

The Toronto World

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FRIDAY MORNING, MAY 8, 1914

POWER CARRIES RESPONSIBILITY

There appears to be a misunderstanding with respect to the result of the mandate of the Ontario Hydro-Electric Commission ordering a cut in the Toronto rates in case a deficit should ensue. The News, for example, in an article with which we generally agree, speaking of the reduction in rates, says "the chances are that this will create a deficit which must be met by the taxpayers." This, of course, would not be tolerated by the city council or the taxpayers themselves for a moment. If there be a deficit it will be met, as it must be met, by the body which assumed the responsibility of making the reduction.

The city commission has practically no other option than to submit, under protest, to the prescribed course. If it acquiesced on behalf of the city it would be liable for any possible deficit. We say possible deficit, but the city commission has again and again asserted that a deficit is a certainty. In the face of that certainty the provincial commission has assumed the responsibility of looking after it.

This is really the point on which any opposition to the recommendation last November turned. Had the rates been cut six months ago a very substantial deficit would have to be met. The city council would have been faced with the task of adding to an already overcharged budget, and the administration would have been, to that extent, discredited. We are not accusing the Ontario Commission of planning such a situation, but that is how it works out, and Mayor Hocken's enemies were rejoiced to see the inevitable outcome of the policy. Hence their fury when the city commission refused the reduction.

No change in the situation is created by the order of the Ontario Commission. That commission must have taken all the factors into account and decided to ignore, to overrule, or to discount the representations of the city commission. The public is largely in the dark for no figures have been or perhaps can be given out, in view of the private competition which it is perhaps designed to stifle, since the refusal to eliminate it appears to have been decided upon by the extra-mural guardians of the city. It may be that the Ontario Commission is prepared to meet a deficit in Toronto as a business policy in order to embarrass competition. It is impossible, however, to ask the general ratepayers, some of whom are shareholders in the rival concern, to make up deficits arising from such action.

This consideration is one which, as we have already stated, gives a political color to the whole proceeding. We do not see how the other municipalities in the power union are to be asked to make good deficits incurred in Toronto, unless indeed the commission is able to show that Toronto is now being overcharged and that any possible deficit can be met out of surplus charges. In the absence of figures all definite conclusions are impossible.

The one thing clear is that if there is to be a deficit the city must maintain its legal right to protect the ratepayers and collect the deficit from the body which, by a majority vote, has assumed responsibility for the reduction.

GOVERNMENT OWNERSHIP OF RAILROADS.

Notwithstanding the constant outpouring of canned articles of various types, designed to discredit state and municipal ownership of public services and utilities, the activity of the agencies concerned with the growing popular belief in the value of the principle. The people here, as in the United States, are becoming increasingly restive over the unending attempts of private franchise holders to increase their profits, while disregarding their obligations. Not only this, the people have at last begun to realize that these private companies are going too far when they ask that their difficulties, entirely due to stock manipulation, over-capitalization and efforts to secure and maintain a monopolistic advantage, should be straightened out for them at the public expense. Had they been engaged in strictly commercial enterprises losses would have had to be shouldered by the stockholders. But because they have to supply public needs, they hold it almost a crime to be held to the

performance of the duties that situation entails. More particularly do they resent regulation and control by boards and commissions established for the protection of the public from further exploitation.

Over in the United States the struggle on the part of the railroads east of the Mississippi to obtain authority for a five per cent. increase in freight rates, is drawing to a close. The final words have been spoken and it now rests with the interstate commerce commission to deliver its award. Supporters of the railroads have striven their hardest to make it appear that the alleged reduction in net earnings has made it impossible to secure the additional capital necessary for improvements, replacements and extensions, authorize the requested increase they say, and the whole economic situation of the country will be changed. Orders will flow out in abundance, the suspended wheels of industry will again revolve and will be followed by a new and even greater period of prosperity. This may be so, but sceptics are not wanting who see in the curtailment of railroad expenditures for betterment purposes merely a manoeuvre to strengthen their appeal for increased rates. No doubt there are differences in the position of individual roads. Some may need it, others certainly are in as good, or even better, shape than they ever were. One thing, however, is clearly recognized, and that is that the United States is coming nearer to the point when government ownership and operation will become the only solution of the transportation question in the United States. It already prevails in 80 per cent. of the countries of the world, and not one has shown the slightest inclination to revert to the older order.

AGAIN AT THE HELM.

Not a man in Ontario but will have been stirred with gladness to hear that Sir James Whitney was able once more to preside at the council board of the province. The relation between Sir James and the average voter is no longer a political one, but a deep, hearty human sympathy which grew up through the long weeks by a bedside where peril and prayer, life and death, held judgment. No finer things have been said or thought of any man in Ontario than have been said and thought of the convalescent premier. It is universally hoped that he may be restored to his former vigor, but it is equally desired that no risks be taken to exhaust the vital resources of one who has come back so wonderfully from the borders of the shadow land. A rumor says Sir James will go to the senate after the election, but if he is well enough for the senate he is quite well enough for the big chateau up in Rosedale.

THE BARRIER OF POVERTY.

In the report of the royal commission that has been investigating the civil service of the United Kingdom an interesting sidelight is thrown on educational conditions in its component nations. The commission gave considerable attention to the question of facilities of access to the higher posts. The evidence from England and Ireland showed that poorer boys had little chance of competing for the best paid and most responsible posts owing to the financial difficulties which barred their way to the universities. That from Scotland was generally to the effect that few boys of ability were deterred on the ground that poverty had prevented them from participating in the benefit of higher education.

It is no doubt the case that the Scottish system with its numerous bursaries and scholarships and the ample provision of state higher grade schools has almost entirely removed the disabilities arising from poverty. Instances are plentiful of boys from the humblest ranks who have entered not only the British but the Indian civil service, with its much severer tests, and risen to the highest and most responsible positions. With this before them the commission had good reason to recommend that greater facilities should be provided, especially in England and Ireland, for progress from the primary to the secondary schools and thence to the universities of pupils capable of benefiting by secondary and university training. "No country can afford to let budding talents be wasted."

FROM THE FARM TO THE TABLE.

In utilizing the parcel post as a means of bringing producer and consumer together, it is a necessary preliminary that information be available regarding what the one class has to offer and what the other desires to purchase. A practical step in this latter direction has been taken by the postmaster of Boston, Mass. He has had prepared and circulated several hundred copies of a list of farmers who are ready to distribute their products by means of the parcel post. This list has the suggestive title of "From the Farm to the Table," and it classifies the produce offered under appropriate headings. The immediate results of the scheme have satisfied the postmaster that it will prove successful, many cases of direct dealing having already occurred.

CHANGE IN NATIONAL ANTHEM.

H.R.H. the Duke of Connaught is reported to have commended the use of the older form of the National Anthem, who used the words "Great George Our King," instead of "Our Gracious King."

DESIRE COMPANY TO BUILD RADIALS

Western Ontario Municipalities Balk at Construction at Own Expense.

Canadian Press Despatch.
LONDON, Ont., May 7.—Representatives of the municipalities through which radial railways have been planned, from St. Thomas to Ayr and Union to Sparta, have approached the London and Lake Erie Transportation Co. to take a vote to have the company make the extensions. The statement is made that when the municipalities discovered the cost of the proposed radial they were of the opinion that it would be too great, and as a result the vote on the proposal to guarantee the bonds of the traction line extension will be taken within a short time. It is understood that if the municipalities agree to the guarantee of the bonds of the new extensions the company will at once proceed with the work.

FLAMES DESTROY FREIGHT STEAMER

Crew Escape in Boats—Vessel City of Rome Sailed Lake Erie.

Canadian Press Despatch.
DETROIT, Pa., May 7.—The wooden freight steamer City of Rome, Buffalo to Toledo, was burned to the water's edge off Ripley, N. Y., early today. The crew escaped in boats. The fire was discovered between decks shortly after midnight by Mate John McNamara of Cleveland, and all hands were summoned to fight the flames, which gained rapid headway and were soon beyond control. After two hours' struggle the crew was hampered by the dense smoke and the heated deck plates. Capt. Dunn gave orders to launch the lifeboats. Cunningham of Milwaukee, chief engineer, stuck to his post until the ship grounded on the soft sands of Ripley Beach. The crew then made its way to shore in the lifeboats. The vessel is a total loss. The City of Rome left Buffalo light 16 days ago, bound for Toledo, and was loaded with 3,000 gross tons. 260 feet long and carried a crew of 18 men. The vessel was owned by James Mitchell of Cleveland.

DISCOVER WRITER OF ANONYMOUS LETTER

Nova Scotia Legislators Find Telegraph Message With Mutilated Name.

Canadian Press Despatch.
HALIFAX, N.S., May 7.—The man who wrote the letter attacking the Nova Scotia Legislature, which was printed in The Evening Mail on April 16, was J. W. Macdonald, an employee of the marine and fisheries department. This fact was brought out at this afternoon's session of the investigating committee, despite the fact that the telegraph message containing this name was so mutilated that it was taken for George Laidlaw, manager of the Western United Company, to testify to his recollection of the name contained in the message.

GOVERNMENT CANNOT ENFORCE REGULATION

Separate School Trustees of Ottawa Declares Whole Plan Falls Thru.

Canadian Press Despatch.
OTTAWA, May 7.—"I see by despatches that the government declares it is bound to enforce the bilingual regulations," said Separate School Trustee Dr. Prentiss today. "It is unable to do so. For two years it has failed to make a supervisory inspection of Ottawa. Both by wheedling and threatening it has endeavored to influence the trustees to permit the inspection, but without avail. When it comes to the teaching according to the regulation. Therefore, its whole scheme falls thru. The government knows well it cannot enforce regulation 17 and such talk is mere buncombe."

CHILD DEAD FROM SCALDS.

KINGSTON, May 7.—The two-year-old daughter of R. F. Keyes Bath rd., died this morning as a result of falling into a pail of boiling water. She was terribly scalded about the shoulders and arms.

AND HE DID

WAITER-BRING ME EVERY-THING ON THE MENU—AND I'LL EAT IT ALL!

AND HE DID

ENJOY

HOSPITAL

THE BEER THAT IS ALWAYS O.K.

Is the ideal home ale. Pure, healthful and invigorating. A tonic and mild stimulant. Good for the hard worked business man and for the woman with household cares.

Brewed only from pure barley malt, choicest hops and filtered water, it contains nothing but wholesome nourishment, rich in food properties, readily assimilated.

Bright, sparkling and delicious, O'Keefe's Special Extra Mild Ale will never make you bilious. Full Bodied, Properly Aged, Rich and Creamy and yet mild in stimulating properties and a little better than any other brand.

In ordering from your dealer, do not say simply Extra Mild Ale but O'Keefe's Special Extra Mild and insist that nothing else is "just as good."

THE O'KEEFE BREWERY CO. LIMITED, TORONTO.

If your dealer will not supply you, telephones, Main 4202, and we will see that you are supplied at once.

THE BEER THAT IS ALWAYS O.K.

Is the ideal home ale. Pure, healthful and invigorating. A tonic and mild stimulant. Good for the hard worked business man and for the woman with household cares.

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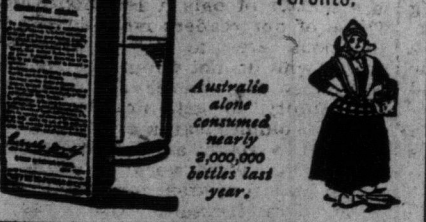
"The Beverage that Benefits"

Not simply a thirst quencher, not merely a stimulant, but just the purest, most health-inspiring spirit that has ever been produced.

Wolfe's Aromatic Schnapps

Excellent as a "pick-me-up" tonic and most beneficial in its effect on the liver, kidneys and other organs. Vastly superior to ordinary gin.

Obtainable at all Hotels and Retail Stores.
Distributors:
R. H. Howard & Co.,
29 Front St. East,
Toronto.



LIFE BILL PASSED BY COMMITTEE

Prudential Company Will Undergo Actuarial Investigation of Affairs.

Canadian Press Despatch.
OTTAWA, May 7.—The bill incorporating the Prudential Life of Canada passed the banking and commerce committee today after a warm discussion. The clause providing that before commencing business the company must have at least \$100,000 capital was passed after the voting down of an amendment by E. W. Nesbitt that it should be \$100,000 of "unimpaired capital."

Hon. Mr. White said that before a license was granted there would be a complete actuarial investigation of the company's affairs to establish whether its assets were greater than its liabilities other than that capital stock of every kind by at least \$100,000 meaning that it must have unimpaired capital of that amount.

CALL RAILWAY STRIKE.

HARRISBURG, Pa., May 7.—In response to an order issued last night by the brotherhood of federated employees calling a strike on the Pennsylvania Railroad system, shopmen at Harrisburg and vicinity struck today. A statement issued by the railroad said that 200 men had "left the service of the company." Brotherhood officials claim 2000 are on strike. Officials of the state department of labor and industry are trying to bring about an adjustment of differences.

STATING COMMITTEE.

MONTREAL, May 7.—The stationing committee of the Montreal Methodist Conference will meet here on June 7 and the annual session of the conference on June 8. This will be followed by the ministerial session on June 10, while on June 12, the general session will be held, presided over by Rev. Dr. William Sparling, of the Dominion Church, Ottawa.

DIED OF TYPHOID.

Roy W. Holmes of the Great West Securities Company has succumbed to an attack of typhoid. He was 35 years of age and is survived by a widow.

AT OSGOOD HALL

ANNOUNCEMENTS.

Judge's chambers will be held on Friday, 8th inst., at 11 a.m.

Peremptory list for appellate division for Friday, 8th inst., at 11 a.m.: Shipman v. Philn. (to be continued).

2. Re Lloyd Estate.
3. Whyte v. National Paper Co.
4. Bellamy v. Timbers.
5. Mantel v. M. C. R. Co.
6. Bingham v. Klippert.

Master's Chambers.
Before J. A. C. Cameron, Master.

Somerville v. Canadian Stewart Co. Ritchie (Beatty, R. & Co.), for defendant, obtained order on consent, dismissing action without costs.

Nankin v. G. T. R. Co.—Smiley (Johnston) v. G. T. R. Co.—Smiley, moved for order for commission to take evidence on behalf of plaintiff in Alberta. F. McCarty for defendant. Order made. Costs of application and of executing commission reserved to trial judge.

Muller v. Block—W. D. Dillan, for defendant, Nourse, moved for order dismissing action as against him. W. McWhanney, K.C., for plaintiff. Motion dismissed. Costs in cause.

Anglo-Canadian Leather Co. v. Gold-lan v. J. McClellan, for sheriff of Toronto, moved for interpleader order. R. G. Agnew, for plaintiff, execution creditor. E. R. Sugrman for claimant. Enlarged until 8th inst.

Ford v. Driscoll—N. D. Tylor, for plaintiff, obtained leave to issue writ for service out of jurisdiction on defendant in Edmonton. Time for appearance limited to 21 days. Costs in cause.

Judge's Chambers.
Before Kelly, J.

MacLaren v. MacLaren—J. R. Meredith, for infants, obtained fiat for payment out of interest to credit of infant for maintenance and education.

Re John A. Graham—J. R. Meredith, for mother, obtained fiat directing that sum secured by mortgage be treated as paid and allowing accountant to execute mortgage.

Re Westlauer—J. R. Meredith, for infants, obtained fiat allowing time for payment of amount due under mortgage to be extended until June 4, 1914.

Re R. Morrison—J. R. Meredith, for infant, obtained order allowing payment out of court of \$50 for medical and hospital charges, on account of illness of Helen M. Morrison.

Single Court.
Before Kelly, J.

Taylor v. Dulmage—J. M. Langstaff, for plaintiff, on motion for order continuing injunction. G. T. Walsh, for defendant, asked enlargement. Motion enlarged one week. Injunction continued meantime.

Patton v. Murphy—G. Grant, for plaintiff, on motion for order continuing injunction. G. Bell, K.C., for defendant Marshall; J. D. Ivey (London) for Dominion Manufacturers. Enlarged to 11th inst. Injunction continued meantime.

Appellate Division.
Before Mulock, C.J.; Clute, J.; Riddell, J.; Sutherland, J.; Leitch, J.

White v. Hobbs—T. N. Phelan for defendant, J. F. Hellmuth, K.C., for plaintiff. Appeal by defendant from judgment of Falconbridge, C.J., of Jan. 5, 1914. Action to recover \$100, amount for which four promissory notes were to be given by defendant to plaintiffs for \$750, value of an engine to be given plaintiffs by defendant, and \$500 damages for breach of contract. At trial judgment was awarded plaintiffs as asked with costs. Judgment affirmed as modified by terms to be agreed on by counsel. If counsel cannot agree as to wording matter may be spoken to before any judge of the court. In all other respects appeal dismissed with costs.

Before Mulock, C.J.; Hodgins, J.A.; Riddell, J.; Leitch, J.

La Bonville v. Sarnia Gas and Electric Co.—R. I. Towers (Sarnia) for plaintiff. D. L. McCarthy, K.C., for defendant company. A. Weir (Sarnia) for defendant Bowles. Appeal by plaintiff from judgment of McWatt, J., of County of Lambton (sitting for request of J. R. Brington, J.), of March 24, 1914. Action by widow of George La Bonville to recover \$5000 damages for his death, caused by his touching with

a stick a high voltage wire of defendant company, alleged to have been un-insulated and unguarded, pursuant to orders of defendant Bowles, in whose employment deceased was, to push it out of the way of a house being moved along the street by defendant Bowles. At trial a judgment of non-suit was entered as against defendants, with costs to defendant company. Appeal argued and dismissed without costs.

Gnam v. McNeil—H. H. Dewar, K.C., and D. S. McMillan (Sarnia) for plaintiff. D. L. McCarthy, K.C., and T. L. Monahan for defendant. Appeal by plaintiff from judgment of Brington, J., of April 6, 1914. Action by Philip J. Gnam, a Roman Catholic priest, against the Archbishop of Toronto, to recover \$50,000 damages for failure to carry out an alleged agreement to be responsible for plaintiff's maintenance and education, from the riparian owners the right of controlling fishing in inland waters, but in 1832 the prior council ruled that the fishery rights in such waters belonged to the riparian owners. The provincial government, as riparian owner, claimed the sum of \$140,000 as compensation for the loss of right of leasing fishing privileges on inland waters during the year from 1888 to 1892, and the matter has at last been settled by the acceptance of the payment of \$66,382 by the Dominion Government.

Revellos v. Pappas—J. M. Godfrey for plaintiff. D. O'Connell (Peterboro) for defendant. Appeal by plaintiff from judgment of Huycke, J., of County of Peterboro of March 2, 1914. Action on a cheque for \$350 drawn by defendant in plaintiff's favor, and payment of which was stopped. Defendant counter-claimed for \$1000 damages for surrender of lease and injury to her business thereby. At trial judgment was given for plaintiff for \$400 and no costs, and judgment for defendant on her counter-claim for \$698.35 with costs. Appeal dismissed with costs.

Shipman v. Philn—F. King (Kingston) for plaintiff. H. A. Burbridge (Hamilton) for defendant. Appeal by plaintiff from judgment of the chancellor of March 11, 1914. Action by owner of schooner "Winnie Wing" to

recover \$3000 damages for injury to schooner by collision with a mud scow in tow of a steam tug in Niagara River, resulting in its sinking. Defendant counter-claimed for \$2600 for damages to his scow from the collision resulting from its sinking. At trial the action and counter-claim were each dismissed without costs.

Fisheries Claim Allowed by Dominion Government to N.B. Provincial Government.

(Special Correspondence.)
ST. JOHN, N. B., May 7.—It has been agreed by the Dominion Government to pay the provincial government \$66,382, in settlement for outstanding fisheries claims. The Dominion Government, after the riparian owners the right of controlling fishing in inland waters, but in 1832 the prior council ruled that the fishery rights in such waters belonged to the riparian owners. The provincial government, as riparian owner, claimed the sum of \$140,000 as compensation for the loss of right of leasing fishing privileges on inland waters during the year from 1888 to 1892, and the matter has at last been settled by the acceptance of the payment of \$66,382 by the Dominion Government.

NIGHT FISHERMEN BEWARE.

Magistrate Denison, in the police court yesterday, when he sentenced John Dickey to 30 days in jail for fishing in the Humber, ruled that any person enjoying that pastime during the night is a vagrant. The youth was charged with vagrancy and his mother declared that he worked, but Crown Attorney Corley said that the only work he did was to fish for chickens in the Humber at night and steal chickens in the vicinity.

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