

The Toronto World

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WEDNESDAY MORNING, MAR. 28.

Make the Nickel Trust Pay Its Taxes.

The International Nickel Trust has been getting off lightly in the way of taxation. It has cleared, according to the report of the nickel commission, \$31,000,000 in the five years ending Dec. 31, 1915. It has paid in the way of taxes during this period \$160,000, or one-half of one per cent.

The statute which governs is clause 5 of chapter 26 of the Revised Statutes of Ontario, 1914, which reads:

Every mine in Ontario, the annual profits of which exceed \$10,000, shall be liable for, and the owner, manager, holder, tenant, lessee, occupier, and operator of the same shall pay an annual tax of three per centum on the excess of annual profits of such mine above the said sum of \$10,000.

Now, a good many people may be anxious to know how the nickel trust can pay one-half of one per cent. when the law distinctly required it to pay 3 per cent.

The explanation is to be found in the fact that the International Nickel Co. masquerades in Canada under the alias of the Canadian Copper Co. The Canadian Copper Co. owns the land in the Sudbury district, produces the ore and smelts it into matte; then the matte is sold to the International Nickel Co. of New Jersey. The Ontario tax is therefore levied upon the net profits of Canadian Copper Co. instead of the net profits of the International Nickel Co.

What happens, therefore, is this: Canadian Copper sells to International Nickel at so low a rate as to clear only a small profit. When the innocent Ontario official comes round to collect his 3 per cent. tax Canadian Copper officials show a profit so small upon the ore output that the 3 per cent. tax yields a beggarly return of \$40,000 per year.

The reader may ask where the stockholders of Canadian Copper get off. The answer is they get off at Constable Hook, New Jersey. The Nickel Co. owns all the stock of the Canadian Copper Co., and they so regulate matters that the profits are apparently made and the dividends declared at the refining end of the business in the United States. It would be interesting, by the way, to know how much the nickel trust gives up to the Dominion Government as tax on war profits.

For many years past the nickel trust paid into the provincial treasury as taxes the flat sum of \$40,000 a year. Of course the profits were not always the same, and the 3 per cent. tax yields had not always been the same, but it appears that there was an agreement, or as Premier Hearst prefers to call it, a "tentative arrangement." By this arrangement, sometimes called the Hearst-Neill agreement, the province took it for granted that \$40,000 a year was about the sum the nickel trust ought to pay, and that sum was collected. However, during the past year or two no tax whatever has been collected. The government wished to be at liberty to rescind or rescind the Hearst-Neill agreement upon the coming in of the report of the nickel commission.

Howard Ferguson has repeatedly asserted that the province was collecting every dollar that could be collected from the nickel trust under the Mining Tax Law of 1907. The law, he said, was strictly enforced, but the province stood in need of more legislation. The nickel commission, however, finds that the law is all right, but that it has not been properly interpreted.

In the case of minerals like coal, it is evident that a royalty tax to be collected at the pit mouth is a proper method of taxation; but in the case of copper-nickel matte, the commission finds that it has practically no market price, because it all goes to one refining company. The commission, therefore, finds that a tax on net profits was a proper way to make the nickel trust pay up, but that the provincial officials allowed themselves to be hoodwinked.

The Cure For Express Rates.

Toronto citizens are always grateful for small mercies. They have been trained to it. The latest railway board decision about express deliveries is one of the smallest mercies that have been granted in the city's history. Less than a quarter of the accommodation asked for was granted. No doubt there will be the usual excesses made why the corporations should be considered rather than the people. The corporations should begin to take notice of the social phenomena in countries like Russia, for corporation privilege is no more sacred than the privilege of thrones and sceptres. The corporation has no right to any greater privileges than the individual citizen has. If corporations do not restrict themselves to these legitimate limits then they may look for revolutions.

Meanwhile, a great part of the city is deprived of free express delivery. The excluded area includes a large section in the west lying north of St. Clair avenue; nearly the whole of North Toronto and a large section of Riverdale, including the whole of the Danforth avenue district east of Jones avenue.

There is a simple and easy remedy for the disability under which these districts rest. It is the establishment by the government of a proper and adequate parcel post system. There is no reason why the country should not do its own parcel post business, make its own profits and oblige its own citizens. The government that will do such things will be the government of the future. The present inadequate parcel post system shows what can be done in public service. It is only necessary to bring the standard to the level of similar activities elsewhere, to render express rates a secondary consideration.

Col. Lennox's Tender Heart.

Col. Lennox is always at hand to lead a relief party for the corporations. If Germany were organized as a corporation we could scarcely trust him to go out against her. Corporations invite his sympathy and compassion, just as other men are warmed and attracted by the needs and the sufferings of people.

His action in the private bills committee in hurrying to the rescue of the fair damsel, the Toronto Street Railway, which was threatened with danger by that overbearing tyrant, the City of Toronto, was an ordinary act of duty, as Col. Lennox views it, significant of his whole character.

The street car company has been handing its people into cars as the Germans herd their prisoners into railway vans, or wagons, with the result of arousing frequent but mild expostulation. After 120 cars had been burned appeals were made against a state of affairs that was intolerable. Two hundred cars were ordered to be provided by the company.

Col. Lennox's sympathetic heart ached for the company, and he ran in a little jester in the bill in committee to the effect that the city should supply the cars to the company at a reasonable price. Col. Lennox's heart is too soft, and his compassion flows in the wrong direction.

A Way Out in the Balkans.

There may be a way out of the Balkan troubles in the Russian proposals for a federation of republics with a common foreign policy. Russia, Finland and Poland are prepared to adhere to this plan, and the Bulgarians, if they were rid of their Czar Ferdinand, would probably, as Slavs, be willing to come into the federation. We can imagine Serbia replying to overtures from the Russian triumvirate, "Almost thou persuadest me to be a republican."

The basis of such an alliance lies in the fact that the people can trust each other, but rulers, with personal aims and ambitions, do not and will not. There should be no more friction between these nations than there is between the various states to the south of us. The main thing to be observed is that none of the European powers is to be forced into anything objectionable to itself or its people. These forcible dispossessions are not characteristic of republics, and freedom should be able to work out her perfect work in southeast Europe.

WHY HE IS SHORT OF GOLDEN EGGS



DRAYTON AND ACKWORTH FAVOR NATIONALIZATION

Other Member of Railway Inquiry Board Holds Different Views.

By a Staff Reporter.
Ottawa, March 27.—While the report of the commission appointed to make a survey of the railway situation in Canada is not yet in the hands of the government, it is understood that there will be a majority and a minority report regarding the question of the nationalization of corporation owned railways.

It is believed that Sir Henry Drayton, the Canadian representative on the board and Mr. Ackworth, the English representative, favor nationalization and that A. H. Smith, the American representative on the commission favors the continuance of the present system with government aid, but keeping up competition among the three roads.

No Submarines Sighted By St. Louis on Her Trip

London, March 26, 5.30 p.m.—(Delayed by censor.—From a staff correspondent of the Associated Press).—The St. Louis, the first passenger vessel carrying the American flag to cross the Atlantic since Germany's declaration of unrestricted submarine destruction, and the first armed American liner to enter a European port since the war began, arrived this morning. She carried a meagre number of passengers—35 all told—but her holds were filled to capacity with non-contraband freight.

The St. Louis came thru without interruption. No submarines were sighted, nor were there at any time any indications that German undersea boats were after the big liner. If any of them saw the St. Louis they made no attempt to destroy her.

THREE BURNED TO DEATH.

Parkersburg, W. Va., March 27.—Three persons were burned to death in a fire which destroyed the Stephens Hotel and ten other buildings at Creston early today. The dead were Ernest and Lindsey Stephens and Mrs. Henna Mehl. The fire originated in the Stephens Hotel and is believed to have been caused by a leaking gas pipe. The loss is estimated at \$75,000.

The Habit of Thrift

may be best cultivated with the assistance of a Deposit Account. If you have a Deposit Pass Book, you will have an incentive to save the small sums which too often are frittered away in petty extravagances. No matter how small the amount with which you begin, by regularly and systematically adding a portion of your income it will rapidly increase. The Compound Interest at Three and One-half per cent, which we add, will materially assist its growth. You can open an account with one dollar. Obey that impulse. Take a pass book home with you tonight.

CANADA PERMANENT MORTGAGE CORPORATION

Paid-up Capital and Reserve Fund ELEVEN MILLION DOLLARS
TORONTO STREET TORONTO
Established 1855

No More Steam Trains in Ontario Soon.

Some of the newspapers are beginning to find out that there is a great railway question under consideration at Ottawa, and they are trying now to guess what the commission is likely to recommend to parliament. The World has now been telling its readers for weeks what parliament should do, and what it ought to do is to nationalize the railways, beginning with the old Grand Trunk, because it confesses it is already at the end of its tether. The Intercolonial, the Grand Trunk, the Grand Trunk Pacific, the Transcontinental, the Canadian Northern, would make the finest national railroad in America and a great asset for the Canadian people. But it has to be done courageously and in the right way at the start.

For instance, there cannot be any more building of steam railways in the Province of Ontario. We are short of coal now, and we do not want that no more water power is to pass from the United States. Some day soon they may have to refuse us coal because they need it all at home. But we in Ontario have an abundance of water power, and if the Ottawa government and the Toronto government make a strict rule that no more water power is to pass from the state, but it has to be conserved for public use, and especially for motive power for the railways in this province, thereby we will not only be independent of the United States, but we will have cheaper transportation.

But, to get this electric transportation, the work must start right away, and there must be a large development of power on the Niagara River, and a still greater development on the St. Lawrence between Kingston and Montreal, and especially at the Long Sault Rapids, where 1,000,000 horse power may be developed by co-operation between the United States and Canada, or between New York and Ontario, whichever pair will best suit the circumstances. But no more of this power must be let fall into private hands; and 500,000 h.p. our share at Cornwall, will drive a great many cars and trains between Montreal and Belleville and up to Ottawa, perhaps even to Toronto.

A lot more of water power for the movement of trains can be generated on the Ottawa, in the Trenton country, and then right across the whole northern portion of the province, clear to Hudson Bay; practically moving every train in the entire province, and leaving hundreds and thousands of horse-power for industrial and other purposes. But in the meantime a start has to be made on the Niagara and St. Lawrence to get the force to drive the trains that will have to be run over the old Grand Trunk. No more coal for trains in Ontario!

TO BAR ARMED SHIPS.

Denmark Shows Disposition to Follow Lead of Holland.
Copenhagen, March 27, via London.—The Danish Government has not replied to the enquiries from Washington regarding the admission of armed American merchantmen to Danish ports, but the indications are that it will follow the example of Holland in refusing them. American Minister Egan has had several conversations on this subject with the foreign office, but has not cited a precedent which the Danish authorities regard as adequate to justify reversal of the present policy.

RUSSIAN MARKET UNSHAKEN.

London, March 27.—Returns from the state bank and other statistics show that the revolution in Russia produced no serious disturbance of the Russian market, says Reuter's Petrograd correspondent.

WILSON PLANS FIRM MESSAGE

(Continued from Page 1).

His policy, passage of censorship and espionage bills, and provision for the employment of additional secret service agents.

No final decision has been reached as to whether financial assistance should be given the entente allies, but a strong sentiment for such a step exists among government officials. If this is done the government probably will deal directly with the other governments concerned and not through agents.

Col. E. M. House, the president's personal adviser, arrived at the White House tonight from New York. He is expected to stay several days.

Senator Hitchcock, a member of the senate foreign relations committee, conferred with the president during the day, and later he said that he believed Mr. Wilson still had an open mind regarding recommendations to the senate regarding the purchase of the Lusitania. He said that a declaration of war, or a declaration that a state of war exists, would be a declaration that a state of war exists. Afterwards the state department was authorized to make suggestions, but he had not committed himself to any course in his talk with Senator Hitchcock.

West Wants Peace.
"I wished the president to know," he explained, "that I believed my own state and most of the people of the western states are most desirous of avoiding a declaration of war, or a declaration that a state of war exists, until no other course remains open. I approve and I believe the country approves of the steps taken toward defence—of complete preparation looking to war, if it becomes necessary."

CHEMICALLY SELF-EXTINGUISHING

What do these words mean to you? They mean greater safety in the home—surely something that interests you keenly!

Perhaps you have noticed these words and the notation "No fire left when blown out" on our new "Silent Parlor" match boxes. The splits or sticks of all matches contained in these boxes have been impregnated or soaked in a chemical solution which renders them dead wood once they have been lighted and blown out, and the danger of FIRE from glowing matches is hereby reduced to the greatest minimum.

Safety First and Always. Use Eddy's Silent 500s

COL. FOTHERINGHAM ACCEPTS NEW POST

He Will Be Director of Medical Services to Invalided Soldiers.

By a Staff Reporter.
Ottawa, March 27.—Sir Edward Kemp stated tonight that it is intended to create a new office in connection with the C. A. M. C. to be known as the director of medical service in invalids. The officer who will be selected to fill this post will have full responsibility in dealing with and administering the medical and surgical work in connection with the returned soldiers, and his activities will be directed from militia headquarters, Ottawa. Col. J. T. Fotheringham, C.M.G., who has been for some time serving overseas with the Canadian Expeditionary Forces, both in England and France, has accepted the appointment, and it is expected that he will sail for Canada to take up his duties in April.

STARVING OF BRITAIN DIFFICULT UNDERTAKING

One of Socialist Leaders in Reichstag Expresses Views With Candor.

Stockholm, via London, March 27.—Dr. Albert O. W. Suedekum, one of the best known leaders of the majority Socialists in the reichstag, in an interview here with the correspondent of the Associated Press, said that who ever thought the submarine war was going to bring England to starvation in six months was deceiving himself.

In reference to a statement attributed to former Ambassador Gerard that the food situation might affect Germany's military strength, Dr. Suedekum said:

"There is not the slightest danger of that, even in the improbable event of the war lasting a year or two more. If other foods fall we can increase our meat rations. We have 17,000,000 swine today, and the normal number before the war was only about 13,750,000. We have about 7,000,000 cattle, against a peace normal of about one million or one and a half million more. If necessary we could butcher all but a minimum number of brood animals. It is true we are short of food, but we are not starving."

Measures growing out of the international situation, and left over appropriation bills, it appeared today, will comprise almost the whole legislative program of the approaching extra session of congress.

While leaders will not attempt to frame a definite program until after president's Wilson's opening address, senate Democratic leaders today expressed belief that the work of the extraordinary session would be confined to legislation which is essentially "extraordinary."

DEMAND DIXON'S RECALL.

Winnipeg, March 27.—It was announced that the 3800 signatures required for the recall of F. J. Dixon, labor member of the legislature, who aroused loyal sentiment by his opposition to the signing of registration cards, have been secured. He represents Centre Winnipeg, and in the 1915 provincial election had a majority of 5700.

About Michie Soldier Boxes

No. 12

"Useful--Appreciated--Packed With Greatest Care"

That's the sum total of the praise from soldiers who received Michie boxes at Xmas. Read the following comments—you'll realize that your soldier boy will appreciate one of our assortments at any time—now, even more than at Xmas.

Pte. C. W. Field. Box M5.
"Thank you for the choice in articles contained. It came in most opportune time, while in trenches and everything was very useful."

Lieut. A. R. Minard. Box H25.
"It was excellent and certainly appreciated to the fullest."

Sergt. C. L. Cousins. Box L12.
"Everything in good shape and much appreciated."

Pte. Wm. Moralee. Box L13.
"Parcel was in perfect condition. It was well packed and plenty of care in it."

Lieut. E. P. Bartlett. Box L24.
"Parcel excellent and very satisfactory in every respect. Was well packed and arrived in best of condition."

We are shipping hundreds of boxes weekly to soldiers in camp and in the trenches. Our wide range of assortments contain nothing but what your soldier would like. We take the worry of packing and despatching off your hands.

Michie & Co., Ltd.

7 King St. West
TORONTO

TWO DESTROYERS LOST

ADMIRALTY ANNOUNCES

One is Sunk By Mine, and the Other in a Collision.

London, March 27.—Two British torpedo boat destroyers have been sunk by striking a mine and another after a collision with a steamer. It is officially announced tonight.

The admiralty statement reads: "A British destroyer recently struck a mine in the channel and sank. Four officers and 17 men were saved. Another of these vessels sank to the bottom after a collision with a steamer. One man was lost. There were no other casualties."