The Toronto World

FOUNDED 1880.

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TUESDAY MORNING, JULY 29

HOT AIR TUBES.

Now that The Telegram has come around to see the possibilities of tubes, and actually to be worried lest Sir William Mackenzie will build a set before Mayor Hocken can get his plans carried out, the sanguine readers might expect The Telegram to support Mayor Hocken's views on this matter. Those who are familiar with The Telegram are aware, however, that all The Telegram means is that, this idea having occurred to it, some of its readers might be foolish enough to accept the argument it rests on this slender support. The argument is that the city is going to pay $45,000,000 for the street car system, and that such a payment would be worse than wasted, because Sir William would immediately build a $10,000,000 tube which would put the whole street car system out of business. In The Telegram's most humid style we are informed:

> Thus Toronto will be left in the proud and happy position of having paid $22,000,000 for an ancient and obsolete equipment of surface car lines, engirdled by Mackenzie radial lines and undermined by Mackenzie tubes.

There is a discrepancy between the $22,000,000 and the $45,000,000 before mentioned which is due to the humidity, and some readers will wonder what the city will be doing when Sir William proposes to build a $10,000,000 tube. But now that we know what the anti-public ownership game is, as The Telegram expounds it, everybody will support the mayor's tube proposals and get ahead of Sir William in his wicked designs.

RADIAL FRANCHISES.

The Telegram continues to present views of the radial problem in its relation to the proposed purchase of the street railway, which are not intended to illuminate the situation. The Telegram believes that all is fair in love and war. We do not know what it would do in love, but in war (and it is always in war) it has no scruples.

The Telegram has already indicated its possession of sources of information on the street railway deal not open to ordinary mortals, and from these inspired channels it supplies us with the statement that "the Mackenzie offer proposes to create a perpetual franchise for the operation of radial cars inside the city limits."

The facts are that the Yonge street line already has a perpetual franchise. The Telegram, which is so familiar with Hon. H. L. Drayton's work for the city three years ago, ought to be aware of the effort made to extinguish that franchise. Mayor Hocken has arranged terms for the extinction of the franchise, but The Telegram is not in love with Mayor Hocken and will yield him no credit. Other lines have franchises, some renewable, expiring at intervals for the next twenty years or so. All of these would be wiped out if Mayor Hocken's statements are to be believed.

But The Telegram objects to the radials entering the city at all. Legislation either thru or over the head of the railway board would speedily give the radials the right to reach the city terminals if the city refused that privilege. No one but The Telegram (in a state of humidity) would dream of excluding the radials. But under Mayor Hocken's agreement the radials are to enter the city on terms which the city must approve, which must be satisfactory to the authorities set up by The Telegram and the Ontario Government, to the hydro commission, to the city council and to the people. Whether any other terms than entry on a wheelage basis, and what the terms should be for the admission of radial cars, is of course only known to The Telegram, with the privileged sources of information of which it boasted a few days ago. The rest of us will have patiently to await the report of the experts. Their account of the terms of the admission of the radials will be looked for with interest equal to that aroused by any other point in the agreement, and it will be interesting to see if The Telegram's alarm is justified. The Telegram has such an embarrassing way of going off at half-cock, one cannot be quite sure of its campaignful declarations.

STOP THE UNJUST TOLL.

No one can imagine a worse calamity in Canada than a failure of the western wheat crop, yet that crop might almost as well be destroyed by the elements as absorbed by the transportation trust. If the grain-grower gets nothing but a bare living he will seek other employment, or grow grain in some other country.

At the last session of parliament the western members were complaining of the usurious toll exacted upon all grain sent from the prairie provinces to its ultimate market in England. They complained of this when a bill was put thru the house authorizing the increase of capital necessary to complete the R. and O. inland navigation merger. They complained of this when the house was divided upon the Maclean resolution for equalization of freight rates. They were frankly disappointed when they were invited to forget railway rates and navigation mergers in Canada, and to become absorbed in an academic discussion of the possibility of lowering ocean freight rates by international agreement.

There is some rumor of the North Atlantic Shipping pool being dissolved, but we are likely to find the ocean combine this season more arrogant than ever; indeed, the talk is that the thru rate for grain will be higher.

Now, what is to be done about it?

We will send a gentleman to England, who should enjoy the outing, but can ocean rates be efficiently regulated? And even if they could be so regulated, the western farmer would immediately find the rate from the wheat field to tide-water jacked up to recompense the trust for its loss of revenue by sea.

It is the duty of parliament to protect the grain growers of this country from the usury and extortion of the transportation trust. Within the four corners of Canada, parliament is supreme. It can, if necessary, take and operate the Canadian Pacific Railway Company to the extent of carrying at cost the grain of the farmer to tide-water. It can reduce the rates of the Canadian Pacific Railway Company from the wheat field to the seaport so as to meet and overcome every unjust increase in ocean rates. The Canadian Pacific Railway is a carrier on land, on lake and river, and on the sea. It is a party to the North Atlantic conference; it is a party to the Inland Navigation merger; it absolutely fixes and determines the railway rates for all Canada. For all extortion and usury in transportation rates from the wheat fields of Saskatchewan to the docks at London, Liverpool and Glasgow, the Canadian Pacific Railway Company is responsible. Is parliament big enough to deal with this company? In no other way can it get at the ocean combine and the transportation trust. The money lender who plunders the Russian peasant every harvest is a philanthropist compared with the Canadian Pacific Railway Company and its allies and dependents on land and sea.

"TEN MILLIONS FOR ALBERTA."

The Calgary News-Telegram urges the government and people of Alberta to get together and request a loan of ten million dollars from the Dominion Government. Such assistance promptly given would in the opinion of The News-Telegram save a serious situation. The Lethbridge News believes the idea is a good one. Alberta, it says, is looking forward to a bumper crop, public-owned enterprises are doing well, private business enterprises are on a sound basis, but the community is suffering from a refusal of credit by the banks. The News quotes The Moose Jaw Times as saying that: "The west has never seen such money stringency since the eighties."

The Edmonton Bulletin, on the other hand, declares that the editor of the News-Telegram is either a lunatic or a public enemy. In the opinion of The Bulletin, it is not money scarcity but money tightness that is now afflicting the west. It complains of Horne-Payne's recent speech as a deadly blow to the credit of the west and says that The News-Telegram's proposal to demand a ten million dollar loan from the federal government will make matters a great deal worse. It is lack of credit and not lack of money, says The Bulletin, which lays down the proposition that hard times may exist no matter how much money there is in the country.

But that money scarcity is the trouble just now is evidenced by the fact that interest rates are high, no matter how good the security. The existing condition does not correspond with that which sometimes occurs, also at a period of credit restriction, when money accumulates on deposit and a low rate of interest prevails on gilt-edged securities.

The Montreal Financial Times finds there is a money scarcity in this country, attributable, to some extent, to the enormous sums collected in the way of revenue by the Dominion Government. It will be impossible, says The Times, to reduce taxation, but the enormous surplus should be as soon as possible returned to circulation. It criticizes Finance Minister White for shipping millions of dollars out of the country at this time, in order to reduce our national debt, and suggests that this money might have been better employed in giving aid to municipalities unable to sell their debentures or even to borrow for current expenses from the banks.

FINE SPORT.

"The meet was called off."

"Morbid sightseers almost caused a riot in attempting to catch a glimpse of the latest victim of the speed craze."

"In fear of an accident, two doctors and members of the St. John Ambulance Corps stationed themselves at the white picket fence, just past the gate."

"Riders testified that a mechanical defect might occur in a machine at any time, and that none could be relied upon. The riders knew this and took chances."

These are extracts from our report of the motorcycle tragedy of Saturday last. Bull-fighting is a much safer amusement. Cock-fighting is not more morbid. Ratting is not more demoralizing.

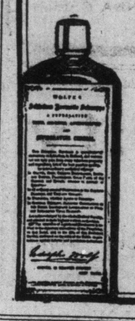
Why not call off these meets to start with?

The Telegram is full of humidity these days. That is why it is hotter than it looks.

A "Wolfe Toddy"

is the ideal "Night-cap ; hot water, lemon and sugar, and a wineglass of **Wolfe's** Aromatic Schiedam **Schnapps**, and you have a toddy fit for a King. You will sleep "like a top," wake in the morning with the cold arrested, and a freedom from those aches in the joints and pains in the back.

That "Wolfe Toddy," while you sleep, has gone direct to the seat of the trouble—the kidneys. It has commenced a cure which you can make complete by a glass of **Wolfe's Schnapps** twice a day for a day or two. Then when you feel "as fit as a fiddle," don't forget what made you so; get into the **Wolfe's Schnapps** habit; drink it regularly, and you will not suffer from liver or kidney troubles.



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LAST OF ELEVEN SONS DROWNED

Sole Companion of Lindsay Man, Seven Year Old Boy Loses Life in River.

LINDSAY, July 28.—(Special.)—A sad drowning accident occurred this afternoon, when Joseph, the 7-year-old son of Joseph York, a laborer, met death in the Scugog River.

It appears the father lived alone with the son, ten other boys being dead and Mrs. York missing. The young lad was in the habit of accompanying his father to and from work, amusing himself as best he could while his father was unloading cars of lumber. The first evidence that the boy was missing was when his hat was seen floating on the river. Apparently the young lad slipped off a boathouse wharf and disappeared without a scream. His body was recovered, but life was extinct. The father is heart-broken over the loss of what he claimed to be his only friend, the two having been very much attached to each other.

AD MAN JOINS WOODS-NORRIS.

Woods-Norris, Limited, Mail Building, the well-known advertising agents, have further increased their staff to keep pace with the rapid development of their business.

E. M. Carleton, who for the past 12 years has been associated with the advertising department of The Montreal Star, and a man of wide advertising experience, is the latest acquisition. Mr. Carleton assumes his duties at once.

The Philosopher of Folly

By Sherwood Hart

TRYING AGAIN.

"If at first you don't succeed, try, try again"—it would pay us to give heed every now and then to this proverb old and trite when we get our bumps—'tis no use for us to fight with his nibs the ump. When Fate calls three strikes on us, Fate is plumb correct, and it does no good to cuss when we can't connect with the dinky leather pill, which, if we could swat, we feel sure would clear the hill for a four-base trot. 'Tis a wiser, better plan calmly to retreat, each one like a gentleman, to the players' seat. If we then can figure out how or where we erred, how we failed to land a clout taking us to third, we'll be that much more ahead when our turn comes next, than if we with faces red and in accents vexed call down curses on the chance which has queered our hits—little good it does to prance round with waving mitts. We will get another whack at the flying sphere; if we step to the attack with skypieces clear we may slug the tricky ball so exceeding hard as to more than balance all errors on our card.

I. C. R. APPOINTMENTS TAKE EFFECT AUG. 1

The Intercolonial Railway have officially announced the following appointments, which are to take effect Aug. 1: E. Tiffin is appointed general western agent at Toronto, in charge of territory in Ontario west of Kingston and Sharbot Lake; H. H. Melanson is appointed general passenger agent, the jurisdiction of D. A. Storey, general freight agent of the Intercolonial Railway being hereby extended to the Prince Edward Island Railway; H. H. Schafer, division freight agent, Moncton, in charge of the territory in New Brunswick, Moncton north and east; S. G. Tiffin, division freight agent, in charge of the territory in New Brunswick west of Moncton; D. M. Condon is appointed district passenger agent, with office at Halifax, N.S.; D. McDonald is appointed district passenger agent, with office at Montreal.

FORT ERIE PLAN BIG CELEBRATION

Peace Bridge Festivities Will Be an International Love Feast.

PARADE IN BUFFALO

Ten Thousand Citizens Are Expected to March—Cable From King.

FORT ERIE, July 28.—(Special.)—Some idea of the tremendous crowd which is expected to attend the great peace bridge celebration at Fort Erie on Wednesday, may be gained from the fact that the arrangements committee has taken steps to charter the great lake steamer The See and Bee, holding more than 6000 people, the largest passenger boat on the lakes, and wider even than the famous ocean going boat, The Imperator.

The committee in totaling up the number of acceptances of invitations, announced today that there would be fully 100 mayors and reeves present from Canadian and American cities.

The parade in which 10,000 business men are to participate in Buffalo, prior to the festivities here, will be headed by two of Buffalo's prominent citizens, one posing as John Bull and the other as Uncle Sam. For this occasion Uncle Sam will carry a big Canadian flag, while John Bull will carry the Stars and Stripes. The parade will be headed by the 91st Highlanders band of Hamilton, Ont., while the parade on this side of the river after the arrival of the Americans, will be led by the famous Seventy-Fourth Regiment band of Buffalo. This band recently won the first frize at the Elks' convention in Rochester, in competition with bands from all over the country.

The cablegram to King George telling him of the peace bridge celebration was sent to His Majesty, by William E Hunt of the Fort Erie citizens' committee on Saturday night. The reply will be read from the speakers' platform on Wednesday.

TOUCHES LIVE WIRE HANGS ON CROSSBAR

Brockville Lineman's Narrow Escape—Fishing Club Departs.

BROCKVILLE, July 28.—(Special.)—Jeremiah Jackson, a lineman in the employ of the light and power department, narrowly escaped being electrocuted while working on a pole on King street, 30 feet from the pavement. His arm came in contact with a live wire and he hung suspended over a crossbar until the wire was grounded and a workman rescued him. He was only slightly burned and revived quickly.

One of the leading fish and gun clubs of Pittsburg, Pa., which has been in the habit of coming to Newboro Lake for several summers past, is going elsewhere this year. The district is under local option now, and this is given as the reason for seeking pastures new. The club had a fully equipped camp, which is now being removed.

NINETY IN SHADE UP GO COAL PRICES

Aug. 1 is named as the day when coal prices will go up this year. How much higher than the present price of $7.50 per ton is not stated. The practice is to allow summer prices to all buyers whose money is paid before Aug. 1, whether or no they wish the coal delivered at once.

And, by the way, Aug. 1 is next Friday.

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This one Coupon is good for one Pennant, when presented with 22 cents at The World, 40 West Richmond Street, Toronto, or at the Hamilton Office, 15 East Main Street.

CANADA LEADING IN IMMIGRATION

But Australia, New Zealand and United States Are Close Competitors.

LONDON, July 28.—(C. A. P.)—During the year ended March 31, 407,729 persons of British nationality left the United Kingdom for places out of Europe. The destination included:-

Canada	185,349
Australia and New Zealand	92,629
United States	94,176

Among the immigrants to this country were 71,275 British subjects, who came from Canada (18,813). Australia and New Zealand (10,443). British South America (10,063). United States (16,819), and other places.

Sixty per cent. of the male emigrants were from eighteen to thirty years of age. The occupations were classed as follows:-

Skilled trades	32 per cent
Laborers	25 " "
Agriculturalists	19 " "
Commercial and professional	15 " "

The total number of passengers by sea direct between the United Kingdom and countries out of Europe was 997,531. Liverpool continues to be the premier port for outward and inward passenger traffic.

RUSSELLITE MAKES REPLY TO GIDEONS

A. J. Ritchie, Brooklyn, Says Bible Students Have No Apology to Make.

A. J. Ritchie of Brooklyn, N. Y., who presided at the International Bible Students' Association Convention at Exhibition Park last week, called at The World office yesterday afternoon with respect to the statement made by W. Schulkins, a Toronto Gideon, with reference to the Gideons' Association and the greetings extended by them to the Christian Commercial Travelers' Association.

Mr. Ritchie said: "I have no apology to make on behalf of the Bible students' convention sending Christian greetings to another body of Christians meeting in convention. It seems to me a very proper thing to do. However, there does seem to be ground for apology, and on behalf of the Bible Students I offer one. The Bible says: 'If any man have not the Spirit of Christ he is none of his.' Evidently we made a mistake in considering the Gideons a Christian body. My own feeling in the matter is that of a gentleman offering courteous treatment to a stranger and discovering to his chagrin that he accosted a churl instead. The I.B.S.A. did not telegraph the news of the greetings anywhere and did not expect to. We do not fear exposures. All the so-called exposures I have seen have not sought to set forth the teachings of the association, or Pastor Russell, honestly, but have resorted to misrepresentations of him and the studies in the Scriptures"

I. C. R. TRAINMEN TALKING STRIKE

Propose Holding Meeting to Protest Against Dismissal of Conductors and Brakemen.

MONCTON, July 28.—(Can. Press.)—Six more brakemen and three conductors of the Intercolonial Railway received notice yesterday. The brakemen were sent home, which means that they were practically dismissed, while Conductors Daniels, Sullivan, James Melanson and John Cochrane were sent back to braking, while more are to follow.

The railway men are very indignant and something, they say, is going to happen in a few days. The question of a strike is being talked about, but the men intend to wait until their grand lodge officers arrive.

They intend holding an indignation meeting, it is said, at which the dismissal of F. P. Brady, general superintendent, and Mr. Richardson, general yardmaster, will be asked. The Hon. Frank Cochrane, minister of railways, is also to be petitioned.

An unconfirmed report is being circulated to the effect that 30 firemen will be laid off and 10 engineers will be put back to firing again.

BARNS STRUCK BY LIGHTNING.

BEAVERTON, July 28.—A severe electrical storm swept thru this part of the country this afternoon, lasting from 4 until 9 o'clock. The barns of R. K. Gunn of the Dunrobin stock farm and of the Misses Jardine were struck by lightning and burned. The losses are partly covered by insurance.

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