

# The Toronto World

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WEDNESDAY MORNING, JUNE 30.

## The Result in Manitoba.

The Manitoba election yesterday resulted in the defeat of the Norris government, but its real significance is to be found in the number of members returned to the legislature who do not profess allegiance to either of the two historic parties. From the returns before us, it would appear that more than one-fifth of the legislature elected yesterday consists of men who, as between the two old parties, may be classed as Independents.

Premier Norris, when he went to the country, faced a disorganized and badly-scattered field. He did not regard the Conservative opposition as important, and the Farmers' party had decided to keep out of the fight as a provincial organization. His government had a fairly good record, and the friends of Mr. Norris looked for him to win in a walk.

The result must come to them as a surprise. The Conservatives made rather a poor showing, but many voters who were dissatisfied with the government at Winnipeg managed to work their way without joining the official opposition. The independent candidate ran well, and the independent voter is beginning to feel his strength. The group system bids fair to supplant the two-party system in Canada.

Premier Norris, with the largest following in the legislature, may be able to form some kind of a coalition government, but the result of yesterday has diminished his prestige, and may well serve as a warning to other premiers who are planning to go to the country.

## What Shall the Railways Charge Their Patrons?

Most of the railways and the greater part of the railway mileage of Canada are owned by the government, and will be operated as one system. These roads are not earning operating expenses, and there is talk of raising passenger and freight rates to correspond with the increase in the cost of coal, labor, material and equipment since 1918. The Winnipeg Free Press and some other papers are worrying themselves overmuch, we think, as to the capitalization of these roads and the cost to the country of the entire system. They want the capitalization written down, so as not to make the increase in rates too excessive.

Thus we revert again to the old error of basing rates upon capitalization. The rate the railway is allowed to charge should be the value of the service rendered. The passenger who is transported from here to Trenton pays the same rate, no matter on which road he goes, and no matter what its capitalization. If you go to hire a carriage, you expect to pay a reasonable rate for the trip, and you concern yourself not at all as to the cabby's financial condition. He may have a large family or a small family, he may have paid too much for his rig, or not enough; he may be in debt, or he may have money in the bank; but these things interest not at all the passenger with whom he is doing business.

The rate question is complicated in Canada by the government not owning all the railways, but having to compete with the powerful Canadian Pacific Railway Company. Rates which the people might cheerfully pay their own government for railway transportation may be a grievous burden when exacted by a private corporation. Competition in rates has long been abolished, and is probably not desirable; competing roads must charge the same fare for the same service. Yet the rates that would scarcely pay operating expenses on a colonization road like the National Transcontinental, or a road built for military and political purposes, like the intercolonial, would mean enormous profits and swollen dividends for the Canadian Pacific Railway Company.

The Toronto Globe, which more or less agrees with the Free Press, but seems disinclined to take any strong view on the question, has suggested that the rates upon the government railway system should be sufficiently high to pay operating expenses and carry fixed charges based on a capitalization of one billion dollars. This would mean a jump in rates that would make everybody sit up.

## Let the Light Shine In.

The Kingston Penitentiary is again the centre of attack. The prison is antiquated and it is conducted along lines adopted many years ago. Unnecessary harshness characterizes the official administration, as one visiting Portsmouth can see. The convicts working in the fields are watched by armed guards. The amenities that brightened the dull hard life of the

ordinary prisoner in nearly any penal institution on this continent are unheard of in the Kingston Penitentiary. All this is quite beside the charges and insinuations that the guards with despotic power over the convicts soon become despots of the most savage type. Stories leak out every now and then, but are generally hushed up. Unfortunately, if they challenge public attention they are apt to be obscured by political, personal and religious prejudices. For years Dr. Edwards, M.P. for Frontenac, called the attention of the house to abuses at the Kingston Penitentiary and he was corroborated to a considerable extent by W. F. Nickle, M.P. for Kingston. Unfortunately the charges, instead of being judicially investigated, lost their identity in a squabble over promotions, personalities and politics.

It is a hard thing to get the truth by an investigation into a prison for the reason that the convict fears that the officials will take it out of his hide as soon as the investigating committee leaves if he tells anything embarrassing to the present administration. Then, on the other hand, you have the fact that the convicts themselves are not credible witnesses and that much reliance cannot be placed on their testimony. Yet a real investigation at Kingston if made would disclose beyond peradventure that it is the most antiquated penitentiary on the American continent and the one that has least felt the influence of prison reform.

The provinces of Ontario leads the continent in humanitarian and progressive prison reform, while the federal prison in Ontario is at the tail end of the procession; indeed is not in the procession at all, for modern methods of prison reform have never been tried at the Kingston institution.

## The Woe of Victory.

John Vick, the late conciliator in the Toronto Street Railway dispute, belongs now to the company of the Might-Have-Beens. If a miss were not as bad as a mile—his signing of a report which he afterwards repudiated was certainly a miss—Mr. Vick will be given no public credit for his relation to the end of the strike. He failed in action; but in intention he was better than most people are likely to remember.

For knowledge of what Mr. Vick tried to do we are indebted to Judge Macleannan of Montreal, the chairman of the board of conciliation. The judge, trying to discredit the belated minority report of Mr. Vick, who declared he signed under misapprehension the award giving the street railwaymen nothing, said Mr. Vick advanced the board to recommend an advance of five cents an hour. If, instead of yielding to Judge Macleannan and the other member of the board, Mr. W. H. Moore, the facility of whose address was long one of the phenomena of the Canadian railway world, Mr. Vick had put in his own minority report advising the five cents an hour, he would now be hailed as a wise, foreseeing, statesmanlike person.

Mayor Church very quickly claimed credit for suggesting a five-cent increase, which suggestion he was not observed to back up by any timely public action. So far as a five-cent increase is a victory for the men as against the conciliation board, it is also a victory for Vick's view, disclosed by Judge Macleannan.

Mr. Vick's intentions were good, and a debt is due the judge for making them known. But they achieved nothing, except a good deal of criticism for Mr. Vick, who knows as he never knew before how the certain delicacies are paved with good intentions. It is a poor consolation for him but perhaps that is worth hugging—the knowledge that he can say to Judge Macleannan: "I told you so." The pity is he didn't tell the public so in the first place. The Vick experience is a lesson to all conciliators who lack courage to declare openly for what they believe should be accepted by either side of a dispute.

## WETS AND DRY.

Bishop James Cannon, Tennessee, opened the fight for the dry forces before the committee. The dry speakers were introduced by Mr. Bryan, who said efforts were being made to put a "wet brand" on the Democratic party. The dry champions were many, including representatives of the W.C.T.U., Presbyterian General Assembly, National Prohibition party and other organizations. Wayne B. Wheeler appeared for the Anti-Saloon League.

Jerry Ryan of the California Trades Union Liberty League said that men accustomed to drinking wine were now drinking "rotgut whiskey."

Representative Sabath, Illinois, asked the committee for the dry forces the Federation of Labor whether that organization had voted down a recommendation for modification of the Volstead law as alleged by various papers. Gompers replied that in 1919 the federation had voted to ask congress to permit 2 1/2 per cent. At the recent convention in Montreal, Mr. Gompers said that "liberal reports of the Montreal convention had been sent out."

W. Bourke Cochran, New York, closed the prohibition hearings, arguing for state rights.

## HYDRO APPROVES RADIAL TERMS

(Continued From Page 1).

Railways and the various electric lines, viz., the Toronto Eastern, the Toronto and Niagara, St. Catharines and Toronto Railways, the chairman of the Hydro-Electric Power Commission approached the minister of railways and asked him to determine what arrangement might be made to acquire these electric railway lines from the Dominion government, thus avoiding the duplication and paralleling of electric lines in the districts in which the municipalities had already voted in favor of radial railways as well as in those of the municipalities contemplated constructing electric railways. The minister of railways and canals, in answer to such a policy, and gave an option to the commission for the sale of the Toronto Eastern Railway, and in the district between Toronto and Bowmanville, which the municipalities subsequently voted in favor of and carried by large majorities.

Credit to St. Catharines as part of the submission of the bylaws for the construction of the section of the Toronto and Niagara Falls was delayed. The commission contemplating the acquiring of the Toronto Eastern as part of this system, thus avoiding duplication and paralleling existing lines in the Niagara district.

Reached an Agreement.

"At a subsequent conference with the minister of railways and canals and the sub-committee of the privy council appointed for this purpose, an agreement was reached, which the chairman of the Hydro-Electric Power Commission was prepared to recommend to the commission, that the municipalities submit bylaws and agreements for the acquiring and operation of the properties known as the Toronto Eastern, the Toronto Suburban and the Niagara, St. Catharines & Toronto Railways, which recommendation and agreement was subsequently approved by the Dominion cabinet.

"The offer agreed upon, and the recommendation of the chairman, are incorporated in the above letter from Sir Adam to Hon. Dr. Reid.

"In the case of the Toronto Eastern Railway, the municipalities voted in favor of acquiring and extending the railway, in the fall of 1919, and have since that time agreed to the acquiring and extension of this property.

"It covers the district between Toronto and Bowmanville.

"The Toronto Suburban Railway is constructed and operates in the district between Toronto and Eastview, Toronto, Weston and Woodbridge, and is in her own dominion. The municipality of Brampton, in this district, has expressed its desire for a connection with the Toronto Suburban and Toronto.

"The acquiring of the Toronto Suburban will eliminate the necessity of constructing the Toronto Eastern, Credit and Guelph as a part of the Toronto and Niagara lines, as the Toronto Suburban will provide the service to Guelph, and

## IRELAND AND PROHIBITION

(Continued From Page 1).

American Commission of Irish Freedom. He said that "President" De Valera was in the city, but deemed it improper to appear before the committee. Mr. Walsh said that recognition of Ireland would not disturb British relations. He added: "That its adoption would be a cause of war with Britain has no basis in American tradition of international law. The Irish republic was established by more than a three-fourths vote of the people of Ireland. The political parties of America have always declared for the liberties of the oppressed peoples of the world. The Democratic party ought not to depart from the age-old policy of our government and withhold the word of recognition for the Irish republic, which means so much for 'humanity.'"

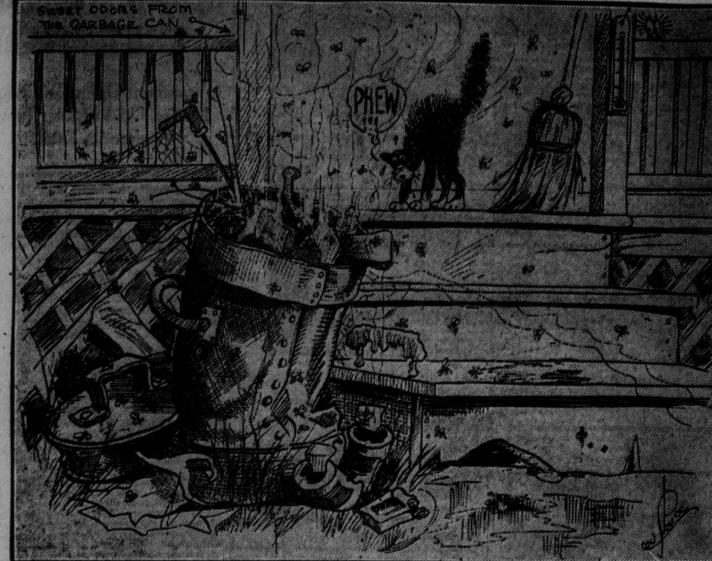
Senator Phelan (California) also argued for the Irish plank, and asked the committee not to be "fearsome of the plain Irish, lest it might involve us in some international disaster."

An Affront to Britain.

Opposing a platform declaration for Irish recognition, Representative Connolly (Texas) said that such action "could only be considered by Great Britain as an affront to her dignity and a challenge to her authority without any real basis in fact. He declared that diplomatic recognition was constitutionally a power of the president and not a proper subject for partisan politics.

Speeches opposing the plank were persistently interrupted.

"You're a liar," yelled somebody, as



Have you a garbage can at your back door with the lid off this hot weather?

## JUNE ROSES

Roses red and luscious that on June bushes grow,  
Fragrant, rich with perfume that from the orient flow,  
Velvet are your petals, soft, kind as infant's cheek,  
Pollen lies within your heart, golden, tender, sweet,  
Flaming crimson speaks of love that flows from heart to heart,  
It binds in bonds that never break and death alone may part.

Roses white bloom full in June for youthful, girlish bride,  
Offering their beauty rare in all their winsome pride,  
Tenderly they kiss her cheek like touch of shyest groom,  
Promise give of joyous days and loving honeymoon.

Roses pink are June flowers, too, they speak of peaceful days,  
Of restful, happy flowing life that follows godly ways,  
And of the world that is so bright and pink are June's gift, glorious grand,  
To overflow the world with love and beauty to the land.

—W. L. H. at the Toronto Rose Show.

## QUEBEC FARMERS PLAN TO ENTER POLITICAL FIELD

Montreal, June 29.—The formation of a farmers' independent political party in this province, along similar lines to the United Farmers of Ontario, is the principal object of the recently formed United Farmers' Association of the Province of Quebec, which opened its second congress in the Maisonneuve market this morning. It is the intention of the association to nominate and support agrarian members in the federal house to represent the interests of the Quebec agriculturists, and their platform as outlined in their constitution.

She stepped and marveled at the sight of a man, a shifty-eyed, with a wide mouth and a nervous, restless smile came down a long hallway, smoking a cigarette. His eyes rested with no uncertain dislike upon Judith's eager face.

"I'm Crowdy," he said. "Want me to tell you the story of the lung treatment for the lung-worm calves. Haan! he told you."

"Mr. Trevors said I was to give it to you," said Crowdy. "I can't be taking orders; offer a every hop-o-my-thumb like that collegy kit."

"Then Masters did tell you?"

"Sure, he told me," said Crowdy in surly defiance. "But if I was to listen to everything the likes of him says—"

Judith's eyes were fairly snapping. Continued Tomorrow Morning.

## MONTREAL PRESBYTERY TO INDUCT DR. MAKIN

Montreal, June 29.—Arrangements were made at the midsummer meeting of the Montreal Presbytery, which opened here today, to induct two new professors in the Presbyterian College. These are Rev. Dr. Thomas Makin, of Toronto, who takes the professorship of practical theology, and Rev. Dr. S. M. Best, who will head the department of religious education.

## May Grant Two Thousand Beer Licenses in Hull

Ottawa, June 29.—That there may be 2,000 wholesale beer and wine licenses legally granted in the city of Hull, and that 22 of such licenses have been granted since the last meeting of the city council, two weeks ago, was the startling announcement made by Mayor Louis Cousineau at the meeting of the Hull city council last night. He announced that the city council had voted to grant 2,000 licenses, "not less than seven, nor more than ten," club licenses.

"I am against the granting of wholesale licenses," said Mayor Cousineau, "but the law is there, and we can do nothing to prevent their being granted. The attorney-general has told us in writing that 2,000 wholesale licenses may be granted."

## WORLD'S DAILY BRAIN TEST

BY SAM LOYD  
14 minutes to answer this.  
No. 233.



Here is a pretty problem which I figured out during a ride from Bixley to Quixley astride of a razor-back mule. I asked Don Pedro if my mule had another gait, and he said it had but that it was so slow, so I pursued my journey at the uniform speed as shown in the sketch. To encourage Don Pedro, who was the chief propelling power, I said he would pass thru Bixley, so as to get some liquid refreshments; and from that moment he could think of nothing but Bixley. After we had been traveling for forty minutes he asked how far we had gone and he replied: "Just half as far as it is to Bixley." After creeping along for several miles more I asked: "How far is it to Quixley?" and he replied as before: "Just half as far as it is to Bixley." We arrived at Quixley in another hour, which induces me to ask you to figure out the distance from Bixley to Quixley.

Answer to No. 232.  
CROW plus HEEL minus WHEEL plus COD plus BEE plus FILE minus BEEF leaves CROCODILE.  
(Copyright, 1919, by Sam Loyd.)

## JUDITH OF BLUE LAKE RANCH

By JACKSON GREGORY.

### CHAPTER 5 (CONTINUED)

But as she rode, the valley widened, changed in character. At first wandering herds of beef cattle, with now and then a riding cowboy turning in his saddle to wonder at her; then a gate to be opened as she stooped forward from her own saddle, and wide fields where the grass stood tall and untrod and blooded Jersey cows looked up in mild interest; yonder a small pasture in which were five Guernseys, kept in religious seclusion under ideal conditions to further certain investigations into the ratios of five different kinds of fodder to the amount of butter-fat produced; across a green meadow a pure-blooded Jersey bull, whose mellow bellows drew Judith's eyes to the clean line of his perfect back, over which, with pawing hoofs, he was throwing much trampled earth; in a more distant pen, accepting the trumpeted challenge and challenging back, a beautiful specimen of careful breeding in Ayrshire.

The road wound on, following generally the line of the river, with a generous broadening, flowing more evenly thru level fields. Looking down the valley, Judith could see the whitewashed clump of buildings where were the second offices, the store and the blacksmith's shop, the tiny cottages. And beyond the barns, the dairy, the tall silos standing like lookout towers, the alfalfa fields crisscrossed with irrigating ditches, and still farther on the pasture lands where the big herd of cows was grazing.

Here the valley was spread out until from side to side it measured some more than four miles. The bordering mountains, like the river, had grown into a softer mood; rolling hills scantily timbered, rich in grass, were dotted with herds, cattle and horses, or fenced off here and there, reserved for later pasturage.

Across the river to the south, Judith marked the wandering calves, offspring of the herd; to the north along the foothills, the subdued green of the olive orchards.

"It's a big, big thing!" she whispered, and her eyes were very bright with it all, her cheeks flushed. "Big!"

Passing one of the great barns, she heard the trumpet call of a stallion, and, turning, saw in the corral one of those glorious brutes which Bud Lee had spoken of to Trevors as "clean spirit." From the instant her eyes fell to the massive beauty of him she knew who he was: Night Shade, sprung from the union of Mountain King and Black Empress; regal-blooded, ebony-black, from silken fetlock to flowing mane; a splendid four-year-old destined to tread his proud way to a first prize at the coming state fair at Sacramento, a horse many stock-fanciers had coveted.

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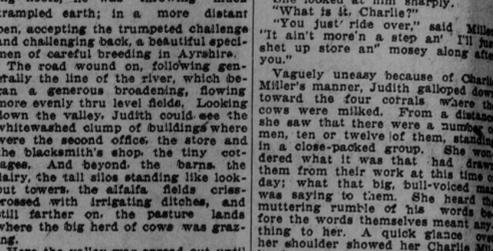
## For Your Outings

The pleasure of your outings will be vastly increased if you wisely include in the hamper a liberal supply of O'Keefe's.

Pure and healthful, these pleasing beverages help to overcome the tiredness following the activities of outdoors on warm days.

Your grocer will supply you with a case.

Also on sale at restaurants, cafes and hotels.



## O'Keefe's IMPERIAL Lager

THE O'KEEFE BREWERY CO. OF TORONTO LIMITED

## O'Keefe's IMPERIAL ALE-LAGER-STOUT

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