

The Toronto World.

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RAILWAY QUESTIONS.

We have now a Dominion Railway Commission, a railway committee of the Ontario Executive Council, and a commission to inquire into the question of taxation of railways. Between them they ought to throw a good deal of light on the railway question.

Mr. Hay's defence of the increase in freight rates on the Grand Trunk is a justification for giving the widest possible scope to the inquiry. He says that his company will be obliged to increase freight rates because the Ontario legislature has increased the tax on the Grand Trunk Railway.

The connection between freight rates and taxation being thus established, it will be necessary to compare not only the taxes paid by railways in Ontario and in neighboring states, but the treatment given to customers of the railways. The World is informed that in the fall of the year a 30-day ticket is sold for Muskoka, which can be bought in Michigan for \$3.50, while in Lambton County, Ontario, the price is \$10. There are shippers, the world is informed, who are shipping grain from the United States to Ontario more cheaply than Ontario farmers, and thus adding the Americans in competition against us in the British market.

Local industries are injured by freight and express charges. One western Ontario farmer raised a splendid lot of plums, but was utterly unable to market them owing to the rate of 70 cents a hundred pounds for freight for transportation. He lost the result of several years of labor; the buyers of fruit suffered individually, and the railway companies themselves are every day losing business by their short-sighted policy of discouraging local industries.

A manufacturer in St. Mary's, Ont., used to import pig iron from Wales at a carriage cost of \$4 a ton. From Sydney, Cape Breton, the cost was \$6 a ton.

There is discrimination in service as well as in rates. The World is informed that during the Easter week the price of wheat rose for a short time to \$1 a bushel. Ontario farmers received no advantage, because during the period of high prices no cars could be obtained here. The cars were engaged in hauling the wheat of American farmers thru Ontario. These charges should be inquired into, and the railway companies allowed to answer them if they can.

But while it is well to make these inquiries, however, it is not the responsibility rests ultimately on parliament and governments. They are continually legislating about railways, usually for the benefit of the railways, and they have plenty of opportunities to make good terms for the people. The commissions must not be used as pretexts for delay.

CHAMBERLAIN AT BIRMINGHAM. While there have been persistent reports that Joseph Chamberlain, notwithstanding his prolonged holiday, is still afflicted with that distressing malady—aphasia—public feeling will be considerably relieved by the speech he delivered at Birmingham on Thursday. Certainly it bears no trace of any mental or nervous weakness and seems to have been delivered with plenty of buoyant vigor. But if it was a source of satisfaction to the friends of his cause it will be very much the reverse to its opponents. They have been professing their belief that fiscal reform is a dead issue, that the struggle is over and it only remains for them to do the shouting and bury the remains as decently and decorously as possible. But the jubilation was premature and indeed bears a strong resemblance to the classic device of whistling to keep up the courage.

There is always danger in letting the wish run before the fact and in mistaking the pause before the gathering storm for the stillness that follows it. But people who start with arbitrary assumptions are apt to jump what they have thus rid themselves of, so, on this, as on many previous occasions, the defenders of fiscal inertia will have to take up the weary work again and resume their diatribes, their lampoons and dimly humorous satire.

Mr. Chamberlain's meditations among the tombs of the Pharaohs seem to have led him back to the imperial side of his proposals. He put it in the forefront of his speech and dwelt with marked emphasis on the concessions already made by the great colonies to the imperial idea. It is, after all, the only true ground on which mutual concessions can be urged—concessions which are not really sacrifices, since they are mutually beneficial, and pave the way for greater strength and independence, not of the empire only, but of each of its component parts. And it must not be forgotten that senti-

ment in the over-seas states has not yet fully developed, nor will be while doubt exists regarding the attitude Britain will ultimately adopt. Once fully assured that the motherland is willing to do her part in the evolution of a closer imperial union, and it will not require much effort to awake a generous response. On this matter of empire building under the new conditions colonial opinion leads the way. Necessarily so, since it is the nature of their demands and reservations which conditions the form the British Empire will assume.

They desire closer union without the loss or impairment of their individual autonomy—a union founded in the first place on sentiment, tradition and sympathy, but rendered closer and more indestructible by the growth of inter-trade and commerce and the consciousness of mutual dependence and individual independence. Mr. Chamberlain declared his conviction that, could a referendum be taken in Britain, a large majority would favor his proposals. If that be so, whatever may be the results of any legislative political situation, they will ultimately prevail.

CONTEMPT OF COURT.

The Globe has been commenting on the North Renfrew case while it was sub-judice; or, rather, we should say that it alleged in certain paragraphs before the court that the Globe had been guilty of contempt of court.

The Globe itself, being sub-judice until next Monday, is under the protection of the doctrine which it expounded with great earnestness during the Gamey-Stratton inquiry—namely, that nothing must be said against the accused, and that the accused must not be called anything worse than a barabosha. It would be a sad thing if the county jail should owe his ponderous and marble jaws to receive so staunch a defender of the judicial authority.

But without commenting on the present case, we desire to say that the law relating to contempt of court is full of absurdities and ought to be amended and defined. It was utterly ridiculous to ask the press to keep silence on the Gamey-Stratton case, because Mr. Stratton and his friends, by a majority of four, had shifted the case from the legislature to two judges. The excuse for this proceeding was that the two judges were absolutely free from political bias. Yet it was contended that they might be frightened away from their duty by newspaper articles. To contentment was utterly devoid of any foundation in reason. If election trials or other political cases are to be referred to judges it is because judges are less likely than politicians to be influenced by the comments of newspapers or other matters outside the evidence.

But the main point is that all these political cases are cases affecting the whole people, which the people have a right to discuss in the newspapers or anywhere else. They are not pieces of private litigation, in which comment may be treated as an unwarrantable intrusion. Further, the law of contempt of court ought to be defined. At present it is merely an arbitrary and irresponsible censorship over the press, and the judge ought to be entrusted with such a power.

SCHOOL TAXES ON BONDED INDUSTRIES.

The right of separate school supporters to a special division of taxes on bonded industries is being fought by The Hamilton Times. It supposes the case of a town divided into east and west. Each division is taxed \$1000 a year to bonus a new industry. The industry pays \$500 a year in taxes. Why should all the taxes go to the east and none to the west?

To ask one-half of a community to specially tax itself to bring special benefits to itself is to ask the rest of the community to do the same. To the other half, is not mainly Canadianism. The one good thing about it is that it will discourage bonusing.

The main object of giving the bonus is not to get the taxes from the new industry, but to get the industry itself, and so increase the business of the town. In this benefit all the citizens of the town participate; there is no distinction between Catholics and Protestants. If this advantage is not worth the bonus, the bonus ought not to be granted.

As to the taxes, we see no reason why they should be divided in any different way from the taxes on other property. There is a great deal of property from which separate schools derive no benefit, because it is owned by Protestants or by supporters of public schools. Is this unfair? If not, it does not become unfair by the granting of a bonus. The consideration for the bonus is not the support of one class of schools or the other, but the establishment of a new industry. If The Times thinks, the practice of bonusing industries is wrong, then the present agitation is a waste of time, and the two bad practices instead of one.

HOUSING OF THE POOR.

Foresight is displayed in the action of the Associated Charities of Toronto in sending its secretary to Great Britain to inquire into the question of the housing of the poor. Some persons might suppose that this is a question for old and over-crowded countries, and that Canada, with its vast unoccupied spaces, need as yet give no thought to the matter. Unhappily evidence to the contrary is not difficult to find. Toronto, the city of moderate size, has its slums, its quarters where people are crowded together without provision for cleanliness, comfort, fresh air, light or even decency, and where children find their playgrounds in narrow lanes. If such things are done in the green wood, what may be done in the city? It is wise to take hold of the question before the evil becomes unmanageable.

In the country the evil is of long standing, is recognized and admitted, and public-spirited men are endeavoring to grapple with it. Mr. Frank Walsh, the secretary of the association, will visit London, Liverpool, Brighton, Leeds, Edinburgh, Glasgow, Dublin and other cities where systematic efforts have been made to provide clean, comfortable and sanitary dwellings at moderate rentals, and yet in such a manner as not to perpetuate the different methods, and judge which is best suited to the circumstances of the country.

"I had been troubled with a pain in my back for over a year. I tried everything I could get to rub with and take inwardly, but could not get relief. I was advised to take Dodd's Kidney Pills, and did so, with the result that one box cured me completely."

Mr. Hauss's experience teaches how easy it is to cure kidney disease, if you take it in time and use Dodd's Kidney Pills. But even if the disease has reached Bright's Disease, Dodd's Kidney Pills will cure it. It will take longer, but they have never yet failed to cure it.

this city and country. His journey can hardly fail to have useful results.

On second thought, The Globe may elect to be tried by a royal commission.

Summer is making dead sure that no one will charge it with being premature.

Dr. Sheard says it is no longer necessary to boil water before drinking it. It may be taken with impunity, etc.

The recent fire took away a valuable portion of the city and the insurance companies act as if they intended to collar the rest of it.

The "yellow peril" will turn a sickening white when it learns that Bill Hohenzollern of Germany has conceived a rabid hostility towards it.

A dozen immigrants resolved to return to England as soon as they landed in Canada. That is one of the serious objections to landing immigrants at Montreal.

The Globe now wishes it had been as long in commenting on the North Renfrew by-election as the Ross government was in issuing the writ for the same.

No; the horse boom of the Chaudre is not being rendered inaudible by the outcry of the Ottawa newspapers against the Bell Telephone and the electric light monopoly.

The Toronto Street Railway Company has shipped six cars to Winnipeg. We have the one consolation of knowing that other people will have to do the overcrowding on them.

The railways are increasing freight rates because it knows hard last winter. It would be interesting to know whose bright mind discovered that freight rates all depend on the weather.

AVENUE-ROAD EXTENSION.

Editor World: I think it is apparent that the hopes of the promoters for the annexation were to procure a street railway service at single fare and their vacant lands into competition with the city.

The council seem to sympathize with the promoters; they consent to the extension of the street railway to the city limits; to approve of a fixed assessment at twenty-five cents per lot, and to allow the city to take over the line at any time.

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It is always getting worse.

Indigestion grows into dyspepsia. The stomach is relaxed and the food is not properly digested. The result is a general debility and a loss of appetite.

Indigestion, like many other diseases, creeps on its victim slowly and stealthily. First, there is a general feeling of uneasiness and a loss of appetite. Then the food is not properly digested, and the result is a general debility and a loss of appetite.

It will not pay to neglect the first warning. It is better to take a little of the medicine now than to take a great deal of it later. The medicine is simple and easy to take, and it will cure you in a short time.

Dodd's Dyspepsia Tablets are the relief of the stomach. Letters like that of Mr. Monro of Masson, Que., prove the value of the medicine.

"I suffered from indigestion for 18 months and was in almost constant misery. The nervousness was something terrible, and I could get no rest. I tried everything I could get to rub with and take inwardly, but could not get relief. I was advised to take Dodd's Dyspepsia Tablets, and did so, with the result that one box cured me completely."

You can't find a dyspeptic who has used Dodd's Dyspepsia Tablets.

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NEWS FROM PORT ARTHUR

SHOWS JAPS SURROUND IT

Russian Archibald Forbes Escapes From the Fortress on the Last Train.

Liaoyang, May 13.—Nemirovich Danchenko, popularly known as the Russian Archibald Forbes, who is now in the service of the Associated Press, has just arrived here from Port Arthur, and furnishes the following chronicle of the events of the first week of the investment of that fortress. Danchenko escaped from the beleaguered city by the last train:

"From Thursday, May 8, the powerful fleet of the enemy's cruisers, the Admira, Asama, Idzumi, Iwate and Asama, and the name of which is unknown, together with the flagships Mikasa and the battleships Shikishima, Asama, Asama, and the name of which is