

The Toronto World

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WEDNESDAY MORNING, June 18.

LAUGHING LAST.

The Winnipeg Free Press would be more than human if it failed to call the attention of Colonel J. A. Currie, M.P. for North Simcoe, to the recent decision of the United States Supreme Court in the Minnesota rate case.

Two years ago The Free Press extensively investigated the subject of railway freight rates and called attention to the extortionate and discriminatory rates prevailing in western Canada. To meet the stock argument that the rates in the Canadian west were no higher than those in the American west, The Free Press compared the rates established by the railway commission in the State of Minnesota with the rates permitted by law to be charged in Manitoba.

About this time a United States circuit judge enjoined the State of Minnesota from enforcing the reduction in rates prescribed by the state railway commission upon the ground that the rates were confiscatory. This decision was made much of by the railway companies of the United States and Canada alike, and a great deal of literature was circulated which was intended to discredit The Winnipeg Free Press and the Minnesota Railway Commission. No doubt misled by such literature, Colonel Currie, from his place in the house two years ago, denounced the Minnesota Commission as socialist in character, stating that its schedule of rates had been declared illegal, and attacked The Winnipeg Free Press for citing such rates as a standard of comparison. He said:

The railways succeeded in showing the courts that the rates established by this board were absolutely wrong, that they were virtually confiscatory in their nature, inasmuch as it was impossible for the railways to carry freight for the rates that this revolutionary board had established there. The courts have given a decision against the State of Minnesota and its board, and, as I say, the arguments advanced by The Free Press in using this comparison of freight rates between Minnesota and Canada are not trustworthy and of no value.

No wonder The Free Press feels vindicated now that the United States Supreme Court, by unanimous vote, has upheld the Minnesota rates and ordered two of the big railways to disgorge some three million dollars in excess fares. Colonel Currie made merry at the expense of The Free Press two years ago, but it looks now as though The Free Press had the laugh on the colonel.

U. S. NAVIGABLE WATER POWERS.

What is described as one of the most momentous decisions ever rendered by the United States Supreme Court was recently given by that tribunal in connection with the ownership of running water in navigable streams. The essential point decided is that ownership of land on the banks of a navigable river confers no vested right in the flow of the river, no right to construct works to fill the flow and no valid basis for a claim which includes "an element of value not inherent in the parcels of land." The court committed itself to the broad statement that the running water in a great navigable stream is not capable of private ownership—is, indeed, inconceivable that it should be. Nor can the government justly be required to pay compensation for the loss of the water power of navigable rivers.

In substance, the supreme court holds that the power of congress over navigable streams is absolute and that the power of the states within which they are situated is secondary to that of congress. Further, that the existing power of congress and the fact that permits from the secretary of war are a prerequisite to the construction of any work on a navigable river qualify the title of those availing themselves of permission to use such water power. That qualification is not only understood in advance, but is binding in the final analysis and therefore under condemnation proceedings instituted by the government compensation is confined to the actual value of the property without consideration either of the actual water power loss or of the prospective enhancement due to improvements to be made by the government itself in the future.

IS IT A STOOLED PIGEON?

Is the wireless controlled by the cable combine?

It is significant that whenever the popular demand for a state-owned cable under the Atlantic becomes almost irresistible, public attention is suddenly diverted to the consideration of the great advantages possessed by the wireless over the cable.

to go slow in constructing a wire cable because it might soon become junk in view of the rapid development of the Marconi and kindred systems.

Of course all this sort of advice is supposed to be philanthropic, but in the meantime the people get no relief from extortionate cable charges. Many eminent public men have stated that the cable monopoly for years has exercised a strange influence over one government after another in the United Kingdom. Postmaster-General Samuel, we know on the best authority, has discouraged the project of a state-owned Atlantic cable, relying upon the Marconi system to bring down rates. Certain it is that the Marconi Company has been much in evidence so far as some members of the Asquith government are concerned and just now is responsible for rather a sorry spectacle in British politics.

And now comes some philanthropic gentleman from the United States, who has a wireless system, not the Marconi, and proposes to establish stations, build towers and give cheap rates for messages between Canada and the mother country. He joins his voice to others in urging the Dominion Government to state off the popular demand for a state-owned cable and await further experiments with the wireless system, which many declare has not yet passed the experimental stage. The Cable Combine owns the telegraph land lines in the United States and controls the Bell Telephone Company there and in Canada.

Is it behind this wireless company which has prevailed on the Dominion Government to postpone to an indefinite period, the construction of a state-owned cable across the Atlantic? Mr. Pelletier should investigate and act quickly. He should not give his blessing to any combination of the hands of Esau with the voice of Jacob.

ONTARIO FOR A HOLIDAY

People who are thinking of their holidays just now should not overlook Ontario. It is a reproach to the people of the province that they know so little of the beauties of their own district of the British Empire. People who come from all over the world to see Niagara are astonished to find that most of it belongs to Ontario, and that Ontario has created one of the most beautiful parks in the world around the great cataract. But they are far more surprised to learn that thousands of people in Toronto have never seen the Falls.

Ontario, however, has many remarkable scenes as well as Niagara. Four of the five great lakes are associated with Ontario, and along their coasts, especially perhaps in the Georgian Bay region, and in the 10,000 Islands and stretches of the St. Lawrence River, Ontario has a wonderful birthright. Inland there are other and as bewildering scenes of beauty. Muskoka is the resort during the summer of hordes of United States visitors, but there are districts much nearer Toronto which afford the most charming sylvan and rural landscapes. Victoria County and the Rice Lake and St. Mary's Lake territory for sport and holidaying are unrivaled, and then away up in Hastings and Renfrew Counties are to be found scenes as strange as almost anywhere on the continent, outside the mountain ranges. The Ottawa River is an outlet for many tourists, canoeists and others who go up into Algonquin Park and beyond this, north and west, are the marvels of Nipissing and Timagami and Timiskaming, while the trip up the Montreal River is one never to be forgotten. All of these places are not outside convenient range, while westward lies Nepequin, and beyond that the wonders of the Rainy River country. The poets have confined themselves chiefly to the lakes, but these wider fields must soon attract literary attention. The novelists have a boundless store before them in these endless millions of acres.

Before the recent accession of territory Ontario was just the same size as the German Empire. It is now more than half as large again. A more fertile land does not exist on earth. The forests of Ontario have

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paid the people's taxes for some generations, and the forestry department hopes to maintain the record. Water power exists in abundance. The only thing that is scarce is people. If Ontario people would make haste to get acquainted with Ontario, all over its 375,000 square miles, they would soon have the rest of the world spending their vacation here, and finally settling down in residence. Then would be fulfilled the saying, uttered twenty years ago by a World man, that the centre of the British Empire shall yet move over to Canada.

THE SYSTEM ON DEFENSIVE

Ald. Wanless appeared to sum up the common sense of the council on Monday, in seconding Ald. Hubbard's motion to appoint Ald. Anderson and Wickert to act with the treasury board, in an investigation of the city's financial conditions. Alluding to Controller Church's gentle chiding, Ald. Wanless remarked that "all this volume of sound and fury indicates to my mind that there is something to cover up. Otherwise I cannot conceive of the controller working himself up to such a pitch." The controller, of course, had to defend the policy he and his backers have pursued for years past, the results of which Mayor Hocken has to repair.

MR. BURNHAM SPEAKS OUT.

Elsewhere on this page is a letter from Mr. J. H. Burnham, M.P., of West Peterboro. Never dull, he is sufficiently courageous in speaking his mind to always command attention. He is hardly fair, however, in saying that none of his fellow members responded to his appeal against granting railway subsidies at the late session. When the Canadian Northern subsidy and the Grand Trunk Pacific loan were under discussion, many amendments, some of them providing for equality of rates as between east and west, were proposed and voted down. The subsidy bill itself was passed on a yeas and nays vote. Upon the several divisions on the subsidies we do not find Mr. Burnham's vote recorded.

The Liberal party in power did not give the country a progressive government, but the Liberal party in opposition might become the progressive party of the country. The Conservative members, named by Mr. Burnham and others, will not accomplish much in making the Conservative party progressive, unless they speak as they think, and vote as they speak. A progressive government should be eager to hear and act upon suggestions from any quarter which make for the welfare of the people. And perhaps this is what Mr. Burnham wishes really to say.

An excellent selection has been made by the Local Council of Women, for the membership of the proposed vice commission. When the commission is appointed, the first thing it should do would be to publish a list of the landlords who rent houses for immoral purposes.

THE CONSERVATIVE PARTY AND PROGRESSIVES.

Editor World: Your news item in The Sunday World regarding Mr. Arthur Meighen, M.P., and the Progressives, is so timely from many points of view that I hope you will allow me a few words with respect to it. First of all, Mr. Meighen deserves all that can be said of him. He is not only a straight, his departure from the house of commons would be a calamity to Canada. And now for the Progressives.

Let me say that Mr. Borden encourages freedom of thought and speech. He is too great a realist to wish to give to others the right to explore for themselves. While Mr. Maclean is the champion of cheap transportation and Mr. Meighen demands a reconstruction of freight rates, banking regulations, etc. I regretted to find that when my humble self girded up my loins and attacked Meighen in the face of the "interests." Last year the rank and file knocked steel bounties in the head, and this year I did my level best against Meighen's "interests." But I got no support. Why? I give it up. No one had a word or argument against my contention, but probably I looked rash in the face of the "interests." This brings me to my point. The Progressives are fighting "the interests," while "supporters" on both sides of the house are neither few nor unimportant. The hope of the Progressives lies in Mr. Meighen, Mr. R. B. Bennett and Mr. Nickle. The Liberals are hopelessly bound to the wheel of reaction in more ways than one. With that really great man, Mr. Borden, at the head, the hope of Conservatism for the future is indeed bright. I only regret that nothing will induce him to adopt any part of Sir Wilfrid's Canadian navy scheme, for the advent of Canada's navy, the advent of nations, the very simple process of co-operation in the empire, would be, in my opinion, a crime in the eyes of civilization.

The Philosopher of Folly

By Sherwood Hart

My old straw hat, where art thou hid? This summer-time, how more, and I must sport thee, brave old I, in the days of yore. For many years I have had thee, the summer's scorching heat, but lately our paths have been traced by smiles down every street; thy shape, if I may call it such, which once was smart and trim, is frankly now not up to much—thy bent and ragged brim no longer hurls defiance at the sun on torrid days. Alas! thou art no more the hat I loved in many a way. The color, which was creamy white, is now yellow and sere; thy ribbon, once so glossy bright—ah, what a change is here! Time's hand has fallen on thee hard since in our youth we met—but we will stick it out, Canada, we will stick it out. Each time I see thee, my old hat, I think of bygone years: I sob and weep and what visions come to my memory. What again I seem to see an eager youth who paid his groans when I told him how many years have fled since first, in all this pristine glow, I placed thee on my head and cart thee to the lane, or well thee to an Hibernian for mercenary gain? No, no, old friend, not thusly! Dost think I can forget the happy days of long ago so soon already yet?

PICKPOCKET GETS 14 YEARS.
MONTREAL, June 17.—I am giving you this heavy sentence so that it may be a lesson to other New York pickpockets who may think of coming here to ply their trade. I think this morning, said Judge Bazin, "Red" Sullivan, alias Frank Meehan, to 14 years in the penitentiary for pocket picking.

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ANNOUNCEMENTS.

June 17th, 1913.
Motions set down for single court, for Wednesday, 18th inst., at 10 a.m.
1. Re Gibbs Estate.
2. Martin v. Robertson.
3. Re O'Dell.

Master's Chambers.
Before J. S. Cartwright, K.C., Master.
McKay v. Hughes.—R. W. Treleven (Hamilton) for defendants, obtained on consent, order dismissing action without costs, and vacating lien and its pendants.

Laidlaw Lumber Co. v. Cawson.—R. J. Macdonald, for sheriff of Toronto, moved for interpleader order. Kerr (Kerr, Davidson & Co.) for execution creditors. J. MacGregor, for claimant, at request of execution creditors, motion enlarged one week for cross examination of claimant on her affidavit.

Darrer v. Elevator Specialty Co.—G. Ritchie, for defendant, moved for order postponing trial on ground of absence of material witness resident out of jurisdiction, and on ground of amendment of pleadings by plaintiff on 14th inst., setting up an estoppel. H. S. White for plaintiff. Trial postponed until September sittings. Costs of motion to plaintiff in any event.

Defendants to undertake to go down at September sittings and to allow proceedings to be taken in vacation, if plaintiff so desires. Notice of trial already given to stand for September. Reinhardt Salvador v. Gamble No. 3.—W. R. Smyth, K.C., for plaintiff, obtained order for substitutional service of writ on defendant's son.

Hardinge v. Hardinge.—D. D. Greenson, for plaintiff, moved for order striking out defence for default in production and for particulars of statement of defence. W. W. Vickers for defendant. Production having been made, order made for particulars in ten days. Costs of motion to plaintiff in cause.

Rogers v. Imperial Cement Co.—H. S. White, for defendant in first action. J. T. White for defendant in second action. Motion by plaintiff for order that the two actions be tried together. No one appearing to support motion. Enlarged until Friday.

Groenck v. Allen.—H. E. Rose, K.C., for defendants, moved for order for commission to take evidence at Sheffield, and to postpone trial meanwhile. J. J. Macdonald for plaintiff. Order made for commission as asked, to be returned not later than August 30th. Trial postponed meanwhile. Costs in cause.

Leadley v. Union Stock Yards Co.—C. Kappel, for plaintiffs, moved for order, striking out statement of defence of defendants, other than Allan for default in production. M. MacDonald, for defendants. At defendants' request, motion enlarged until 24th inst. Martin v. Barber. K. Lennox, for plaintiff, obtained order for issue of writ of summons for service on defendant at Eastbourne, England. Time for appearance, thirty days.

Woleley Tool Co. v. Humphreys.—Beatty (Bicknell & Co.) obtained order for issue of writ of summons for service on defendant at Vancouver. Time for appearance, twenty days.

Judge's Chambers.
Before E. J. Fiddell, J.
Re Wansborough and Canadian Order of Home Circles.—F. W. Harcourt, K.C., for infants, obtained order for maintenance. The payments to be made with the privilege of the official guardian.

Re Wansborough and C. P. R. Co.—W. H. Bourdon, for mother, moved for order for payment of \$50 to enable infant to take commercial course. F. W. Harcourt, K.C., for infant. Order made for maintenance. Stands.

Re Gaubzy.—F. W. Harcourt, K.C., for infant, obtained order for certain interest to be paid out of life tenant. Hodgins v. C. P. R. Co.—F. W. Harcourt, K.C., for infants, moved for order for maintenance. Stands.

Re Taylor.—F. W. Harcourt, K.C., for infant who has now become of age, obtained order for payment out of his share of the estate of his mother.

Re Card.—F. W. Harcourt, K.C., for infant who is now of age, obtained order for payment out of court of share. Re McDermott and Canadian Order of Foresters.—F. W. Harcourt, K.C., for infant now of age, obtained order for payment of share out of court.

Northern Navigation Co's. palatial steamers leaving Sarnia Wharf 4:15 p.m., for Sault Ste. Marie, Ont., Port Arthur and Fort William. Steamer leaving Sarnia Wharf Mondays does not call at Port Arthur. On the arrival of steamers at Fort William, special trains of the highest standard leave that point at 4:45 p.m., via Grand Trunk Pacific Railway, arriving Winnipeg 7:45 a.m. next morning. The service afforded by this route is the finest in every respect and includes parlor cars, parlor cars and coaches between Toronto and Sarnia, excellent service on the steamers of the Northern Navigation Co., including the Halcyon, the fastest and finest steamship on the Great Lakes. Standard sleeping cars (electric lights in lower and upper berths), colonist sleeping cars (berths free), dining cars, and coaches, on the Grand Trunk Pacific Railway between Fort William and Winnipeg, also standard sleeping cars to Saskatoon and Edmonton.

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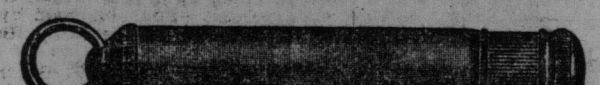
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