

The Toronto World

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WEDNESDAY MORNING, APRIL 5.

Hamilton-Toronto Highway

Some progress at least has been made and more is in prospect on the Hamilton-Toronto highway, but at present a rather too substantial snag has been struck, and all hands must turn to and endeavor to remove it. A great deal of misunderstanding exists about the new concrete road, and there is no need to add anything which might further complicate the situation. The bad features of the work and the methods of work are sufficiently well known, and an amendment has been assured for the future. The real point now before the public is whether there is to be a future.

The trouble at present exists at Hamilton. Toronto has been restive under the suggestion that the city pay another large sum beyond the amount first levied against it. Some compromise on this point has been attained, and we believe the city is not unwilling to do anything in reason to carry out the project as at first designed. No doubt miscalculations occurred. They are always vexatious and in this instance particularly so on account of their magnitude.

The estimates which were guessed at have proved to be so wide of the mark that confidence has been shaken in the original promoters. It is necessary to re-establish confidence and get all the parties interested together once more in order that the work may proceed. We do not think anyone has changed his mind on the desirability of the plan. Two such cities as Hamilton and Toronto should in these days of civilization be united by the best highway that can be constructed.

The intention of the commission appointed to carry out the work was to construct a road between the two cities of four per cent. grade. It was generally understood that the road was to be of this character and people were led to take an interest in it on this ground. It was not merely to be a convenience for motorists out for pleasure but to oblige and accommodate farmers, tradesmen and others who required under modern conditions the advantages of a first-class highway.

It turns out now that the commission, whether with a mental reservation, or never having committed itself to the point, refuses to accept the responsibility of taking the road into Hamilton on a four per cent. grade. There is a hill near Hamilton which would have to be cut down from ten per cent. or else a bridge must be built across the bay.

We see no use in disputing the case one way or another. The road is needed and ought to be built as everybody understood it would be at first. It will be wise, therefore, to put aside recriminations and contentions and the sowing of blame. None of this will help to build the road. Toronto has had to shoulder some additional liability on account of extra or miscalculated cost. Hamilton has been misled in regard to the adoption of a grade. We hope that Hamilton will be able to face the matter fairly and recognize the necessity of some kind of compromise.

There is never anything to be gained from cutting one's nose off to spite one's face. To refuse to have the road completed would do no good to Hamilton. Toronto people are interested in seeing the road finished, and while they cannot be expected to pay Hamilton's share of the cost, they may perhaps help to adjust it. If the commission had told Toronto that when the road arrived at the Humber the city must complete it at its own cost the attitude of Toronto would not have been one of quiescence. Hamilton has a perfect right to complain if something is not done to assist in overcoming the natural obstacles which, thru no fault of Hamilton's, prevent the completion of the road on a four per cent. grade as originally intended.

We believe that the Mayor of Toronto and the Mayor of Hamilton or any other representative officials of the two cities could arrange a working basis for the compromise which must be made, and when this is done in co-

operation with the commission the government will have to accede to whatever may be decided upon as a fair arrangement under the circumstances. To do this it will be necessary, as we have said, to get away from the mistakes and irritations of the past and face the main issue that the work must be completed and put in shape for such completion before the end of the approaching season.

Berlin.

Toronto people will feel amused, if nothing more, at seeing another city getting the kind of treatment Toronto is accustomed to get before the private bills committee of the legislature. Berlin came up with an innocent little bill asking in a loyal way that it be allowed to change a name which has become associated with such a calamity that nearly every loyal Canadian considered the application a reasonable one. A few dissentients, however, approached the committee in the way so familiar to those who frequent the corridors in Queen's Park. The members who had promised to turn out en masse and accord Berlin's request absented themselves. Mr. Crawford and a few others with whom Hon. Mr. Lacombe, to the astonishment of many, acquiesced, turned down the request of the city council which had asked for the legislation, by a vote of 13 to 2.

Mr. Crawford, who always loves a fight, suggested that there should be a vote of the people taken, all aware that such a course would probably create a condition of trench warfare in the distracted city. He did, and his companions did, as they frequently like to do, and begged the whole question.

The matter has been agitated for quite long enough and the request of the Berlin Council should have been listened to. Mr. McBride of Waterloo placed the only argument worthy of attention before the committee in favor of preserving the present name. In the course of the war, suggested Berlin in Germany would be captured and would become an honored name among British victories. Waterloo and Berlin would stand side by side in Waterloo County to celebrate the two great triumphs of two great centuries. The pro-Germans in Berlin, when they hear this, will gnash their teeth.

Meanwhile the situation is unsatisfactory. It is unlikely the discussion will die out. In the rebuff of the private bills committee, it considered as we believe it to be, will probably promote ill feeling to a greater degree than now appears to exist. The pro-Germans will taunt their opponents with the fact that the legislature and the minister representing the government backed them up. Berlin will enjoy the treatment that Toronto is in the habit of receiving at the hands of private bills committees.

Toronto and the Private Bills Committee

Toronto has her own complaint against the private bills committee and we believe will be justified in protesting against the refusal to do anything in the matter of the Toronto Suburban Railway franchise. The technical issue is probably insurmountable if there be no will to surmount it, and it must be considered that the government has no desire to make the extinction of franchises easy in Toronto.

Another cause for dissatisfaction was the refusal to allow the city to contain the clause dealing with the cemetery trust. The government has absolutely no excuse for refusing this when it has in view some legislation of its own dealing with the matter. The cemetery trust is an unparliamentary anachronism and indefensible from every point of view as it is at present conducted. Why the government, with its power to institute such a reform, should refuse to do so is one of those mysteries of politics by which a government fritters away its influence and its strength.

The refusal to exclude the city's local improvement liability from the general liability of the city confirms the view taken by the late Ald. Wickett for which he was violently assailed by those who paid less attention to facts than he did. It may or may not be desirable to exclude the local improvement debt, but there could be no doubt of the fact that it was not excluded by existing legislation. Now that it has been sought to widen the credit of the city by excluding it, the government affirms the fact that it was not previously excluded, and refuses to do so.

WYCLIFFE COLLEGE BILL GOES THRU COMMITTEE

Without opposition the bill granting Wycliffe College power to grant theological degrees was allowed to pass the private bills committee of the legislature yesterday. The Bishop of Algoma, who had previously opposed the bill on the ground that the college of Bishops had not been consulted, withdrew his objection, provided that the canon of the church was followed as to the requirements for graduation.

MICHIE'S BEAURICH CIGARS

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FOOL TACTICS



Y. M. C. A. TRENCH WORK IS IN NEED OF FUNDS

Major Birks and Rev. George Adam Coming to Canada to Campaign.

SOLDIERS ARE GRATEFUL

Canadian Troops Deeply Appreciate Kindly Efforts of Organization.

NEW YORK, April 4.—Among the passengers who arrived today on the New Amsterdam from Rotterdam and Falmouth were Maj. F. W. Birks and the Rev. George Adam on their way to Canada to raise funds for the continuance of Y.M.C.A. work among the Canadian soldiers in England and Northern France.

Maj. Birks is a Montreal business man who was appointed by Sir Sam Hughes, Canadian minister of militia, to supervise the work of the Y.M.C.A. among the Canadian troops in the war countries. He has had complete charge of some 100 Y.M.C.A. centres, some of them in the front line trenches in Flanders for the past eight months.

Maj. Birks said in an interview today that the value of the service being done by the Y.M.C.A. among the soldiers is fully realized by the military authorities, and that each secretary at the front has from six to ten men of the regular army detailed to assist him in the work.

The Y.M.C.A. officers, Maj. Birks said, have the same standing in the Canadian army as the regular army chaplains, and the varied work they do, especially when that work involves making additions to the ration of the soldier, is greatly appreciated by the men.

The chief work of the Y.M.C.A. centres, said Maj. Birks, "is the serving of hot drinks to the men when they are returning from the trenches, providing writing paper and pencils and giving comfort to the men who have been in the front line."

The Y.M.C.A. has been lecturing and providing music and social diversions in the Y.M.C.A. huts among the soldiers in England for the past year.

Doing Valuable Work
The business in Canada, he said, will be to lecture on social and religious work in the British camps and to collect funds for its continuance. He carries a letter from David Lloyd George, explaining to the Canadian people the need for an extension of the social service in the British camps, and wishing him a successful tour.

WINGED WHEEL WATCH CASES
Abe Lincoln Said
"You can fool all of the people some of the time."
"But you can't fool all of the people all of the time."
If you apply this to buying Watch Cases, and insist on getting those bearing the Winged Wheel trade mark as above, you can't be fooled any of the time.
THE AMERICAN WATCH CASE CO., OF TORONTO, LIMITED.
The Largest Makers of Watch Cases in the British Empire.
81-B.

A Line o' Cheer Each Day o' the Year

By John Kendrick Bangs.
A SUMMONS.
(Copyright, 1916.)
LOOK-ye-her, old fellow,
Open up your cells, and tell me
Where you kept your coal
Thru the winter's dole.

Mr. Coalman's gone,
Empty is the bin—
With the Springy dawn
Let the Sun Man in!

SOLD SICK BULLDOG COURT CASE FOLLOWS

F. J. Denning and Alex. Fraser Go Before Judge Morison to Settle Troubles.

In the division court yesterday, before Judge Morison, F. J. Denning sued Alex. Fraser for \$25, the purchase price of a Boston bull pup, aged four months. When Mr. Denning bought the dog he remarked at the time that the hair was off his face and part of his body, but was told that it was just heated blood that caused it, and if anything went wrong he could return it, provided he did not call in a vet. Shortly afterward the dog got worse and Fraser advised a treatment of crude oil, turpentine and tar.

When the judge stated that the dog had the mange and was told by Denning that he (Denning) did not know when a dog had the mange, the judge remarked that he ought to be taken in, and when Fraser, in defence, stated that the dog was all right when sold, judgment was given for the plaintiff. A counter-claim for five weeks' nursing of the dog was not allowed.

HUN CHANCELLOR TO SPEAK.

AMSTERDAM, April 4.—Chancellor von Bethmann-Hollweg will make an important statement on the international situation at tomorrow's session of the reichstag, the Berlin newspapers stated today.

BUFFALO \$2.70 RETURN, SATURDAY, APRIL 8TH, 1916.

Canadian Pacific Railway.
The Toronto Bowling Club excursion to Buffalo via Canadian Pacific fast 9:30 a.m. train, Saturday, April 8th, offers an excellent opportunity for a week-end outing. Tickets are valid returning all trains up to and including Monday, April 10th. Full particulars from Canadian Pacific Railway ticket agents, Toronto City Office, southeast corner King and Yonge streets. Phone Main 6580.

QUALIFIED INSTRUCTORS IN TRENCH WARFARE

Announce Results of Examination Held Last Month.

The following are the results of the examinations of officers and non-commissioned officers attending the school of trench warfare, held during March at Exhibition camp:

Qualified as instructors—Capt. G. B. Mason, 9th Batt.; H. K. Hamilton, 123rd Batt.; S. E. Wallace, 12th Batt.; Corrie, 147th Batt.; Lieut. R. Hill, 81st Batt.; J. H. Macdonald, 83rd Batt.; W. C. Killip, 6th; F. W. Moore, 8th; J. Anderson, 8th; E. V. Osg. 118th; C. R. Elliott, 14th; G. D. Pennington, 12th; G. R. Marani, 14th; R. T. E. Kicks-Lone, 16th; F. T. H. Youngman, 12th; C. E. Hayter, 173rd; Sgt. W. A. Sangster, 9th; P. E. Duff, 14th; P. H. Stephens, 16th; A. W. Mills, 12th; C. R. P. Wicken, 16th; M. W. Fisher, 173rd; Corp. F. C. Thelme, 1st.

Passed the examination—Lieut. A. F. Pringle, 8th; W. H. Thompson, 114th; H. J. Watson, 124th; H. K. Thompson, 124th; A. H. Tudhope, 15th; Sgt. F. A. Hillton, 12th; Corp. G. R. Fleming, 12th; H. F. Scorer, 12th; W. J. Best, 14th.

VIOLENT ATTACKS OF DYSPEPSIA

Suffered Tortures Until She Tried "Fruit-a-tives."

ST. JEAN DE MATHIA, Jan. 27th, 1914.
"After suffering for a long time with Dyspepsia, I have been made well by 'Fruit-a-tives.' I suffered so much that at last I would not eat for I was afraid of dying. Five years ago I received samples of 'Fruit-a-tives,' and after taking them I felt relief. Then I sent for three boxes, and I kept improving until I was well. I quickly regained my lost weight—and now I eat, sleep and digest well—in a word, I am fully recovered, thanks to 'Fruit-a-tives.'"
"MME. CHARBONNEAU."
50c a box, 6 for \$2.50, trial size 25c. At dealers or sent postpaid on receipt of price by Fruit-a-tives, Limited, Ottawa.

"WOOL STOCK" WAS USED IN MAKING UNIFORMS

President of Peterboro Industry Denied Use of "Shoddy" Material.

OTTAWA, April 4.—A discussion which almost developed into a debate concerning the difference between shoddy and wool stock, featured this morning's hearing of the Davidson War Contracts Commission enquiry into charges against the Auburn Woolen Mills Co., Limited, of Peterboro, of employing "shoddy" in the manufacture of khaki cloth for the militia department. What some witnesses called "shoddy" others termed "wool stock." The president of the company, James McKendry, denied the use of what is commonly known as "shoddy," but admitted that at least 40 per cent. "wool stock" had entered into the manufacture of khaki cloth, which his company had supplied to the militia department since the war commenced. Two representatives of the militia department, Charles Burns, assistant director of contracts, and Charles Ferrell, an inspector of cloth, both stated they had been aware of the presence of a certain percentage of waste or "shoddy" in the cloth supplied the department by the Auburn mills. But the cloth had always proved satisfactory. The case was adjourned till Thursday morning, when the commission will sit in Peterboro.

TORONTO SUBURBAN RY. ASKING HEAVY DAMAGES

Starts Action Against Beardmore and Company for Hundred and Fifty Thousand.

The Toronto Suburban Railway Co. claims \$150,000 damages from Beardmore & Co. of Acton, if an agreement allotting the railway a right of way thru the Acton property at \$10,562 is not held valid.

In its statement of claim the company says that in 1911 and 1912 they surveyed a line from Toronto to Guelph which would pass some distance from the property of Beardmore & Co. in Acton. The defendants agreed, the company claims, to give a right of way for a limited compensation, but the agreement is asserted, was repudiated and the agreement was repudiated and the company claims to be entitled to \$127,000 compensation asked. The damages are now claimed as the cost of surveying and laying out the new line.

The appellate court list for today is as follows: McGibbon v. Colville; Marshall v. Cleland; St. Dennis v. Eastern Ontario; Re Hamilton Board of Education; Trustees v. Barthelemy v. Cassevo; Stewart v. Loftus.

A SERIOUS CHARGE.

HAMILTON, Wednesday, April 5.—Joseph Demoldall, 38 West Cannon street, was yesterday fined \$100 by Magistrate Jelfs, on a charge of carrying a loaded revolver. His worship is hopeful that this fine will impress upon men the seriousness of carrying concealed weapons.

CHARGE OF ASSAULT.

Charged with aggravated assault upon Hon. Hong, a Chinese laundryman, of 356 East Queen street, Robert Watson, 27 South street, was arrested last night by Policemen No. 152, Dr. Beltry, Queen and Sumach streets, attending the Chinaman, who is badly bruised about the face and body.

THE NAME OF BERLIN WILL NOT BE CHANGED

Private Bills Committee Rejected the Measure Yesterday.

RAISE RACE CONFLICT

City Council Refused to Give Citizens Vote on the Question.

Berlin, Ont., cannot change its name. The private bills committee of the legislature yesterday rejected suggested legislation to authorize a change. A delegation of citizens attended to demand that the question of a change should first be put to a vote of the people. A City Solicitor Simms in the name of the city council of Berlin refused such a vote on the ground that it would raise race conflict, very undesirable at this time. The committee, under the chairmanship of Hon. J. B. Lucas, immediately rejected the bill. Mr. Simms said the petition asking a change of name had included 1170 names, among them 116 of the 128 manufacturers and merchants in the city. A. B. McBride, spokesman for the delegation demanding a vote, declared that only 37 per cent. of the signatures were those of ratepayers. The merchants who had signed the city's petition had done so because they had feared they would be black-listed if they refused, said Mr. McBride.

SPREAD DRAGNET FOR BRITAIN'S SINGLE MEN

Earl of Derby Has Approved Suggestion of Attested Married Men.

LONDON, April 4.—The Earl of Derby has approved a suggestion placed before him by a deputation from the National Union of Attested Married Men, that the members of the union organize themselves in the country in committees to assist local recruiting officers in tracing single men and helping to secure the services of such men for the army.

A CHANCE FOR THOSE GOING WEST.

Home-seekers' Excursions, C. P. R.
Home-seekers' Excursions to Western Canada at low fares via Canadian Pacific, each Tuesday until Oct. 31, inclusive. Particulars from any Canadian Pacific agent, or W. B. Howard, district passenger agent, Toronto. 25

HOPE TO SALVAGE ZEPP.

LONDON, April 4.—The British Aeronautical Institute has asked the government's permission to undertake, at its own expense, the salvage of the Zeppelin L-15, which is lying in shallow water off the mouth of the Thames. The institute believes that if the salvage is undertaken by aircraft experts, "the Zeppelin can be saved, rebuilt and launched against the enemy within three months."

WANTED IN PETERBORO.

On the authority of the chief of police of Peterboro, Ont., three youth, William Lavery, Fred Fallon and Martin Burke, were arrested on Kingston road last night by Detectives Armstrong and Young. The youths are wanted on a charge of theft.

INCREASE

Ontario E. Subsidies

By a Staff Rep.
OTTAWA, 477 miles west of Toronto for June 30 last, report presented to the great assembly of Ontario, Ontario, more than 60 provinces, with 627, Manitobans 3174, Brunswick, Prince Edward and Canadian 298.

There was in Prince Edward in the United States which merely met the State of Maryland. An increase in capitalization up to \$1,375, amounted to with \$30,434 owned and not capitalization \$42,201. Capitalized \$441,430. The whole containing 477 miles west of Toronto for June 30 last, report presented to the great assembly of Ontario, Ontario, more than 60 provinces, with 627, Manitobans 3174, Brunswick, Prince Edward and Canadian 298.

PURITY is the first consideration in the brewing of O'Keefe's famous beers. Only best barley malt, choicest hops, and filtered water are used. No other ingredients enter O'Keefe's Beers.

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A Brew for Every Taste

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