

# FRIDAY MORNING

## The Toronto World

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FRIDAY MORNING, JULY 24.

### GO EAST, GO WEST, HOME SMITH'S

As soon as the hydro-electric wages question pestered out as an issue on which to attack Mayor Hocken, The Telegram had to get something else ready. The new film-fam, to use our contemporary's term, was the misleading and incorrect statement that the mayor and Mr. Maclean were interested in a real estate firm operating in Todmorden, and that they were pushing thru the annexation proposal in order to advance their own interests.

Those who are familiar with The Telegram's perfect unscrupulousness, when it feels that scruples are obtrusive to its policy, were not carried away by the assertions made, and no one expected The Telegram to admit that it was wrong or to apologize when it had errors were pointed out. We have had similar experiences with The Telegram before. We were advocated certain action, and as evidence The Telegram quoted an article published in The Star. When this was pointed out, did The Telegram apologize? Certainly not. It apologized for attributing the article to the wrong authority, but declined to withdraw a word of the false charges based on the false evidence.

Here we have another similar case. A prospectus is published in England by a company which did not ask for Mr. Maclean's consent to use his name, and used his name admittedly without his consent. The Telegram admits that the consent was not obtained. Mayor Hocken explicitly denies that he has any interest in the company, or any interest in Todmorden. Will The Telegram take any notice of that? Those who know The Telegram will be surprised if it does not bring a charge of false pretences against Mayor Hocken for having his name on the prospectus of a company in which he is not interested. Mayor Hocken, being Mayor Hocken, must be shown up wrong anyhow.

Mr. Maclean is attacked as also aiding and abetting in the annexation of Todmorden in order to advance the interests of this real estate company in which he has no concern. Seven years ago The World advocated, and has been advocating ever since, the annexation of Todmorden and all the other territory which has entered the city boundaries in the meantime. Mayor Hocken points out in his letter the same feature of his own policy. The childish absurdity of The Telegram in trying to make out that the annexation of Todmorden is desired to help a company organized last spring is highly characteristic of The Telegram, and is only to be expected in view of the fact that the company in question has no property in Todmorden at all, but is operating in territory already in the city. Did The Telegram know this? Well, The Telegram knows that it knows more than anyone else. Perhaps it was not aware of this fact. But it certainly counts more on the stupidity of its readers than on its own honesty.

On this head The Telegram remarks: "It is indiscreet of The Toronto World to suggest that it is impossible to take a position on a public question without first making sure of getting something out of it." We disclaim any priority in this matter. Who accused Mayor Hocken of having an interest in this real estate company? Who accused Mr. Maclean of having ulterior motives in advocating the annexation of Todmorden? Who attacked Controller McCarthy for having written a public letter which was used in the English prospectus? Did anyone ever hear of a man in public life who had fallen into The Telegram's bad graces who was not accused of having some private fish to fry? When any person accuses everybody else of a particular fault or weakness, there is never any difficulty for students of human nature to reach a conclusion.

The annexation of Todmorden is not affected in any way by the activities of a real estate company operating elsewhere, whatever The Telegram may lead some of its readers to believe. The company in question has no property in Todmorden, and is therefore outside the jurisdiction. But the question which we put yesterday has not

yet been answered by The Telegram as to its steady opposition to all east end development, and its complacent acceptance of all west end proposals. The Telegram declares: "It is the holder of undeveloped land that is willing to gamble higher assessments and higher taxes upon a chance of higher land values." This statement, as applied to Todmorden, is altogether a misfit. There are quite a number of people living in Todmorden who wish annexation as there are opposed to it. If we are to believe The Telegram it is only those who object to having baths in their homes who object to annexation. We quite understand The Telegram's sympathy with these people. But they surely have no better right to consideration than those who do not object to baths. However, as the whole business is only seized on by The Telegram as a possible means of making things hot for Mayor Hocken, this phase of the matter is scarcely worthy attention.

After misrepresentation, inconsistency is a trivial offence, but the argument of The Telegram that both the city and Todmorden are going to be benefited as the result of the annexation is so novel and so telegraphic that it may be noted. First of all the Todmordenites are going to be ruined paying the taxes on the city's old debt. Then the city is going to be ruined paying for the improvements which the Todmordenites are going to get. Then the Todmordenites are going to be ruined all over again by paying for their own improvements. And after that the property of these ruined Todmordenites is going to be so enhanced in value by coming into the city that Toronto people will into the city that Toronto people will be ruined by the boom which the annexation in values is going to start. And then the Todmordenites are going to be ruined once more by the taxes they will have to pay on the increased value of their lots. No wonder that strong minds like Col. Hazelton's are strained in the attempt to decide whether annexation will turn up heads or tails for the old-time residents. But it is The Telegram which is accountable for the strain, and not Mayor Hocken.

There, does not appear to be any such difficulty in the Humber valley. Annexation there pursues a peaceful course under the benign smile of the Bay street oracle. No one is attempting to gamble out there with "higher assessments and higher taxes upon a chance of higher land values." No one seeks to get county property into the city there for the purpose of more easily raising money on it. No one in the Humber valley will object to putting in baths on every floor, if necessary, to comply with city sanitation regulations. The Humber valley is six miles away from Yonge street, and six miles away from the city and municipal standards to become a part of the city. So argues The Telegram. But Todmorden! It is only a mile away from Yonge street! Why should anybody want to annex it? There is no accounting for tastes, and why anyone should want to annex Todmorden, a mile away, when the Humber valley, six miles away, will do just as well, is one of those things The Telegram cannot make out.

And so The Telegram accuses us of righteous indignation. We might ask where and when? We are only highly amused. Mayor Hocken is the issue, in this as in every other attack The Telegram has made since he came into the mayor's chair. The people of Toronto think it about time for The Telegram to get a little sense and let up. We quite agree.

### EXPRESS COMPANIES AS DISTRIBUTORS.

While it is impossible to feel much sympathy with the express companies of the United States, exposed now to the keen and biting competition of the national parcel post, it must be said that, having been taught the evil of their previous ways, they are now turning the lesson to account. In this they company with the banished duke in the Forest of Arden, who found in the icy fang and curdling chiding of the winter wind counsellors that feelingly persuaded him of what he was. "Sweet are the uses of adversity," he moralized, "which like the toad, ugly and venomous, wears yet a precious jewel on his head." This at least one of the great express companies of the United States has found and its directors are no doubt happier in devising methods to serve the people at a reasonable return than they were when piling up profits, regardless of their public obligations.

Confronted with the competition of the national system and with the considerable reduction of rates ordered by the Interstate Commerce Commission, this particular company discerned an opening in that increase in the cost of living towards which it had, with its kindred organizations, in a measure contributed during their evil but prosperous days. So last April it installed a system for the purpose of bringing producer and consumer into immediate relationship, and not only this but it has gone into the business of general agent by offering facilities to purchasers to obtain anything they

**SANDERSON'S**  
Scotch  
"Mountain Dew"  
POSITIVELY THE  
FINEST WHISKY IMPORTED

THE  
**HOME BANK OF CANADA**  
ORIGINAL CHARTER 1854.  
HEAD OFFICE AND NINE BRANCHES IN TORONTO  
8-10 KING ST. WEST, HEAD OFFICE AND TORONTO BRANCH  
78 CHURCH STREET  
COR. QUEEN WEST & BATHURST  
COR. QUEEN EAST & ONTARIO  
2115 YONGE ST., NORTH TORONTO, COR. EGLINTON AVE.  
Your account is respectfully solicited for any transaction in which a chartered Bank may be of service.

want and to have it promptly delivered. Now it has broadened into a general and beneficent organization for the profitable distribution of surplus products, and their marketing where they are in demand. Express companies in the United States may still do valuable service in this and kindred ways.

### OCEAN TRANSPORTATION MONOPOLIES.

That transportation, and especially ocean transportation, is intimately connected with the cost of living is the thesis maintained by Mr. David Lubin, delegate of the United States to the International Institute of Agriculture, in an official pamphlet recently issued. To Mr. Lubin was due the establishment of the institute, which has done and is doing valuable service to agriculturists everywhere. The immediate object of this publication is to support his proposal that the permanent committee of the institute shall introduce a resolution to the general assembly, to be held in May of next year, inviting the adherent governments to participate in an international conference on the subject of the regulation and control of ocean freight rates on the staples of agriculture, to be held in Rome during the fortnight preceding the session of the general assembly in 1917.

This course accords with the articles establishing the institute, but it does not remedy, if one can so provide, for three years. But Mr. Lubin's pamphlet offers ample reason for earlier action by the governments whose countries are affected by the presence of transportation monopolies. That such monopolies are now in control of the situation is made clear by the report, recently published, of the merchant marine of the United States House of Representatives directed to investigate the methods and practices of the various ship lines, both domestic and foreign, engaged in domestic or foreign commerce. The report shows that the leading representatives of the commercial interests and practically all the important navigation companies engaged in that commerce gave testimony under oath at the sittings of the committee.

The course of the enquiry made it clear that the understandings, conferences and combinations among the steamship companies have led to the formation of great shipping trusts. They control not only the lines directly owned, but also to a great extent the traffic of the "tramp ships," commonly supposed to be in a measure independent. The monopolies so created are thus enabled to levy and maintain excessive and unjust rates, and by the use of "fighting ships" and by rebates to large shippers have tended to produce other and dangerous monopolies both of buying and selling. Both American and British enquiries show that these rings are attaining greater and greater magnitude throughout the world as time goes on. Practically every sphere of American-European trade is covered by freight agreements.

Thru these agreements "the chief directors of a few of the larger shipping rings, by federating their efforts, are in a position to raise and lower by previous arrangement the prices of the staples in any or all of the principal ports of the world." They can in this way influence prices by raising or lowering the cost of carriage, and were they so disposed could thus at

### AND HE DID

I'M HAVING MY WINTER COAL PUT IN TODAY—GUESS I'LL GO DOWN AND SEE THAT THEY PUT IT IN THE RIGHT BIN—

AND HE DID—



will and by arrangement buy and sell with anticipatory knowledge in the world's markets and pocket the profits. Not only so, but they can make and unmake ports by diverting traffic, as there is reason to believe they have already done in the case of Baltimore. And, as Mr. Lubin remarks, this power is the more dangerous since the directors of these shipping rings are irresponsible and not expected to be guided by altruistic motives or high and statesmanlike political considerations. The whole situation calls for regulation and control, and the call is just as clamant in the case of internal transportation.

### GREAT WORK OF RECLAMATION IN ST. JOHN, N.B., FOR HARBOUR ACCOMMODATION.

(Special Correspondence.)  
ST. JOHN, N.B., July 23.—A great scheme of development and reclamation is in progress on the western side of St. John harbor, the purpose of which is to provide berths for the winter coming for the trans-Atlantic liners of the various lines. Four hundred men, five tug boats, three dredges, five locomotives and teams with four reclamation plants are engaged in this stupendous undertaking. The contractors are the Maritime Dredging and Construction Company, who have sub-let to the Cape and Company, D. C. Clark. Three hundred workmen, one powerful suction dredge, three high power elevator dredges, an ocean tug, five locomotives and ballast trains, two steam shovels and accessories are constantly employed by the Norton-Griffiths Company in pushing forward inside the breakwater of concrete and steel cylinder quays for ocean berths will be commenced, and also a pier built at the entrance of the drydock. The company's contract, which expires in 1917, covers the supplying of twenty-three steamship docks and involves an expenditure of \$30,000,000.

### SIR ROBERT BORDEN PASSES THRU CITY

Premier Declares Himself Well Pleased With Outcome of Elections.

### PRAISE FOR SIR JAMES

People Have Confidence in Conservative Leader, He Asserts.

Satisfaction at the outcome of the recent provincial elections was expressed by Sir Robert Borden, Premier of Canada, who passed thru Toronto yesterday morning en route to Muskoka, where he will spend several weeks. "The vote in Ontario," said Sir Robert, "tends to show that the people of this province have the utmost confidence in Sir James Whitney and his colleagues. The government's majority proves that the people are more willing to trust Sir James now than they were when the Liberal administration was defeated in 1905. Sir James certainly has my congratulations, and I am sure that the confidence of the people of Ontario is not misplaced."

Regarding the Manitoba election results, Sir Robert refused to commit himself, saying it was a matter which concerned the Roblin government and Manitoba and not the Dominion Government.

Sir Robert arrived in Toronto on the C.P.R. express from Ottawa. He did not leave his private car, which was attached to the G.T.R. Muskoka train at the North Toronto Station. He declared he would call upon Sir James Whitney on his return trip. The premier appeared tired and somewhat careworn.

### PASSED RADIAL CAR.

In spite of his endeavors to observe the rules of the road, by keeping within the speed limit while motoring on the Kingston road last Sunday James Wright, 488 Sherbourne street, was fined \$1 and costs in the County Police Court yesterday for passing a York radial car while it was discharging passengers.

### BOY SHIELDED FATHER.

To prove that he and not his father was guilty of theft, the 12-year-old son of Sam Currier lifted a crate of berries weighing 48 pounds and placed it on a table almost the height of his own head, with comparative ease, in the police court yesterday. Currier was charged with stealing the berries, but it appeared that the youngster had placed the crate in his father's wagon by mistake and without his parent's knowledge. Assistant Crown Attorney Hughes complimented the lad on his strength and he was allowed to go.

**POISONOUS MATCHES**  
In less than two years it will be unlawful to buy or to use poisonous white phosphorous matches  
EVERYBODY SHOULD BEGIN TO USE  
**EDDY'S NON-POISONOUS "SESQUI" MATCHES**  
AND THUS ENSURE SAFETY IN THE HOME.

**MICHIE'S GLENERNAN**  
Scotch Whisky  
A blend of pure Highland malts, bottled in Scotland exclusively for  
**Michie & Co., Ltd., Toronto**  
Established 1835

**EQUITY FIRE INSURANCE COMPANY OF CANADA**  
NOTICE is hereby given that the business of the Company has been re-insured with the National-Ben Franklin Fire Insurance Company of Pittsburgh, Pa., having its Eastern Canada Branch in the Imperial Life Building, 20 Victoria Street, Toronto.  
FURTHER NOTICE is also given that, as at present advised, the executive of the Equity Fire Insurance Company will refuse to acknowledge liability under policies purporting to have been issued by The German-Canadian Underwriters' Agency.  
T. J. IRVINE, Manager.

**CABLES ON MANITOBA SPRING WHEAT FIRMER**  
Market for Oats is Stronger—Demand for Flour Shows No Improvement—Butter Firm.

MONTREAL, July 23.—Cables on Manitoba spring wheat were stronger again today, at a further advance of 3d. per quarter. Some of the offers made by exporters last night were accepted, but the counter bids were considerably out of line, based on the closing prices of the Winnipeg market. There was some enquiry for oats from Glasgow at an advance of 14d for July shipment, but no business was done.  
The local market for oats was stronger at an advance of 1-1/2 to 2c per bushel with a fair trade doing in car lots. The demand for flour shows no improvement, and the market is dull with an easier feeling in spring wheat grades. Milled steady under continued good demand. Butter is firm with a fair local trade doing. Cheese is fairly active. Eggs firm under a good steady demand.

### Summer Music.

These hot days and evenings, when it is uncomfortable inside the house, would it not be pleasant to sit out on your verandah and listen to selections on a Victrola? Ye Olde Firm of Heintzman & Co., 193-195-197 Yonge street, are always glad to have you call at their Victrola parlors and have shown to you the many styles of Victrolas always in stock. There are a big range of prices and the terms are very easy.

**O'Keefe's**  
**SPECIAL Extra Mild STOUT**  
"An O.K. brew That strengthens you."  
Order a case from your dealer to-day