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ACCEPTING WITH GRACE.

Somewhere who claims to represent the Metropolitan Railway makes the statement in an evening paper that as they have been "forced" to carry ordinary passengers at two cents a mile, as a consequence they will be "forced" to cut off certain advantages that excursion tickets, commutation tickets and return tickets now give to their patrons.

All we know is that the Metropolitan has been "forced" to obey the law, a thing that they say in the same statement they were going to do anyway, at a very early day. Apparently they regret being forced to do something before they themselves intended to do it, and as a consequence they are going to get even with the public. The World thinks William Mackenzie too big a man to countenance such talk.

The World takes little stock in this statement on behalf of the Metropolitan. Surely they have a better reason for the so-called reduced fares that they have been giving than that they were extorting from the ordinary passenger who paid the top rate that they now claim they were losing by carrying the cheap trippers. Will Mr. Moore or anyone else in connection with the Metropolitan please tell the public why they play the fare of somebody else? The Metropolitan Railway is still subject to the law, and if it sees fit to retaliate on its patrons because the Legislature of Ontario has asked it to do something that is in the interest of the general public it will be playing the game of a sorehead, and the part of revenge. No corporation can afford to do this. When it comes to playing that game, the public and the municipalities and the legislature can play the game harder and longer than any private corporation, and the more the Metropolitan talks about taking revenge on the public by putting up other rates or wiping out concessions the harder can it be made for it and for every other electric line in this country.

To show how wildly this unknown official talks on this matter, it might be pointed out that in the same interview he admits that on the Kingston-road branch of the Radial they never charged more than two cents and gave all sorts of cut-rate tickets as well. It may be necessary to remind this unknown and sore-headed official that equality of treatment is one of the conditions of the new law, and that any concession given on one part of a line must be extended to the whole system.

The World has no great fear that the Metropolitan will do half what it threatens to do. In fact, we imagine that it will see that it is in its own interest to accept the law of the land in good nature, and to give just as many concessions to the people as it will find payable to its business. There are a great many matters in connection with the Metropolitan that can be brought to the attention of the railway board, and a public unjustly treated from the standpoint of retaliation could make things interesting.

It is up to the Ontario railway board to get busy on its job. It not only must immediately ask all the electric lines in this province for their tariff of passenger fares, but it must make rules and regulations compelling the railways to post these tariffs in their offices, and to give the public every facility for buying tickets, which they do not do at the present time. Seeing also that the Metropolitan has taken a belated attitude toward the public, it might be just as well if Chairman Leitch came to town and devoted some

time to preparing forthwith a list of the things that the Railway Act calls upon the electric railways to do, and to give the public and press a list of these things so that a check may be kept upon these railways.

We do not think that Mr. Moore, the manager of the Metropolitan, did Mr. Ingram a good turn, tho, no doubt, it was well intended, when he alluded in his statement to the extensive and intimate negotiations that were going on between the two in connection with the adoption of a two-cent-a-mile schedule when somebody butted in. You would almost think that one had a line on the other. Certainly Mr. Ingram and the members of the commission would cut a better figure if they let the people imagine that they did their duty in the premises by reason of public criticism, no matter how outspoken, than that they did what they did by an arrangement with Mr. Moore.

LET EACH MAN PAY HIS OWN WAY.

It is a truism that the poor pay twice as much as the rich for what they get; the very poor, in many cases, pay three and four times as much. To a large extent this is unavoidable, and it furnishes a reason why so many deserving men remain in a rut for life. The father of a family has given hostages to fortune. If he has employment, however moderate, his inclination is to retain it. His wages often are only sufficient to maintain his family without improving their position. He does not get the return from his money that he should. His rent should more than pay for a home, for he pays far more, in proportion, for a roof to shelter him, than does his more prosperous neighbor. His furniture, purchased on installment payments, will show a like burden of unequal toll against him. His groceries, his coal, everything costs him more. If anywhere he finds equality in prices, it is at the postoffice, and (in some municipalities) at the office of the water rates.

In business the advantage in favor of the rich is still more manifest. The large merchant buys cheaper; the large shipper secures a rebate, etc.

However unavoidable these things may be, they are not desirable. The spirit of this country is the spirit of equal opportunities for all. Men should be encouraged to get out of the rut, to cease being poor; it should be the aim of government to see that men are not kept poor by the injustice of others. The small consumer, the poor man, should have his street car fare, his water rates, his postal facilities, at a fair price. It is unjust that he should pay an exorbitant price in order that some favored customer may be served below cost.

There is no objection to a round-trip ticket or a commuters' ticket being sold at a reduction, if thereby the railway makes money. But the company has no right to carry anyone at a loss, and then to compel some other passenger to make up that loss, by paying an extortionate fare.

The Toronto and York Radial Company is threatening to off the sale of commutation tickets because the World has induced it to carry passengers at the legal rate. If commuters cannot be carried, without taking from other passengers 50 per cent. more than the law allows, then their transportation would be a grave injustice. If, however, they can be carried, at a profit, why should the company throw away their business?

The Metropolitan often does the wrong thing. It is a pity that when it does the right thing it should do it in the wrong way.

CANADA'S HARVESTERS.

As Canada's wheatlands increase, the cry for harvesters will become more clamant and insistent. As intending settlers in the Dominion are rapidly absorbed and cannot be expected to abandon regular employment for a temporary, even if highly paid, engagement, the only alternative seems to be the importation of laborers from other fields, and their return when their purpose is accomplished.

Before the introduction of modern methods of harvesting, there was no more common sight in England and Scotland than the Irish reaper, with his sickle bound in straw, and his handkerchief, containing his scanty personal belongings. He was for the time being a nomad, but his work accomplished, he returned to his home, happy in having earned what would ease the severity of his lot.

The Irish reaper is not extinct, tho his services are no longer so indispensable as they were. A recent paragraph in an English newspaper intimated that the annual exodus from Ireland had begun, and that 2000 sturdy sons of the soil had departed to hunt for work in a sadly diminished field.

May the solution of the harvesting problem in Canada not find at least a partial solution in Ireland? The thousands who once looked to the adjacent island for the superfluity which made all the difference between comfort and penury might easily be diverted to meeting the needs of Canada. A well-considered plan of transportation, on assurance of return, might not only aid the Irish reaper, but the Canadian harvest, but improve the lot of the Irish laborer, and incidentally enlighten him regarding the opportunities afforded to industry in the Dominion.

ASPIRING AUSTRALIA.

Canadians, who are naturally proud of their country and of its place among the imperial states, are sometimes a little inclined to regard its claim to premier rank as indisputable. But the Australians do not seem disposed to concede the inferiority of their own island continent, even in matters which Canada believes to be her own chosen field. There is, of course, nothing ph-



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jectionable in this rivalry, so long as it is kept within bounds and lends to an extension of knowledge about themselves among the British people scattered throughout the world.

Sir John Forrest, treasurer of the Commonwealth of Australia, introducing the budget in the house of representatives, drew some interesting comparisons between Australia and Canada. Australia, with a population of 4,063,000, against Canada's 6,000,000, had \$75,000,000 less of imports, but \$65,000,000 more of exports than the Dominion. The gold annually produced in Australia was nearly five times that of Canada, and the production of wheat was \$4,000,000 bushels in Australia, as against 65,000,000 in Canada. Australia, in 1905, produced 499,000,000 pounds of wool, while Canada, in 1903, produced only 10,500,000 pounds. Australia had 75,000,000 sheep; Canada 2,500,000. Australian cattle numbered nearly 8,000,000; Canadian cattle 5,500,000. The patriotic Australian drew a still more flattering comparison with South Africa.

No Canadian will object to Sir John Forrest's enthusiasm in supporting the claims of Australia. It is as natural for him to do so as it is for a Canadian to uphold the land he loves. But there is something inspiring in the thought that a common loyalty to the imperial idea can harmonize these apparent rivalries and combine both in defence of common interests. Canada, Australia, South Africa and the other self-governing states of the empire can at once fulfil their own independent destiny and work together for the common good.

In his peroration, Sir John Forrest said: "Whether we look at our position collectively or individually, we have, I think, good cause for satisfaction. Collectively, we have the opportunity to get out of the rut, to cease being poor; it should be the aim of government to see that men are not kept poor by the injustice of others. The small consumer, the poor man, should have his street car fare, his water rates, his postal facilities, at a fair price. It is unjust that he should pay an exorbitant price in order that some favored customer may be served below cost."

Without questioning, but rather approving, the aspirations to which the Commonwealth's treasures gave such eloquent voice, Canadians also feel that, under differing circumstances, but with at least equally vast opportunities, they also have in their power to build up a powerful and free nationality. Tho not encompassed by the inviolate sea, their proximity to the great division of the English-speaking peoples gives them a peculiar mediatorial place to fill, which, successfully, would alone yield them sufficient room, there is ample room in Canada for Canada and Australia, and if both act up to the measure of their opportunities, neither of them nor the empire itself will be the loser.

STAFFING THE NORMAL SCHOOLS.

Editor World: We desire to maintain at all hazards our ideals, and yet to be moderate and rational. But do we not hear the majority of our teachers say, "Raise the standard! Turn out better teachers!" It is admitted that we have a profession lost ground, and that we have not attained the perfection that we should. We all want better salaries, but better salaries should call for better men. Are teachers to do worth any more? Let us be fair to the people and let not the blind lead the blind. We say, sir, that our normal schools have a big place in our school system. The ex-principals of the old model schools are not competent, are not as competent as the public school inspectors are, for modern normal schools positions. Inspectors have been appointed and what have they done? The ex-principals have a very limited experience and training. We ask directly what special training have they had, or did they ever take, or whether hard, slow forward and demanded first consideration from the minister for these

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positions? The inspectors did not ask; no other class asked. The minister would have been well-advised had he said like James L. "Bring schools for the ambassadors." If any of them had said, "D. P. Paid, degrees—or if any other teachers do—possess at the same time energy, initiative, independence, public spirit, strong personality, culture, and are not mere bookworms, or reduce as is too often the case—then they should certainly, other things being equal, have the preference."

But, sir, these ex-principals are not big enough men for modern normal schools, which were the strong, east strong personality, culture, and are not mere bookworms, or reduce as is too often the case—then they should certainly, other things being equal, have the preference."

They lost their bearings, in new positions, and many of them lost self-confidence. Too often honest, even scholarly and qualified men have been pitifully driven to sea. They never seem able to recover. There are exceptions, of course, and some of them have, but the world is not wholly unfair. It shakes up the men and puts them in the crucible of a complex character, those of solidarity, a slow yet long growth, quietly make their way to the front. There is much less in chance and wire-pulling than one would suppose; much less that is of permanent value.

Sir, you cannot know the larger life or world if you do not live in it when young or in middle life, and mingle with the life of it. The time to move for most men is when they are young. Education is not derived from books alone; big men, with big ideas, move out into the world, and are more keenly susceptible to world-wide influences, and ideas, to wider observation and association. They thus come more in contact with men of all classes, creeds, ideas, industries, occupations and conditions of life, and become more cosmopolitan. They have had the golden opportunities and have reaped the benefits of them. With opportunities for reading, they are theirs and they have been good students of human nature, thought and institutions.

Free hand to search our universities, the staffs of our collegiate institutes and high schools, the inspectors, and everywhere, for the best men to man the normal schools, for these schools must be far superior to the old condemned county model schools, which gave but a smattering of general knowledge and less of pedagogics; it was all theirs. Nevertheless, the world must move.

Ottawa, Aug. 14, 1906.

MR. WALTER BARWICK'S INSURANCE.

The late Mr. Barwick, one of the victims of the Salsbury disaster, was insured against accidents in the sum of \$10,000 in the Employers' Liability Assurance Corporation Limited, of London, England. The policy was taken out several years ago, thru the Canadian home office, Temple Building, Toronto. Mr. C. W. F. Woodland, joint manager for Canada of the Employers' Liability Company, her solicitors, Messrs. Barwick, Aylesworth, Wright & Moss, the latter firm having received a cheque for \$10,000 immediately upon filing claim papers a day or two ago. Mr. Barwick's policy, which provided for double benefits in the event of travel accidents. The policy was for \$10,000, but as the accident happened while the assured was travelling on the train, the amount payable to the beneficiary was doubled, making the total payment \$20,000.

H.M.S. DOMINION.

Quebec, Aug. 17.—H.M.S. Dominion passed inward at Fame Point at 8 o'clock this evening.

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is the salt of satisfaction for all table and household uses. Absolutely pure, never cakes.

HASTE TO RESENT INSULT LEADS TO SISTER'S DEATH

How Kathleen Cronin Came to Her Death in an Accidental Way.

A man who went to the wrong house in mistake for a place where he should not have been going to at all is to some extent responsible for the death of Kathleen Cronin, a spinster, 32 years of age, who was housekeeper for her brother Jeremiah at 117 George-street. At an inquest conducted by Coroner Greig in St. Michael's Hospital last night some sad features were brought out before the jury, after a short deliberation returned a plain verdict of accidental death.

It appeared from the evidence that in the neighborhood of the Cronin house there is another place which has many visitors, some of whom would occasionally mistake Cronin's for the place they were looking for. This was a source of a lot of annoyance. On Saturday, Aug. 4, Jeremiah Cronin had been drinking and he went home. Removing his boots and upper garments he sat at an upstairs window to cool off. A man came to the door, and when Miss Cronin refused him admittance made nasty remarks as to the character of the house. This nettled Cronin, who made a bee-line down stairs after the intruder. His sister had locked the door, but dropped the key presuming when her brother bumped into her and demanded it. Cronin got out and collared the intruder, punched him and then returned to his home. His sister was in a recumbent position in the hallway moaning. He thought she was in one of her "cranky fits," which were not unusual when he drank, so he went upstairs and lay down. It might have been a couple of hours before he was aroused by the moans of his sister, and he went downstairs again, finding her about where he had left her before. By this time he knew where he was at and the woman was removed to St. Michael's Hospital, where she died on Thursday night. Jeremiah, John and James Cronin, who live in Richmond-street, brothers of the deceased, were examined. Jerry had told the same story and it was accepted by the jury after the coroner had remarked that it showed him in a rather unfavorable light.

There was no evidence to show that there had been any quarrel between Jeremiah and his sister, but the latter would often give him good advice and get "cranky" when he would not take it.

The evidence of Dr. W. J. McCollum and Dr. Anderson, who conducted the post mortem examination, was to the effect that shock, combined with a low state of health, had caused death. The woman's thigh was not broken, as was at first thought, but it had been injured by a fall.

BUSTER BROWN CHILDREN ARRIVE.

The Musical Tots Who Are to Play Bell Pianos at Toronto Exhibition in Town To-day.

The talented Buster Brown children have arrived in the city and are stopping with friends in the west end. A treat is in store for the little folks of Toronto who have heard so much regarding these youngsters. This is the



MARY JANE.

first time that they have been advertised as musicians, and our readers will be surprised that they play together such a classical selection as the overture to "William Tell," as well as other difficult compositions of the old masters. Mary Jane and Buster are



BUSTER BROWN.

brother and sister, and have passed with first honors scholarships under the tuition of several well-known gold medalists. Mary Jane is 10 years old and Buster is 11, and they will be glad to meet the Toronto children during the continuance of the Exhibition. They say they like the Bell Pianos to play on, as the actions are so easy. They will be in attendance daily at the Bell Piano Company's sound-proof pavilion in the Manufacturers' building.

DESTER IS CAPTURED.

Andrew Gordon Hunter, who deserted from the Infantry at St. John's, a year since was arrested yesterday for drunkenness and later taken in charge by a corporal from Stanley Barracks. Hunter was taken in a week ago for disorderly conduct, and fined later.

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It developed, he was a deserter from the Nova Scotia regulars, and when arrested a second time was given over to the military authorities for trial.

ROBIN MAY APPEAL.

Winnipeg, Aug. 17.—There is a report that the Robin government will take advantage of a full harvest to make an appeal to the electors in November.

Turbina on Eastern Route.

The steamer Turbina yesterday brought up an excursion of 1200 from Newcastle to Toronto, taking the place of the burned steamer Erindale. The Turbina was about 2 hours behind schedule in reaching Toronto, but this was due to her having to plow thru mud around Whitty, owing to her being over-draught than other steamers on the route. The Turbina expects to make correct time next Friday when another trip west will be made.

The Arryle management was inclined to be vexed at the unexpected opposition on the route. She left Newcastle 12 minutes behind the Turbina and reached Toronto 14 minutes later, landing her passengers at the same time.

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