

The Toronto World

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

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TUESDAY MORNING, APRIL 14.

"IF WE STARVE THE RAILROADS WE STARVE OURSELVES."

To the April number of the magazine which bears his name, Mr. Frank A. Munsey contributes an article under the above caption, which has been widely read and commented upon in the United States and Canada. The bald statement which furnishes the text and the caption for Mr. Munsey's article is, of course, self-evident and indisputable. If the railway companies of any country are prevented by invasion, insurrection or confiscatory legislation from earning the money they need for their efficient operation, the result must be peril, inconvenience and sharp distress for the people. But is it true that the rates imposed upon the railways of the United States are unjust and in the nature of confiscation? What are the facts as to the "starvation" of which complaint is made, not only by Mr. Munsey but by many others less disinterested in appealing for justice and generosity to the common carriers of the United States?

The railways of the United States are capitalized for something over nineteen billion dollars. It is the burden of the fixed charges represented by this enormous sum which renders it impossible for these companies to pay their way, keep their plant and equipment up to date and render proper service. If the fixed charges could be cut in two, if, better still, they were only levied on \$9,500,000,000 instead of \$19,000,000,000, no one will deny that the American railways could render ideal service and make money hand over fist at the rates now established by law. And yet we know beyond dispute that railway securities now outstanding to the amount of \$9,500,000,000 in their issue and inception fraudulent; that the burden of fixed charges now crushing the railways to the earth is double what it should be and that the securities upon which interest and dividends must be paid exceed in face value by one hundred per cent. the money actually invested in the enterprises.

Unfortunately, many of these railway securities have found their way into the hands of innocent holders and the gigantic problem presented to the people of the United States is how to conserve the public interest without inflicting too great injustice upon the thousands of people who have invested their savings in railway stocks and bonds. The government shrinks from assuming the responsibility for the problem and its solution involved in nationalizing the railways—willing as the railways are to be taken over by the government. Not unnaturally also the government shrinks from unjustly taxing the people who use railways by authorizing extortionate passenger and freight rates, in order to provide for interest and dividends upon securities to the face value of nineteen billion dollars, one-half water.

As to the gravity of the situation, and as to the urgent necessity for dealing with it, no one will dissent. But Mr. Munsey's earnest appeal is weakened by the claim or assumption that the railway companies are in their present deplorable situation, not thru their own fault or misconduct, but thru government regulation. It was not the government which authorized or sanctioned the looting of the New Haven and other prosperous railway enterprises. No act of congress or order of the Interstate Commerce Commission can be found which directed the watering of stock or the fraudulent issue of bonds. All that can be said is that if the United States Government had begun to regulate the railways twenty years sooner than it did, and had regulated them from the beginning in a more drastic manner, the present deplorable situation would not have been created. In short, the complaint of the railway companies, and the complaint of the public alike, should be, not that the government has interfered too much, but rather that it has interfered far too little in the management and administration of public utility corporations.

Mr. Munsey also touches lightly upon mismanagement of the railway companies in the good old days when neither courts nor commissions sought to protect the public. He airily says that in the old days the railways gave a better rate to the big shipper than to the small shipper, just as the manufacturer quotes a better price to the

wholesaler than he does to the retailer. If this had been the head and front of their offending the strong public feeling against the railways would indeed be inexplicable.

But what did they do when there was no government regulation? Many startling acts of oppression and injustice might be recalled; let one suffice. From Marietta to Cleveland the railways charged the independent refiner \$5.95 for the service which they rendered to the Standard Oil Company for 95 cents. Moreover, of the \$5.95 paid by the independent refiner, 55 cents was kept by the railway company and \$5 handed over to the Standard Oil Company. Not only this, but all the shipments of the independent refiner were at once reported to the Standard Oil Company. So little did that this particular bargain was made and carried out by the receiver of a railway company appointed by the United States court for the southern district of Ohio.

Another thing of which the United States might take notice is the effect which a policy quite the opposite of starvation has upon railway companies in a country not far distant. We do not starve our railways in Canada; indeed, we have always fed them most generously. But we do not get any better service than do the people of the United States, and we pay much more for the service we get. We have our railway situation as have our neighbors to the south. If ours be less serious, it is still perplexing enough. Patience, courage and statesmanship are called for in both countries. In neither country is there any disposition to muzzle the ox, but in neither country will the 6x be permitted to take possession of the house and run the farm.

TWELVE PER CENT. STREET RAILWAY INCREASE.

About a week ago we had the audacity to state that the intangible assets of the street railway are much more valuable than was anticipated. The Globe declared: "This statement is hopelessly at variance with the facts," and it presented a table of the revenue for six months in 1912-13 and six in 1913-14, which showed a falling off from the anticipated 10 per cent. increase of \$80,197.26. The Globe, of course, wound up with the usual enquiry why The World does not tell the truth. We try very hard; harder, we are inclined to think, even than The Globe. We feel sure we try harder than The Telegram, which often does not seem to try at all, and, in fact, gives the impression that it is trying the other way. We made our innocent little remark because we have great faith in Toronto, considerable faith in Mayor Hocken and his batch of experts, and were still more assured by the assertions to the contrary of the opponents of railway purchase. But of course we might be mistaken, and we are always grateful when The Globe or The Telegram points out genuine errors to us in the kindly and Christian spirit of which they boast such ample possession.

We still believe that the experts are correct in their estimates. The present winter has been singularly severe and prolonged, and has not been conducive to street car traveling. Times have been hard also, and street car

traffic feels any pressure of that description quite sensitively. Yet in spite of all this we find, if we are taking taken, that the increase in street railway receipts for the twelve months ending March 31, 1914, is actually 12 per cent., or \$7,264.68, in excess of the 10 per cent. estimated by the experts.

We believe a full twelve months is the fairest way to figure on the receipts. The months vary considerably, and the seasons will never be the average on a year is fairly maintained. The revenue for the year ending March 31, 1913, was \$5,444,237.02, for the year ending March 31, 1914, it was \$8,106,925.40. A 10 per cent. increase would only have brought the receipts up to \$5,988,660.72. We trust The Globe will take this matter up and give us a little credit for trying to tell the truth. It might remember, too, that the current quarter includes some notable holidays and the "Woodbine week," and while we are not refusing to accept its figures it surely will not decline to recognize the increase in street railway receipts for the past twelve months of 12 per cent.

THE CANADIAN NORTHERN.

The Vancouver Sun discusses the probability of James J. Hill buying out the Canadian Northern and says the provincial and federal governments would have to be consulted if any such deal is on. Certainly. But perhaps Sir William is willing to buy out Mr. Hill. Our own idea is that no one will get the Canadian Northern until it is completed one or two years hence if the financial aid proposals now under consideration at Ottawa are closed up. We believe Sir William Mackenzie and Sir Donald Mann would desire nothing better than to turn their system over to Canada when completed, on most reasonable terms. No one will ever force Sir William Mackenzie to sell, least of all Mr. Hill. But that he will give Canada a chance to own the road there is good reason for believing. He is willing to sell the Toronto Street Railway and his electric propositions as well. Surely that is something. In Montreal the street railway owners will not sell, are seeking a forty years' renewal.

A DANGEROUS DESCENT.

All this clamor for an 18-mill tax rate is inspired by the wish that the Hocken-McCarthy administration could be induced to roll up a deficit in the revenue similar to that which characterized the previous administration when the city went \$12,000,000 in the hole. Nineteen mills is little enough to meet the deficiencies of the past, and an honest attempt will be made to get the city finances on a firm basis again. Eighteen mills is the way to the quicksands.

HEADS AND FEET.

The Telegram, having been forced to disavow its readers of the idea it tried to force upon them that the tax rate now being discussed is based on the assessment at present being made, has indulged itself with a few reminiscences about Dr. Kane's unwillingness "to kick Queen Victoria's crown into the bovine" and then launches into the fine Pickwickian vein of vituperation for which we challenge Eatonville to produce the equal. The Telegram is singularly at home with the "pedal extremities" of various in-

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dividuals, and mentions "The World" office boy and some unidentified "Bel-fast Boy" as two of those of which it has recently been making a study. The Telegram expects to find "more brains in the boots of the boys afore-said than can be identified in the columns of The World." We shall not quarrel with The Telegram's expert authority on feet and boots, and of course there is nothing remarkable about its inability to identify brains in The World. Some day it may make a study of heads and feet more at home with The World.

Meanwhile its readers are advised that the assessment now being made in this present year of grace 1914 will form the basis of the tax rate for 1915.

IRISH DRAMA AND PLAYERS.

It is to be hoped that there is still enough of the sense of humor left in Toronto-bred "fishmen" to prevent them taking up the astounding folly of attacking "The Playboys of the Western World" on the ground that it has been made the basis of objection to it by some enthusiasts elsewhere. Synge's play is a piece of most delightful humor and satire. Very ignorant people in Scotland object to Shakespeare having selected Macbeth as a subject instead of Bruce, and equally ignorant Italians might object to the typical villain of all times having been pictured in the Italian lago. But the case against Synge is nothing like so bad as that. "The Playboys" is a type which might be discovered in some parts of Ontario as readily as in Ireland, and the Irishman who will imagine his exploits as likely to be accepted as typical of Ireland must have had little experience of the theatre. It is quite true that Synge is a more profound psychologist than Dion Boucicault, and a more poetic writer, but why the traitors and spies of Boucicault should be allowed to pass without a word and exception taken to the farcical "Playboys" it is difficult to conceive. The explanation given by some is that Synge represents a new spirit in Irish literature, and that it is against this spirit rather than the special manifestation of its operation in a particular play that the agitation is directed. Toronto is fortunate in having a visit from the Irish players, who have injected a new element into British drama. The exquisite simplicity and naturalness of their work is remarkable, and when it is remembered that their origin is as humble as anything in Ireland can be, that their experience had inspiration in Irish, and that their plays are the work of Irish playwrights, it is a matter for further wonder that anyone with Irish blood in his veins could raise any voice of protest. But indeed those who read or see the plays are disarmed of their prejudice. No one has a right to criticize a play he has not seen.

ANGELIC GIFT TO PRES. BYTERIAN CHURCH.

Canadian Statesman: Next Sunday (Easter) the choir of St. Paul's Presbyterian Church will appear in gowns, the lady members wearing caps of mortar-board style. The gowns and caps are a gift generously donated by Mr. J. A. Culverwell, C.E., of Port Hope. This is not a new departure on the part of Mr. Culverwell, as he has already presented similar gifts to St. John's Anglican Church, Port Hope, of which he is an active member; also to the Baptist Church, Port

Hope, and to St. Andrew's Presbyterian Church, Cobourg. Mr. Culverwell has been interested in choirs all his life, having as a boy sung in a vested choir in Toronto. The thanks of the pastor, session, board of managers and choir of St. Paul's were forwarded to Mr. Culverwell, the pastor stating that the gowns would be worn for the first time for the special services on Easter Sunday.

THE TANNERY AT THE BRIDGE.

Editor World: In your issue of April 7 I noticed a letter suggesting that the aldermen of Nos. 1 and 2 wards might be able to secure the removal of the Johnston Tannery at the west end of Wilton avenue bridge, now that it has to be rebuilt in consequence of the recent fire. This I would heartily support. The district is one largely of workmen's houses and the odor from the tannery renders residence in it very disagreeable and unpleasant. An industry of this nature should be placed in a location where it is not an annoyance and, now that the opportunity has been provided, I think that not only the aldermen representing the wards concerned, but the city council should agree to have it removed to the bay front. The step will be thoroughly appreciated by the residents.

Toronto, April 13. Working Man.

BROWN TAIL MOTH A CAUSE OF TUBERCULOSIS.

(Special Correspondence.) FREDERICTON, N. B., April 13.—That in addition to being a destroyer of fruit and ornamental forest trees, the Brown Tail Moth is a threat to the health, is amongst the discoveries made by the Entomological Experiment Stations of the Dominion Government at Fredericton. The investigators have found that whenever the hairs of these insects come in contact with human flesh they produce a most painful itching and eruption, the effect of which may last for months, when breathed into the lungs they have been found to cause inflammation and become productive of tuberculosis.

New Brunswick is making strenuous efforts to purge itself of the Brown Tail Moth invasion. In the vicinity of Sussex the exterminators, armed with cans of petrol, have succeeded in reported in exterminating 15,000 of the pests and destroying their nests. The moth is the most dangerous pest that destroys trees and orchards, and has yet appeared in New Brunswick. The New Brunswick Agricultural Department has long recognized the danger, and had been on the watch for this insect, and when in the winter of 1911, in the course of its natural spread from the State of Maine, it was found to have become established in New Brunswick, a staff of scouts was organized and a systematic search for the nest of the insect was made at once.

The New Brunswick Department of Agriculture has carried on an educational campaign for the destruction of the insect, and the co-operation of teachers and boys and girls enlisted. A reward of one dollar was offered for the first nest found in each school district, and five cents for each subsequent nest found. The campaign was a success. Hundreds of nests were sent in, discovered mostly by teachers and school children. The methods of destroying the Brown Tail Moth are chiefly of two kinds: destroying and spraying the foliage with poisons to kill the caterpillars and removing them with a long-handled tree pruner in the winter months when the nests are on the end of the branches.

GINGERBEER MAKER DEAD.

CHATHAM, April 13.—John Hoon, the well-known manufacturer of Hoon's gingerbeer, passed away at his home in this city this morning at 8 o'clock. He is the 88th year. He had been a resident of Chatham for 64 years, and had been married for 63 years. His widow survives him. The late Mr. Hoon had been manufacturing gingerbeer in Chatham continuously for 53 years.

CANADIAN PACIFIC PAVILION PANAMA-PACIFIC EXPOSITION

SAN FRANCISCO, CAL. 1915; FRANCIS J. SWALES ARCHITECT.



The plans for the Canadian Pacific Railway Company's building at the San Francisco Fair in 1915 have been completed and are now awaiting the approval of Mr. J. S. Dennis, assistant to the president, and head of the natural resources department of the Company, which has full charge of the building and exhibits. The building was designed by Mr. F. S. Swales, designer of the C. P. R. buildings at the recent exposition at Brussels, and will cover a ground space of 65 feet square. It is a one storey

structure, in the Spanish renaissance style, and will harmonize with the architectural scheme that is being carried out on the other buildings of the exposition. The roof will be of tile, and the wide cornices will be colored to conform with the general style of the neighboring buildings. The interior will be divided into an exhibition hall, 40 feet wide by 65 feet in length, and a cinematograph hall, 22 feet in width and 50 feet in length. The ornamentation is renaissance in character but emblematic of the products of the Canadian west, fruit and grain being used throughout.

EDDY'S FIBREWARE

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SIDNEY BUXTON NOW VISCOUNT

New Governor-General of South Africa Elevated to Peerage.

Canadian Press Despatch. LONDON, April 13.—Sidney Charles Buxton, the newly-appointed governor-general of the Union of South Africa, was today created a viscount. He was formerly president of the board of trade, and at one time postmaster-general, in which capacity he introduced two-cent postage for letters between the British Isles and the United States.

The new viscount is an authority on the question of the relations between employer and workman, having participated in the settlement of many disputes. His experience in this connection is expected to be very useful to him in South Africa, where the labor problem is very acute.

HERE IS A TALE OF GENUINE HARD LUCK

Man Was Robbed While Occupying a Cell in Guelph Jail.

GUELPH, Ont., April 13.—It is pretty hard for a person to be robbed in his own house or store by burglars, or anyone else, but when a man is in jail and is robbed it is harder yet. This happened to a man named Norris today. He is serving a month in the county jail, and when he was put in a young man, Edward Arnold, was just concluding a ten days' sentence for theft. It seems the jail physician had given Norris permission to smoke and a friend went up to see what he wanted in that line. He was asked to purchase several packages of tobacco, and to get a new pipe, and also bring along his fountain pen. Arnold heard what was going on and apparently paid no attention, but this morning as soon as he was released he went down to the storekeeper, told him that he had been sent for the tobacco and other things, and was given them. That was the last seen of Arnold, and thus was the man robbed while he was locked up in jail.

DEATH OF MRS. ABBOTT.

CORNWALL, April 13.—The death of a highly esteemed resident of Cornwall, Mrs. Abbott, wife of J. F. Abbott, occurred this afternoon at her husband's residence, Sidney street, after a long illness. Mrs. Abbott, whose maiden name was Elizabeth J. McGill, was a daughter of the late Rev. Wm. McGill, and was born in Pakenham, Ont.

Friends were advised today of the death of Mrs. Stafford, widow of the late Alexander Stafford, which occurred at the home of Mrs. Frank Walker at Massena, N.Y., last night.

ALLIANCE LOSES CASE.

VANCOUVER, B.C., April 13.—J. Waldron, South Vancouver, was recently fined \$10 under the Lord's Day Act for selling two loaves of bread on Sunday. His appeal to the British Columbia Appeal Court was unanimously upheld.

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MONTREAL NEEDS MORE POLICEMEN

Chief Asks for Two Hundred Recruits — City's Budget Much Larger.

Canadian Press Despatch. MONTREAL, April 13.—The occurrence of many serious crimes during the past few months has led Chief Campeau to insist upon having 200 additional policemen to bring his force up to effective strength. He asked for the same increase last year, and was given a hundred more men. The medical health department is also asking much more money to carry out a reorganization of the department. This year's paving program too will swallow up \$1,500,000, which, owing to the repeal of the paving tax on proprietors, now has to be borne by the city. There are some of the big problems that face the new board of control. The city's budget will reach, it is expected, \$4,000,000, instead of the usual \$2,500,000.

AND HE DID

SMOKE EL-PUNGO FORCES BY GEORGE-I THINK I WILL!

BACCO AND HE DID.

50PHT—Suddenly, in this city, on the 13th inst., Charles Augustus, below.