

A Fourth-Choice Leader Without a Policy

(Continued from Page 6.)

under circumstances which amounted to misrepresentation and concealment of fact." The twisted mentality behind this statement will be better appreciated after a perusal of the pamphlet, but it is in line with the Globe policy of dealing in half-truths, "ever the blackest of lies." The truth, the whole truth, and nothing but the truth appears to be an oath that no Liberal campaigner holds sacred. The reader is told that the electric zone is limited in area and that the province is not justified in lending any direct assistance to the project. In South Africa power is being delivered over transmission lines 700 miles long. If anyone will describe a circle on the map with a 700 mile radius centred at Niagara he will discover how much of the province is interested in the power question.

While on this topic it may be observed that the Liberal party has adopted the argument that it is exceedingly wrong for the province to assist in the distribution of electric power, yet it also contends that when the Electrical Development Co. of Niagara was in difficulties, the government should have assumed control of the company's undertaking. Some Liberals argue, further, that Mr. Whitney should have conspired with Major St. Aubyn and the English bondholders to bring about the failure of the Electrical Development Co., so that the province could step in and purchase it, but this is so obviously absurd, both as affecting Canadian credit and the decencies of government that it is not even used seriously. But the argument that Toronto should have had a chance to buy out the Electrical Development Co. is regarded as effective in the campaign pamphlet (page 17), and Controller Harrison actually used it on last Tuesday evening at Mr. Hossack's meeting.

Such speakers should study the facts at once. The hydro-electric power commission has a contract with the Ontario Power Co. for power at \$9. The Electrical Development Co. could not produce power at \$9 and meet their present charges on stocks and bonds. Their transmission line which cost \$3,500,000 and has only 30,000 H. P. capacity can be duplicated for much less, and with the difference that the new line would convey 60,000 H. P. instead of only 30,000. Power at the Falls costs the Electrical Development Co. \$12 or \$13. The Company sells power to the Canadian Niagara Co. at \$12 flat rate.

If the city had bought the plant it never could have got the \$3,000,000 common stock for nothing as William Mackenzie did. The city would have had to assume \$8,000,000 common stock, \$6,000,000 bonds, and \$2,000,000 more to complete the works. It would then have had only a 30,000 H. P. capacity. The Globe knows and the Liberal campaigners know very well that Toronto never could have gone in for such a proposal, never could have profitably handled the power if it had, and before all, that there never was any such proposal made or contemplated by anyone concerned.

The Whitney government has steadily and satisfactorily pursued the Niagara power policy laid down by the hydro-electric commission, which The Globe itself approved. Now that it has been carried almost to completion Liberals do themselves small credit by endeavoring to throw cold water on the scheme or to balk its consummation.

Another question of tremendous import to the province is that of education. Mr. MacKay's misrepresentations of the government and his attacks upon the university policy are not calculated to awaken confidence in his judgment. The Whitney government found the education system of the province starved when it came into power. More money was required, better equipment, higher teaching standards. Since 1904 \$234,425 has been paid out in increased grants to rural schools, the amount in 1904 being \$123,750, and last year \$358,175. For secondary schools the payments rose from \$106,933 to \$134,000 for the same years. Continuation class grants were more than doubled, rising from \$18,230 to \$45,000. A large sum was also appropriated for agricultural classes.

If Mr. MacKay's speeches mean anything he holds this to be unwarranted extravagance which following the Ross traditions he would certainly never have been guilty of.

At a time when teachers were plentiful and the standard could have been raised nothing was done in this direction. A poor grade of teachers naturally brought about a low rate of salaries. Once established it was very difficult to raise it again. The Whitney government having undertaken the task approached it from both points of view. By increased grants they encourage higher salaries, and by better training they raise the standard of teaching. To obtain an adequate staff of teachers, enough for the purpose without creating undue competition on the one hand or a close corporation on the other, is the object in view. A complete reform in the model school training is part of the plan, and Mr. MacKay, eager to misrepresent as usual, declares that the model schools are to be abolished. It is intended to greatly widen the normal school opportunities and four new schools have been built and will be open in September. In the meantime there is a transition period during which any possible lack of teachers will be provided for. Such of the model schools as may be required under the new scheme will train teachers for a higher grade third-class certificate than has hitherto been in force. The fees in both model and normal schools have been abolished, and superior efficiency in every respect is ensured. By declaring that the model schools are to be closed Mr. MacKay perhaps expects to make political capital in the localities that might be affected.

Even less reasonable is Mr. MacKay's attack upon the board of governors of Toronto University, an entirely non-partisan body among whom are a number of well-known Liberals. Instead of allowing the university an approximately steady income Mr. MacKay thinks the old Ross method of living from hand to mouth should be continued, and he pleads with the university to trust the generosity of the government. The university has trusted the generosity of the present government and is perfectly satisfied. No complaints have emanated from the university or from the board of governors on that score. If Mr. MacKay got into power it must be presumed that he is prepared to take away the present fixed income, and restore the old method by which the university had to squeeze and pinch for every dollar it got, and shrivel and stunt its growth for lack of what it was refused by Mr. MacKay's predecessors. No university man can forget the splendid deputation that waited on Premier Ross in 1904 and asked for a modest grant for a new physics building and other necessities. They received a rebuff, such as not even the most cynical of newspapermen who knew Mr. Ross expected. They remembered it in the following January and they have not forgotten it since. And Mr. MacKay now wants them to trust his Ross-engendered generosity.

It is stated that Mr. Ross would not allow the government to pay for a penknife when he needed one at his desk, and that he purchased such things out of his own pocket. It is interesting to know that the generation which strained at gnats and swallowed camels has not entirely passed away. Microbe virtues never compensate for mammoth vices, and this pettifoggery parsimony was coexistent with such ravages on the public estate, pillage of mineral limits, plunder of pulpwood, looting of public franchises, engulfing of such herds of camels as Gargantua himself might have been ashamed of.

Mr. MacKay is not free of the microbe virtues, either. He is very nervous about the price the public will have to pay for its school books. He was quite willing to let them pay \$1.30 for 49 cents worth until Mr. Whitney made the change. He is now trying to persuade the public that later on Mr. Whitney will charge them as much as ever. But Mr. Whitney has promised the public cheap school books and the people trust

him in this as in other matters. It has not occurred to Mr. MacKay to place free school books on his platform, for Mr. MacKay is not progressive and looks backward rather than forward. The people would expect to get free school books from Mr. Whitney before they would get cheap ones from Mr. MacKay.

The parsimony of the late Liberal government put a premium on graft and dishonesty. One of Mr. MacKay's stock arguments at present is the extravagance of the Whitney government. A miser cannot judge of charity, and the niggard graduates of the Ross financial school are no judges of extravagance. The civil service under the late government was starved both as to men and salaries. The civil servants were overworked and underpaid. If they were tempted into partisan channels of emolument their employers were responsible. The natural and necessary expansion following the Ross period of stint and straitening is regarded by Mr. MacKay and his friends as thriftlessness. The increased revenue and the improved efficiency of the service are beyond Mr. MacKay's power to refute. The civil service is one of Mr. MacKay's battlegrounds, however. Not that he advocates civil service reform or makes a civil service commission a plank in his platform. But he accuses Mr. Whitney of adopting the spoils system and treating the service in a partisan way. Duncan Ross asked for a parliamentary return on this point and obtained the information on April 2. It showed that in a staff of 704 there had been 31 dismissals in three years by the new government. Mr. MacKay, however, continues to declare that the spoils system is in force.

It is difficult to discover Mr. MacKay's ground for an appeal against the present government. He ignores or repudiates public ownership, prohibition, suffrage for women, free school books, civil service reform, and non-partisan liquor administration and such planks as might be expected to appear in a modern Liberal platform. He merely finds fault with the Whitney government, and, as has been shown, his criticism is based largely on misrepresentation. He gives no credit to the government for the increased revenue, resulting from higher railway taxes and other sources, but accuses the government of waste and extravagance, although large sums have been returned to the people thru the municipalities. He objects to law changes which have been shown to repay themselves twenty-fold in successful claims. He misrepresents the prison policy, declaring that contract labor has been established when it was shown that until the new farm prison scheme had been completed there was no other way to give the prisoners necessary employment. He is even willing to elaborate the misdoings of his predecessor in office to make a case against the government on debatable matters like the Canadian Northern guarantee and the La Rose settlement. And he is unable to reply to the government argument that these things were forced upon them by the conditions created by Premier Ross.

In the case of the Canadian Northern, for instance, his campaign pamphlet states (pages 19-20): "More than two years before the date of this mortgage the plans of the James Bay Railway were approved thru the City of Toronto into the Union Station." The mortgage covered the line "from its terminus in the City of Toronto." The mortgage followed exactly, as it had to do, the agreement drawn and signed by Mr. Ross. Does Mr. MacKay hold that the mortgage covered the Union Station, which was the terminus of the line according to his own pamphlet? He is aware also that the value of the line was greatly impaired by the completion of the new C. P. R. route. The new terminals were acquired subsequent to the first mortgage and the new arrangement is defended by Premier Whitney as a plain business proposition. Mr. MacKay should deal with it on that basis without misrepresentation if he is able.

It is important to note that the only protest made against the guarantee came—not from the Liberal ranks as he would expect from Mr. MacKay's professions of independence—but from Mr. Whitney's own followers, who at least can call their souls their own. The people are much more likely to trust a party with the elements of spirit of independence within it like the Conservatives than a subservient group of swivel-minded corporation minions.

TARIFF REFORM ISSUE LEADS ALL IN BRITAIN

W. K. George, Vice-President of Sterling Bank, Home From Two Months' Trip Across the Sea.

W. K. George, vice-president of the Sterling Bank, has just returned from a two months' trip to the Mediterranean and the British Isles. He was around yesterday morning getting once more into touch with active affairs in Toronto, and on every hand meeting with the congratulations of his friends on account of his splendid appearance. When Mr. George was seen by The World he was asked concerning the place tariff reform was taking in the politics of Great Britain. Mr. George is of the opinion that it is the one issue in British politics, and that it is rapidly pushing free trade off the boards. "The most remarkable indication of the hold tariff reform has upon the minds of the British public is the fact that in all the casual conversations I took part in or heard during my stay in Great Britain, not once did I hear any defence of free trade, but always ardent advocacy of tariff reform."

Mr. George says that the tariff reformers now look on tariff reform as almost an accomplished fact, and instead of considering how it may be achieved, they are calculating how it can be put into effect. Mr. Balfour's idea is to call a colonial conference and have the colonial premiers tell the British government what they will do if he will do this and so.

Mr. George, being a vigorous tariff reformer, and having an intimate knowledge of the working of protection in Canada, told some of these tariff reformers that they should consider their own position in Canada, and that if they were working well to consider what sort of treatment might be meted out to the colonies.

STANDARD OIL TACTICS.

Railway Getting Oil at Half Price For Advertising Purposes.

NEW YORK, May 25.—The Standard Oil Company, its officials and allied and subsidiary companies, began to-day to submit their evidence in the suit brought by the United States government to dissolve the alleged oil combine.

C. C. Steinbrenner, an official of the Galena Signal Oil Company of Franklin, Pa., was the first witness. He said the Southern Pacific only paid an average of about one-half the invoice price for the oil it used. Figures quoted showed that the Standard Oil Company had returned to the Pennsylvania and the Southern Pacific a loss for advertising purposes, hoping at the same time to ultimately increase the contract for oil to the full 100 per cent.

The New Muskoka Express leaving Toronto 10 a.m. daily except Sunday via Grand Trunk Railway system, runs right to side of steamer The Muskoka Wharf, where connection is made for all points on the beautiful Muskoka Lakes. Connection is also made at Huntsville for Dorset and intermediate points. Secure tickets at city office, northwest corner King and Yonge-streets.

Cook Fighting a Holiday Sport. BROCKVILLE, May 25.—(Special.)—There were dozens on Old Man's island, opposite Brockville, to-day, where a large crowd of Ogdensburg and Brockville cook-fighters gathered to witness the cruel sports.

Several battles were fought, but the local police offered no resistance, as the island is located in American waters. Besides the amounts on each battle, there were side bets galore.

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LORD BERESFORD WILL ASSEMBLE 104 SHIPS

Twenty-Two Battleships. Fourteen Armored Cruisers, Destroyers and Auxiliaries—U. S. Comparison.

NEW YORK, May 25.—A special cable to The Herald from London says: The orders for the manoeuvres and exercises of the British fleet in home waters have just been issued to the officers concerned, and indicate that a very important and interesting series of naval drills will be carried out in the North Sea in July. The number of ships engaged will be considerably over a hundred, including many battleships and cruisers, and the flags of nearly a dozen admirals will be flying.

An instructive comparison may be drawn between the grand display of naval might in the vessels of the United States fleet, which were reviewed by Secretary McCall on May 8, and the fleet which Britain and Germany, respectively, are putting out for their manoeuvres during the next few weeks. In the British fleet there were present forty-four vessels, including eighteen battleships, eight armored cruisers, six destroyers and six auxiliaries. These forty-four vessels carried 22,575 officers and men, and 592 guns of and above the size of a 4-inch, the heaviest gun being that of 12-inch calibre, of which there are forty-eight.

104 British Vessels. The British fleet which, under Lord Charles Beresford, will assemble in the North Sea, will consist of 104 vessels, including twenty-two battleships, fourteen armored cruisers, as well as protected cruisers, destroyers and auxiliary vessels. These 104 vessels carry 85,892 officers and men, and 1,000 guns of and above the size of a 4-inch, the heaviest gun being of 12-inch calibre, of which there are thirty-two.

Part of Fleet to Canada. Such an interception is, however, incomplete unless it is also pointed out that the United States has in Pacific waters in addition to the fleet reviewed at San Francisco a number of useful vessels, including a small squadron of cruisers and a second flotilla of destroyers, and also the British fleet the strength of which will be diminished by the despatch of a greater portion of the Atlantic fleet and some fine armored cruisers to Canada with the R. P. of Wales. Nor have the reserves of the home fleet been taken into consideration, although it may well be that these will be added to the force under Lord Charles Beresford, and will form a very formidable accession to the strength in battleships, cruisers and destroyers.

Other hand, Germany has some fifty additional torpedo craft in reserve, but very little else in the shape of heavier vessels which would lay off and outside her defended ports until a decisive action had taken place between the main fleets.

It is interesting to note how within the last few years England has concentrated the main portion of her naval force in and about home waters. The Mediterranean fleet is now reduced to six battleships, while on all other foreign stations there are merely small squadrons of cruisers.

Maritime Centre Changed. As Lord Escher says in his article, "To-day and To-morrow," in The National Review, "In the Pacific the naval power of England has yielded to the United States in the western littoral and to Japan in the far east. The centre of gravity of maritime power owing partly to the weakness of the French fleet and mainly to the enormous growth of the German fleet, has shifted from the Mediterranean to the North Sea."

Heretofore it is to be found in the Atlantic, and the explanation also for the changed locality in which the British fleet is carrying out its manoeuvres and for the development of what is presently by the most powerful naval force in the world, the North Sea division of the home fleet.

It is not much of its composition that is of interest under Lord Charles Beresford is most interesting, but in the circumstances that even if all the divisions of the home fleet are called out and added to it, not a single officer or man from the various reserves will be drawn upon. Much as the naval administration of recent years has been criticized, there can be no question that regarding the machinery of mobilization there has been a marvellous improvement.

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KNIGHTS OF COLUMBUS AT LINDSAY.

LINDSAY, May 25.—(Special.)—A big convention of the Knights of Columbus was in session here to-day with representatives from Brockville, Kingston, Belleville, Peterboro and some three hundred from Toronto. To-night a dinner ended the proceedings. Some seventy-five candidates for initiation were admitted into membership, and many distinguished members of the clergy were present.

Up to the present there has been no council in Toronto, but the numerous candidates from that city apparently point to the establishment of one.

Burgess Presented to the Big Car Ferry Ontario.

COBURG, May 25.—The board of trade and town council, on behalf of the citizens of Cobourg, to-day presented to the car ferry Ontario No. 1 two large barges—one in black and red, reading "Ontario No. 1," and one in blue and white, reading "Cobourg." C. M. Hays, general manager of the Grand Trunk, and E. H. Fitzhugh, third vice-president of the G.T.R., were present, together with W. H. Smith, general manager of the Car Ferry Company, and Capt. F. D. Forrester of the Ontario. Between three and four thousand citizens cheered the big boat as she departed for Charlotte, N.Y.

Mr. Hays and Mr. Fitzhugh left for a tour of the B. R. & F. system, taking their own private cars across the lake on the ferry.

\$20,000 Fine Sustained.

ST. PAUL, May 25.—The United States circuit court of appeals to-day affirmed conviction and the fine of \$20,000 imposed on the Omaha Railroad, and the \$2000 fine assessed against its general freight agent, H. M. Pearce, in the grain rebate case last year in Minneapolis.

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