

# The Toronto World

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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.

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FRIDAY MORNING, SEPT. 18.

## A Bad Example.

One of the indications of the pinch in the financial situation is the reported suspension of the building of the new quarters at Norval for Upper Canada College.

When an institution of this standing, which has behind it the backing of some among the most influential citizens in the province, is unable to keep to its intentions, there is evidently something seriously wrong. It might have been expected that if any institution could have financed such a necessary and long contemplated expenditure as the cost of its new buildings, Upper Canada College could have done so.

There is no better evidence therefore of the stringency of the situation than the hold-up in these building operations.

It has been laid down by everyone in authority, and out of authority, for that matter, that all public work should be pushed on at this time in order to relieve the labor situation and to keep as many people in employment as could be maintained in necessary and already projected work.

Those who have charge of Upper Canada College are as fully seized as any of the wisdom and necessity of such measures, and when they are compelled to yield to the pressure of circumstances it will be felt that the state of affairs is critical. Moreover, it affords an excuse to others whose backing is not of the solid and substantial character of Upper Canada College to refuse to proceed with plans which might be less warranted than those on the Norval property.

It is stated that this enterprise will now remain for a year or two in abeyance, a period which appears to coincide with the probable duration of the war as forecasted by the British military authorities. Nothing more depressing has been heard in Toronto since the war broke out than this statement from a representative of such a well-established institution.

If it signifies the attitude of those in authority and those who have control of capital and those who are expected to give a patriotic lead to the affairs of the community, it will be generally felt that there is little to be hoped for by labor from the solid financial section of the community.

Should other institutions and directores take this course for the next two years the prospects of business could not be described as otherwise than gloomy. In Great Britain every effort is being made to continue business as usual, and there is little reason apparently on the surface why in Canada the same policy should not be followed.

We trust that the failure of the Upper Canada College trustees to rise to the occasion does not forebode such weakness in the general affairs of the community as the action taken will naturally lead many to suspect, and the public have every right, in any case, to hope that such a disheartening example will not be generally followed.

## Are Freight Rates to Go Up?

Last December we think it was the United States railways operating east of the Mississippi and north of the Potomac applied to the Interstate Commerce Commission for a 5 per cent. increase in their freight rates, and the hearing was set for some time in March. About the same time it was reported that a similar application had been made by the Canadian railways to the Dominion Board of Railway Commissioners for a like increase in rates east of Lake Superior, and that their application had been continued until the day set by the Washington Board for hearing the case on their side of the line.

The Interstate Commerce Commission, however, did not dispose of the case before them until August 1, when a decision was handed down refusing the flat increase of 5 per cent. in territory east of Pittsburgh, except as regards coal, coke, iron ore and certain other commodities in that class. The railway companies should have filed their schedules of new rates based upon the ruling of the commission, but instead they have filed an application for a rehearing of the whole question and still

insist upon the flat 5 per cent. increase.

The New York World, which strongly favors the increase, claims to know that it is to be granted almost immediately, and it is significant that the proposed federal tax of 3 per cent. on freight in transit has been suddenly dropped. That tax would of course have fallen upon the shipper or whoever pays the freight, and its imposition would have made it more difficult for the railways to add another 5 per cent. to his burden.

The roads make the usual complaint of decreasing earnings and increased cost of operation, but their main point is that they cannot finance necessary maintenance, betterments and equipment unless they can satisfy the investors of an assured increase of earnings. They say to the commission, in effect, that their property will deteriorate and their service become inferior unless they can borrow money, and that they cannot borrow more money unless they are permitted to raise their rates.

Upon a similar plea we may look for corresponding applications from the roads in the south and west of the Mississippi. As has already been pointed out the railways of the United States have outstanding stock and bond issues aggregating nineteen billion dollars, one half water. Their fixed charges are, therefore, out of all proportion to the cost or value of the undertaking. Moreover, the companies are bled at both ends by subsidiary companies, which sell them their supplies at an exorbitant profit, and cream the best paying part of the business, such as fast freight, express and Pullman services. Hence their charges to the public are not based, as they should be, upon the value of the service rendered but upon the necessity of the road earning interest to meet exorbitant fixed charges.

Just now, as The World has already pointed out, the American banks, insurance companies and trust companies are loaded up with waterlogged railway securities, which to a large extent constitute their reserves. Many of these concerns will suffer, and their deposits with them, unless these securities can be rigged up and made to appear of some value when the Wall Street merry-go-round reopens and the public are invited to get on.

We may expect to hear great tales of the prosperity of the railways after the 5 per cent. increase has been granted. There will be no doubt for a while in the financial Astoria; hard luck stories about the railways losing money will cease as by magic, and the public will be invited to try it once again, and put some money into railway securities.

That application of the Canadian railways for 5 per cent. increase east of Lake Superior seems to have been withdrawn or dropped, but it would not be surprising to see it revived if the Interstate Commerce Commission reverses its ruling and grants the request of the American railways.

## An International Commonwealth

When representative public men of Germany avow their deliberate belief that international treaties and obligations intended to be permanently binding on the contracting powers are of no avail against the dictates of self-interest, they strike at the foundations of international law. For that law simply seeks to establish among nations what the common sense of mankind has established among individuals. Before the time when a community became strong enough to impose the general will upon even the most turbulent of its citizens, the strong man prevailed against the weak. Practical anarchy prevailed, but out of the conflicts waged by the powerful among themselves came the chance of the common people. The reign of law began to supersede arbitrary rule, until in all civilized states agreements entered into and obligations undertaken became and were actually capable of enforcement, too violated.

What is now necessary is that every state shall be required to keep its pledged faith to other states, just as an individual can be compelled to live up to the contracts and agreements into which he has entered. International law must prevail among states, just as national law prevails over the individual living in its the rule of might over right is in its essence immoral, because it denies that justice should be equal and universal. The Kaiser claimed that the interests of Germany required violation of the neutrality of Belgium, and he com-

mitted this wrong because he believed in the power of the mailed fist. But he also demands that all nations shall keep their word to him and threaten them with direct penalties if they default. Such a claim is nothing else than a perversion to the barbaric rule from which Europe found it so hard to escape.

Every civilized nation is concerned in this matter of the supremacy of law and that in its external relations quite as much as in the regulation of the internal concerns of its people. Indeed, it is even more to its continued and orderly existence, that it should be protected against the overreaching ambition of a stronger neighbor. What the world needs is a supreme degree today is the creation of a genuine commonwealth of nations able to impose the general will, just as the community of a state imposes its will upon lawless and recalcitrant individuals. This is the real issue at stake in the European war, which has wrought such universal hardship even to countries in no way concerned with the wanton actions of an irresponsible autocrat. There can be no lasting peace until national liberties are protected by an international commonwealth strong enough to enforce national rights.

## German Colonies

Germany is now realizing the ubiquitous power of the united British states. New Zealand lowered the German flag in the Samoan Islands; Australia is busy ridding her own northern coasts of the German menace in New Guinea and the adjacent South Sea Islands; the Union of South Africa has undertaken the job of repelling the German invader from southwest Africa and carrying the war into that territory. German Togoland has already yielded to Anglo-French forces and the fall of German East Africa will come in due time whenever it is seriously undertaken. France is immediately concerned with the German Kamerun Protectorate, where considerable concessions were made in connection with the Morocco arrangement. In the far east Japan has invaded the German possession of Kiaochow, to which there can only be one end.

In all probability before the European war is brought to a successful issue, that is, as we all believe, for the allies, all Germany's colonial holdings will have passed under control of the allies and there will be a general clean-up of the world situation. Certain adjustments will undoubtedly be made, nor will these be wholly under the control of the imperial government. Both Australia and New Zealand will insist on the elimination of German power from the Southern Seas. Australia indeed hoisted the Union Jack twice over in the then unoccupied part of New Guinea only to have her action disallowed. The commonwealth will now expect that the error will be retrieved.

In Africa again there are circumstances which cannot but entail changes on the present map. Cecil Rhodes' dream of an all British Cape to Cairo railroad came to grief when Germany was conceded the 384,000 square miles of territory stretching from the Indian Ocean to the Great Lakes and later successfully objected to the arrangement made by Lord Rosebery, by which a part of the Belgian Congo was leased in exchange for part of the Egyptian Sudan. A German defeat in Europe will give the opportunity to secure the All Red Line thru Central Africa. The Union of South Africa will have a say in the disposal of the southwest territory lying between Portuguese West Africa and Cape Colony and providing means of railway access from the British West African Bay to British Bechuanaland. As it was Germany's avowed intention to gobble up the French colonies she can offer no valid objection to the division of her holdings in Africa between France and the British Empire.

# THE HOME BANK OF CANADA

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JAMES MASON, General Manager.

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## SCHOOL APPLICATION WAS SIGNED BOTH WAYS

Mrs. Belinda Wood Favored Separate School — Her Daughter Had Protestant Leanings.

Of 14 cases produced by the representatives of the public and separate schools in the court of revision yesterday, each side won seven. What at first looked to be an instance of for and against, turned out to be a public school appeal was signed by a daughter. Philip Flannigan, who was employed by the separate school board to secure signatures for an appeal, confessed in court that he had not witnessed all the signatures he presented.

## TO STUDY QUESTION OF LOCAL OPTION

Temperance People of Cornwall Township Call Meeting Next Week.

Special to The Toronto World. CORNWALL, Sept. 17.—On Thursday evening, Sept. 24, a public meeting will be held in the hall of all persons interested in temperance, to consider local option for Cornwall Township. One of the field secretaries of the Dominion Alliance has been asked to speak.

The temperance people of the township are eager for a local option contest next January. Two efforts have been made in the Town of Cornwall to come to a definite decision on this matter, but so far without result.

## THE FIRST CONTINGENT WILL BE GOING SOON.

While no announcements have been made as to the date of the first Canadian contingent's departure from Valcartier military camp for the scene of activities on the continent, and while the return of the good going all trains Sept. 18 and 19, return limit Sept. 23, 1914. Tickets will be honored via the overland and Montreal and good for stopovers in Canada and the United States. Dr. Brown, of Oakwood, was summoned by phone, and the child was removed in the car to the residence of her parents, where she expired ten minutes afterwards without regaining consciousness. The family are only in Canada twelve months from Preston, Lancashire, Eng., and Martha was their only surviving child. The inquest will be conducted by a city coroner.

## LOW FARES WILL BE IN EFFECT VIA CANADIAN PACIFIC RAILWAY TO QUEBEC CITY AND RETURN GOING ALL TRAINS SEPT. 18 AND 19, RETURN LIMIT SEPT. 23, 1914.

Low fares will be in effect via Canadian Pacific Railway to Quebec City and return, going all trains Sept. 18 and 19, return limit Sept. 23, 1914. Tickets will be honored via the overland and Montreal and good for stopovers in Canada and the United States. Dr. Brown, of Oakwood, was summoned by phone, and the child was removed in the car to the residence of her parents, where she expired ten minutes afterwards without regaining consciousness. The family are only in Canada twelve months from Preston, Lancashire, Eng., and Martha was their only surviving child. The inquest will be conducted by a city coroner.

## WOMEN OF PORT HOPE ADD TO SOLDIERS' FUND

Special to The Toronto World. PORT HOPE, Sept. 17.—The women of the town are all imbued with the loyal and patriotic spirit, and they have been most zealous in their endeavors to provide comforts for the men volunteering for overseas service. The young ladies gave an afternoon musicale in the town hall, which was highly decorated with flags and flowers. The proceeds, which amounted to over \$80, go toward the fund being raised by the Daughters of the Empire for patriotic purposes.

## AEROPLANISTS WARNED NOT TO CROSS BORDER

Canadian Press Despatch. WASHINGTON, Sept. 17.—Aeroplane pilots in the northern part of the United States were warned today to be careful not to cross the border into Canada during the war. This explanation was issued by the state department. "The department has been advised by the American consul-general in Montreal that an aeroplane was recently fired upon by Canadian guards while near the Long Sault Canal. This was done, the consul-general stated, in compliance with a general order of the Dominion Government regarding the use of air craft in Canada."

## SHOULD BE IN EVERY CANADIAN HOME.

Larned's Great History of the World—How to Get It With This Paper's Coupons.

President Wilson in a recent message to the National Educational Association, in session at St. Paul, said that "nothing less than a comprehension of the national life is necessary for a teacher." By this means he is referring to teach nationally and not sectionally or locally. This is equally true of all our citizenship, and the only way to know and understand history. The work now being offered by this paper to its readers is far and away the best work of its kind. Its presentation of history into logical epochs that mark the boundary lines of the different periods of the world's progress is a stroke of genius. The marvelous illustrations, both in color and half-tones, and the beautiful de luxe style of binding make the five volumes the most attractive ever offered. Our coupon publication of this series of issues should be clipped at once.

## CAME FROM YUKON TO JOIN STRATHCONA HORSE

H. Grestock, Who Served in South Africa With Old Regiment.

By a Staff Reporter. OTTAWA, Sept. 17.—H. Grestock, a well-known citizen of the Yukon, who paid his own way to Ottawa in order to join the Canadian overseas force, left today for Valcartier, where he will be attached to the Strathcona Horse.

Mr. Grestock was a trooper in the Strathcona Horse in the South African war and was glad to get an opportunity to go to the front with his old regiment. He says there are 250 men in the Yukon who want to join the Canadian contingents, but the great expense of bringing them out has been the trouble so far.

## PARTY CONVENTION FOR KENT CALLED

Conservatives to Nominate Candidate for Parliament in November.

Special to The Toronto World. CHATHAM, Sept. 17.—At a meeting of the joint executive of the Conservative party of East and West Kent, in the Garner House this afternoon, it was decided to call a convention of Kent Conservatives for Wednesday, Nov. 11, for the purpose of nominating a candidate to contest the riding of Kent in the next Dominion elections. The names of A. B. Carscallen of Wallaceburg, and Neil Watson of Mull, have been mentioned for the position, and it is probable that their names will go before the convention along with others. It is quite probable that the Liberal candidate for Kent will be A. B. McColl, the present sitting member for West Kent.

## AUTOMOBILE WHEELS CRUSH CHILD'S SKULL

Martha Ainsworth, Five Years Old, Killed While Coming Home From School.

Martha Ainsworth, the five-year-old daughter of Joseph Ainsworth, 187 Oakwood avenue, in the Township of York, was knocked down and fatally injured at the corner of St. Clair avenue and Oakwood avenue by an automobile driven by Mrs. Maurice Henderson, wife of Maurice Henderson, son of the T. Eaton Company detective staff. The little girl and a number of her companions from the public school on Ossington avenue were just released at the noon hour for lunch and were crossing St. Clair avenue near Oakwood avenue when the automobile, which was traveling along St. Clair in an easterly direction, struck the child. The wheels passed over her head, crushing the base of the skull. Mrs. Henderson and her companion did all they could to save the child's life. Dr. Brown, of Oakwood, was summoned by phone, and the child was removed in the car to the residence of her parents, where she expired ten minutes afterwards without regaining consciousness. The family are only in Canada twelve months from Preston, Lancashire, Eng., and Martha was their only surviving child. The inquest will be conducted by a city coroner.

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