

The Toronto World

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WEDNESDAY MORNING, SEPT. 18, '12.

COST OF DELAY.

Ald. McBride was the spokesman for
the villagers who can see no benefit
to the city owning the slopes of the
Rossdale ravines. For many years the
discussion has gone on about the ac-
quisition for the city of these grounds.
Ald. McBride would wait until the
council decided on a policy. Fortu-
nately they did not decide on his policy
of delay, which has been going on for
years, and adding to the final cost of
the step. Ald. Rawlinson, who is
usually businesslike, declared that it
was a hold-up for a property owner,
after waiting for all the years the ques-
tion has been under discussion, to have
gone on with building operations. If
there be any hold-up it is the council
that has effected it. It is true, as
Mayor Geary pointed out, that the city
advised the Rossdales to get together
and agree to a policy, but this is an
impracticable measure. The city must
take the initiative in dealing with a
number of people with various and
often opposing interests. Every year's
delay adds immensely to the cost of
these imperative courses.

PUBLIC HEALTH

"Old political problems are being
thrown into the scrap heap and people
are demanding new leaders capable of
leading them to a solution of problems
that count far more in the national
welfare and whose solution will result
in greater human efficiency."
These words of Dr. W. A. Evans at
the convention of the Canadian Public
Health Association should be pondered
over by the young men who are grow-
ing up into the responsibilities of pub-
lic life. The old ideals of facing death
in battle and other military and naval
ways are beginning to look rather
crude beside the life and death
struggles entailed by our changing
social conditions. An epidemic often
kills far more than a military cam-
paign. Diseases like consumption,
which carry off three thousand people
in Ontario alone every year, are plagues
far worse than the encroachments of
alien nations. Pure water, clean milk,
food free from germs are of vital im-
portance to the people.
There has been a disposition on the
part of some citizens to undervalue the
work done for months past by Dr.
Hastings in the city health depart-
ment, but the meeting of the health
association should have the good effect
of laying proper emphasis on the im-
portance of their work, many features
of which have hitherto been neglected.

"A PRISON WITHOUT WALLS."

Hon. Mr. Hanna's prison reform ex-
periment at Guelph is now attracting
attention in Great Britain, and an ex-
cellent description of the system he has
introduced appeared recently in The
London Daily Chronicle. Stress is laid
on the beneficial effect on the "pris-
oners," of treating them like human
beings of whom some good can yet be
expected. That of course is the first
postulate if reform, not punishment, is
the object, and the success of Mr. Han-
na's venture will certainly materially
aid the movement elsewhere for radi-
cal changes in the treatment of crim-
inals. The Chronicle's correspondent
wondered as he drove away thru the
unguarded gate in the slender wire
fence whether young Canada had not
something to teach the mother country
in prison reform. The citizens of On-
tario, thanks to Mr. Hanna, have rea-
son to believe that the province has
pointed the way to an entire recon-
struction of the old prison system.

RAILROAD BAITING IN CANADA.

On Friday, September 13, The Toronto
Globe published on its financial page,
without comment, a column and a half
argument in favor of permitting the
railway companies of Canada to in-
crease their freight rates. The article
was headed:

RAILROAD BAITING IN CANADA.

W. Thomson, in Boston Transcript.
On the same day The Godefrich Star
published the same article verbatim on
its editorial page, with the heading:

RAILROAD BAITING IN CANADA.

E. W. Thomson, in Boston Transcript.
The same article also appears in The
Peterboro Examiner under precisely
the same heading.

Now are we unduly suspicious in find-
ing therein something more than a co-
incidence? Did all three newspapers
copy the heading from The Boston
Transcript, which might naturally
enough use the Americanism, "Rail-
road Baiting," instead of "Railway

Baiting." If they did how comes it
that one and all of these papers found
space for a column and a half brief in
behalf of the railway companies, but
omitted Mr. Thomson's opening para-
graph, which indicated that he was not
stating his own conclusions, but was
merely presenting the railway side of
the question? Did they desire the pub-
lic to believe that the views expressed
summed up Mr. Thomson's conclusions
after examining both sides of the ques-
tion?

Or is this the case, and we would
like to have these and some other Can-
adian papers answer "honor" bright:
Was not the article, heading and all,
reprinted from a leaflet furnished by
one of the big railway companies of
Canada? Curious it is that The Peter-
boro Examiner, in lieu of Mr. Thom-
son's opening paragraph, says:

The following observations on the
proposed reduction of freight rates in
the west by this noted journalist
are of interest just now to Cana-
dians. Mr. Thomson says in part:
Curious it is that The Godefrich Star
in lieu of Mr. Thomson's opening para-
graph should in like manner say:

The following observations on the
proposed reduction of freight rates in
the west by this noted journalist
are of interest just now to Cana-
dians. Mr. Thomson says in part:
This is not the first time that The
Globe has been a roaring lion on the
editorial page and a mild and reason-
ing Nick Bottom the Weaver on the
sporting page or on the financial page,
especially the financial.

And, by the way, where does Mr.
Thomson get off? We have accepted
his statement that the views contain-
ed and the arguments set forth in his
much republished letter were not his
own but those of the railway companies.
What are his views? Does he really
believe that there is keen competition
among our Canadian railway com-
panies? Does he really think that
freight rates ought to be higher in the
western provinces than they are in the
western states, because trainmen have
heartier appetites in Manitoba than
their fellows in North Dakota?

We do not blame Mr. Thomson for
not wishing to be held personally re-
sponsible for some of the arguments
advanced by the railway magnates.
But does he not know that his Trans-
cript letter, minus the first paragraph,
is appearing with machine-like regu-
larity as representing his views? Does
he not know that it will appear again
and again hereafter in many journals
thruout the country, willing to feed
their readers upon canned news, canned
editorials and canned comments fur-
nished "ready to serve" by the big
corporations? Mr. Thomson owes it to
himself to say what his views are, now
that he has made a thorough investiga-
tion!

ULSTER—WHAT CONVULSED HER?

Riots in Belfast are as natural as
the bluish on the cheek of a sensitive
child. But they arise from different
causes. Belfast has two cheeks and
one of them or the other is always
being slapped. It hasn't learned to
turn the other, and Sir Edward Carson,
Capt. Craig, Mr. Bonar Law and
some other gentlemen have been de-
claring that it would be quite wrong
to turn the other. Today a great de-
monstration is being held in Ireland,
under the auspices of the new cav-
alers who advocate rebellion and civil
war rather than submission to consti-
tutional procedure.

For many years the Nationalists were
told that if they would abandon meth-
ods of violence and adopt the great
British method of constitutional agita-
tion all would be well. Having adopt-
ed the advice, and under constitutional
agitation, having arrived at the long-
sought goal, Mr. Redmond must be
chagrined to perceive that things are
very far from well, and that the gen-
tlemen who formerly advised him to
give up methods of violence are now
themselves taking up his discarded
policy. What is to be the result? Will
the Nationalists turn the other cheek,
or will they turn back to the old Adam
of unrighteousness whose ways have
become the model and example of
Unionists?

The chances are that the Liberal
Government will be unable in the face
of party defections to maintain itself
in power long enough to carry a
home rule bill. A general election in
all probability would give the Conser-
vatives a following insufficient in itself
to constitute a government without the
aid of other elements. Those who know
the situation are aware that the fire-
brands of the party would sell out Ul-
ster tomorrow for the sake of the sup-
port of the Nationalists in such a case.
Ulster has always been used as a pawn

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Is new to Toronto. It has
its own originality, beauty
and strange shapes.

If you need an ornamental
piece for your Hall or
Parlor, examine these.
Prices run from \$5.00 Up-
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A deposit of one dollar will open a savings account with the
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further deposits of amounts of one dollar and upwards, and full com-
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1828 DUNDAS STREET

In the political game in England. It
is so being used now. The future will
show to what extent it may yet be
used. Ulster is a good deal of a child
after all.

It is said that the Italian population
have considered the necessity of sup-
pressing the street organ. Few nations
rise to such a high pitch of patriot-
ism.

THE BIG COMPANY'S BIG MELON

In spite of denials, the impression is
general that the working agreement
between the two companies now admit-
ted to exist, forebodes the absorption
of the Allen Steamship Line by the
Canadian Pacific Railway Company.
The formal announcement we can well
understand, might be held back until
the consent of the government had
been obtained to the cutting of the \$60,
000,000 melon, which the C. P. R. pro-
poses to slice up and divide among its
stockholders. This gigantic cor-
poration bids fair to become supreme
like any and all, it will not only
largely control the inland transpor-
tation of Canada, but it will also domi-
nate Canadian steamship lines across
the Atlantic and across the Pacific as
well. The company now has a bigger
revenue than the Dominion Government
and its surplus last year exceeded Fi-
nance Minister Whitely's bumper an-
nulus of \$30,000,000. It is probably as
rich in ready money and credit as the
national government and employs a
greater number of people. It will soon
become a question whether this power-
ful corporation can be made to obey the
government and the parliament of
Canada.

The London Free Press has declared
against the melon. It does so in no
unfriendly spirit, but on the contrary
pays tribute to the men of vision and
courage who planned and built our
first transcontinental railway. But the
Free Press does not believe that their
successors, the C. P. R. shareholders of
today, should burden the people of the
west with the high railway rates re-
quired to earn dividends upon inflated
capital and says:

The responsibilities of the Cana-
dian Pacific Railway did not
cease, however, when it had bound
the east and the west together with
hands of steel. Indeed, the respon-
sibilities of the railway today are
greater than they have at any time
been. The greatest issue before
Canada is the question of the Cana-
dian Pacific Railway bending its
energies to meet the issue of Canadian
Pacific Railway and the issue of the
most valued in the market. A few
Canadian Pacific Railway shares
represent a fortune. The company
has absorbed in paying divi-
dends the money that is necessary to
equip it to meet the demands of the
west for railroads. Or is the manage-
ment concerned chief-
ly for the dividends that make for
fat pockets?

The Winnipeg Free Press, delving
into what is for many of us an ancient
history, is now seeking to prove that
the original shareholders of the Cana-
dian Pacific Railway Company took no
such chances as the only one which
\$25,000,000 and the 25,000,000 acres of
land from the government provided for
on the original contract, but repeatedly
obtained concessions, advances, guar-
antees and loans from the Dominion
Government, considerable portion of
which was absorbed in paying divi-
dends. The astonishing statement is
made and apparently proved from of-
ficial records beyond dispute, that these
shareholders had set aside, for divi-
dends, and actually paid to themselves
in dividends between 1881 and 1884 the
aggregate sum of \$18,000,000. The
468,000 actually paid in upon capital
account. There was never, according
to The Free Press, any risking of pri-
vate capital to promote the line, but
rather a systematic ex-
ploitation of national spirit for the ag-
grandizement of a few business men who
sought and have ever since received a
 princely income from a beggarly in-
vestment.

The Saskatoon Phoenix reminds us
that the Canadian Pacific Railway Co.
actually sold to the Dominion the ver-
geland given to it without charge, to aid
in the construction of the line; that
it has received millions of dollars in
the way of subsidies from the Domini-
on and provincial governments and
municipalities for subsidiary lines, and
that it has been exempt from taxation,
valuable land coming from taxation,
and that the company has been able to
desires to protect its present share-
holders. The Phoenix points out that
only ten per cent. of the present share-
holders are Canadians.

The Edmonton Capital takes issue
with many of the statements made by
Sir Thomas in his Winnipeg interview,
beginning a somewhat vitriolic reply
as follows:

While Thomas Shaughnessy was
explaining the policy of the Cana-
dian Pacific Railway with regard to the
\$60,000,000 stock issue, he is pro-
posed to sell to the present
stockholders for \$60,000,000 less than
the market price, he should have
explained by what line of argument
he proposes to justify the stock issue
at all.

Shaughnessy says in effect that
while the government has the right
to absolutely prohibit the stock is-
sue, so would compel the com-
pany to curtail expenditures, that
the company would be unable to
carry out its better, and that
the public would suffer thru an in-
efficient service.

In this declaration Shaughnessy
is making a statement which no-
body in the Dominion of Canada
knows better than Shaughnessy
himself is absolutely untrue.
The Canadian Pacific does not
have to sell one dollar's worth of

making a god of one product, namely,
sugar, and seems well on her way to
do the same with bananas.
But there are other products. Let
our merchants and tourists visit this
beautiful island, and they cannot fail
to be attracted by the opportunities
that await development.
Lewis W. Clemens,
President Canadian Travel Club,
Toronto, Sept. 16, 1912.

LET RATES ALONE DRAYTON'S ADVICE

New Chairman of Dominion
Railway Board Takes Firm
Attitude Regarding West-
ern Freights.

OTTAWA, Sept. 17.—(Can. Press).—
That pending the conclusion of the en-
quiry now being conducted into west-
ern freight rates, these are not to be
increased by the railways was held
down as a rule today by Chairman H.
L. Drayton, K.C., the new head of the
railway board who took his seat for the
first time.
Judging from his first appearance
Mr. Drayton is a man with ideas of
his own and force of character to back
them up. "I consider it entirely im-
proper that any freight rates should
be increased pending the conclusion of
the present enquiry," he stated in the
opening case. "So the railways have
been notified and now have an oppor-
tunity to say why an order should not
issue prohibiting any such increases."
That such general order as a pro-
tection of the board was maintained by E. W.
Beatty for the C.P.R. The rates com-
plained of were not being increased,
only aligned, he stated.
"As far as I am concerned, then,"
said the chairman, "I consider the
usual rules should be absolutely changed.
They say that a tariff becomes
effective 30 days after it is filed. As far
as the railways are concerned, how-
ever, no advance will become operative
under that clause. A prima-facie case
of discrimination has been made out
against the railways. If there are any
alignments of tariffs to be made, how-
ever, such can be drawn to the atten-
tion of Mr. Hardwell, the board's traf-
fic officer."

Mr. Beatty, in reply to a question
from the chairman, stated he would be
ready to attend with the railways
case at the opening of the freight rates
case on Oct. 7, and would file with the
board a summary of the grounds on
which the railway side of the affair
would be based.

GUNMEN WERE NOT IN HIDING

Paraded Daily Before Eyes of
Policemen and Almost Sur-
rendered, Says
Lawyer.

NEW YORK, Sept. 17.—(Can. Press).—
For six weeks prior to their arrest
"Gyp the Blood" and "Lefty Louie,"
wanted as slayers and minutely de-
scribed in thousands of circulars sent
broadcast thruout the country, walked
the streets of New York daily.
Twice they attended Mardi Gras fe-
stivities at Coney Island, and on one
occasion they stood almost in the
shadow of police headquarters, with
detectives supposed to be looking for
them passing in and out, while for
ten minutes the gunmen debated
themselves up.
This is the gist of a statement
given out by ex-Judge Charles G. F.
Wahle, who is defending all four gun-
men under arrest. The lawyer de-
clared emphatically that "Gyp" and
"Lefty" had not been in hiding, but
had walked the streets of New York
and Brooklyn daily in plain sight
of hundreds of uniformed policemen,
and while at Coney Island had rubbed
elbows with many of the eight hun-
dred cops on duty there. They were
preparing to go to Coney Island again
on Saturday night when they were
arrested.

REV. DR. MORRISON INSANE?
Former Brooklyn Pastor Recently in
Limelight, Threatens Suicide.

NEW YORK, Sept. 17.—(Can. Press).—
The Rev. Dr. Morrison, secretary of
the board of inebriety, who had a con-
troversy recently with Mayor Gaynor
over the police station, was arrested
in the mayor's office this afternoon
and removed to Bellevue Hospital for
observation as to his sanity. He
boasted emphatically that "Gyp" and
"Lefty" had not been in hiding, but
had walked the streets of New York
and Brooklyn daily in plain sight
of hundreds of uniformed policemen,
and while at Coney Island had rubbed
elbows with many of the eight hun-
dred cops on duty there. They were
preparing to go to Coney Island again
on Saturday night when they were
arrested.

Low Colonist Rates to Pacific Coast
Chicago and North Western Rail-
way. On sale daily, Sept. 25 to Oct. 10,
from all points in Canada to Los
Angeles, San Francisco, Portland, Se-
attle, Victoria, Vancouver, Helena,
Butte, Missoula, Kalispell, Postville,
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For full information as to rates, routes
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BECAUSE they are Safe,
Sure, and Silent.
Light easily at first stroke,
burn steadily and evenly, with-
out the head dropping off.

COUNT THEM FOR QUANTITY
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Twenty-five Cents, to The World, Toronto, Can. for
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DATE

GLENERNAN SCOTCH WHISKY

A blend of pure Highland
Malts, bottled in Scotland
exclusively for

Michie & Co., Ltd.
TORONTO

SHOPLIFTER SENTENCED

Mamie Stewart of Brantford Got Six
Months in the Mercer.
In the police court yesterday Mamie
Stewart of Brantford was sentenced to
six months in the Mercer for shoplift-
ing in Sator's.
Florence Libby of Fairbank denied at-
tempting to steal a quantity of cloth
from the same store on Monday after-
noon. She stated that she had for-
gotten that it was on her arm when
she walked out of the store. Mrs.
Libby was committed for trial on a bail
of \$100. When the magistrate had given
his decision she collapsed.

BRAKEMAN FATALLY CRUSHED.

LONDON, Ont., Sept. 17.—Brakeman
Higgins, aged 25 years, son of Con-
ductor Higgins, of Stratford, was
caught between cars at Forestburg
and so badly crushed that little hope
is held out for his recovery.
The known species of vertebrates are
estimated by H. W. Henshaw to
amount to number 47,200, viz: Mam-
mals, 7000; Birds, 20,000; crocodiles and
turtles, 200; lizards, 200; snakes, 500;
frogs and toads, 2000; salamanders,
200; fishes, 12,000.

Good Health will be yours if you drink



O'Keefe's
"GOLD LABEL"
ALE

YOU can almost FEEL your
strength coming back, as you
enjoy a bottle of this rich, creamy,
old ale.

Before meals, with meals and after
meals—take it as you prefer. It
will do you good anytime, and all
the time.

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