. An appeal was made to the divisional court and a new trial directed. On the second trial the widow was successful, the jury awarding her $3000 and to each of her three children $2000. From the latter judgment the railway company is appealing.

Dismissed His Appeal.

James Miller, a farmer, owns a lot in the Township of Foley, which is partly surrounded by the waters of Otter Lake, out of which lake flows the Boyne River. The executors of the William Beatty estate carry on the business of lumbermen, and in 1905, during their operations, built a dam on the river that backed the water up on Otter Lake and overflowed about 15 acres of Miller's land. He claimed in his action $500 damages, and an injunction to restrain the defendants from flooding his lands. The jury notice was struck out and the action was dismissed. His appeal to the divisional court has now been dismissed with costs.

INSPECTOR ALERT.

Denies That Drunkenness is on Increase in St. Kitts.

St. Catharines, Sept. 27.—(Special.)—License Inspector King said to-day in reference to the statement that there would be some prosecutions as the outcome of the assertion by the Methodists that drunkenness was increasing in this city, that during the past three years drunkenness had decreased 26 per cent. and was still decreasing.

As to the statement that there would be a number of prosecutions, Mr. King stated that he had always been faithful and energetic and that the law could not be better enforced in St. Catharines. No hotelkeepers have been summened within the past few days for breach of the liquor act.

Guelph Hospital Graduates.

Guelph, Sept. 27.— (Special.)—At a public meeting in Carnegie Hall this evening the presentation of certificates and diplomas to the graduation class of the Guelph general hospital took place.

The members of the class are—Miss Waterous, Miss Gibson, Miss Prosser, Miss Burling, Miss Caulfield, Miss Bailey, Miss Cannon and Miss Love.

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