

The Toronto World

FOUNDED 1850. A morning newspaper published every day in the year by The World Newspaper Company of Toronto, Limited.

WORLD BUILDING, TORONTO, NO. 40 WEST RICHMOND STREET. Telephone Calls.

Main 5308—Private Exchange connecting all departments. Branch Office—15 Main Street East, Hamilton.

It will pay for The Daily World for one year, delivered in the City of Toronto, or by mail to any address in Canada, Great Britain or the United States.

It will pay for The Sunday World for one year by mail to any address in Canada or Great Britain. Delivered in Toronto or for sale by all newsdealers and newsboys at five cents per copy.

It will prevent delay if letters containing "subscriptions," "orders for papers," "complaints," etc., are addressed to the Circulation Department.

The World promises a before-7 o'clock a.m. delivery in any part of the city or suburbs. World subscribers are invited to advise the circulation department in case of late or irregular delivery.

Telephone Main 5308.

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-film, 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 obstructive 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 its errors were pointed out. We have had similar experiences with The Telegram before.

We were accused by The Telegram of having advocated certain action, and as evidence The Telegram quote 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 leading 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 rivaled in ridiculousness by 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 brags 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 wisdom.

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 Mr. Carthy 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 as many 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 upon 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 their 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 is going to be so enhanced in value by coming into the city that Toronto people will be ruined by the boom which the Todmordenites are 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 it ought by all geographical and scenic 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.

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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

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This course accords with the articles of the institute, but it debilitates the remedy, if one can so profligate, 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 is made clear by the report, recently published, of the merchant marine committee of the United States House of Representatives directed to investigate the methods and practices of the various shipping 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.

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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 of the institute, but it debilitates the remedy, if one can so profligate, 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 is made clear by the report, recently published, of the merchant marine committee of the United States House of Representatives directed to investigate the methods and practices of the various shipping 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.

Through 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

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.

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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 1 1/2d for July shipment, but no business was done. The local market for oats was stronger at an advance of 1-1/2 to 2