



THE TORONTO WORLD

AN INDEPENDENT AND FEARLESS ONE CENT MORNING PAPER, Published Daily, and sent to all parts of Canada and the United States for Three Dollars per Year, One Dollar and Fifty Cents for Six Months.

SENT ON TRIAL FOR ONE MONTH FOR 25 CENTS.

The World is delivered by carriers to all parts of the city before 6 a.m. for twenty-five cents per month.

ADDRESS THE WORLD, TORONTO.

PARLIAMENTARY PROCEEDINGS A PROMINENT FEATURE OF THE WORLD.

During the sessions a reliable and important summary of the proceedings at Ottawa and of the local legislation is given and summarized in an interesting and concise manner.

SENT ON TRIAL FOR ONE MONTH FOR 25 CENTS, Or One Dollar for Four Months.

ADDRESS THE WORLD, TORONTO.

The Toronto World.

TUESDAY MORNING, FEBRUARY 14, 1922.

TORONTO AND HAMILTON RAILWAY BILLS.

There are now before the Ontario assembly two bills authorizing the construction of new railways between Toronto and Hamilton. One is asked for in the interest of the Northern and the Hamilton and Northwestern companies, and the other in that of the Midland combination and of the Grand Trunk; and both schemes propose to give Toronto new competitors with Buffalo as well as with Hamilton. The bringing of these schemes before the house raises particular issues which go to the very bottom of the great general question of railway competition, in its relation both to public interest and to private rights. If there are any principles of public policy on which the limits of competition can be laid down, or are we to decide that it has practically no limits at all, and that every charter applied for must be granted, on reasonable assurance given that the road it authorizes will actually be built within the time specified? In passing upon these Toronto and Hamilton railway bills the house will be doing more than merely making a decision for the present occasion. A principle will be laid down, by clear implication or in terms expressed, the right of the wrong which will be of public importance inescapable. A precedent will be set which will bind the action of future assemblies of Ontario's representatives. Are we exaggerating here, and claiming for this occasion an importance beyond what really belongs to it? Many a railway bill has the house passed during ten years back, some of them for roads into sections of country that before had none at all; and others for new roads expressly intended to compete with roads already in operation. Why should the present case be deemed essentially different from any other cases, of this province, that have turned up before us? Why should we see a great principle at stake now, any more than on former occasions? The question thus variously put may be answered in two ways.

Of the two answers that may be given, the more immediately practical is that which has already been very fully set forth in these columns; and which is founded upon the fact that the Ontario assembly, in fact, portends of railway events in recent times, and also further events in near prospect. In support of the position taken, two main facts were adduced—the conclusive failure of competition by the local railways, and the radical change in the whole situation owing to the final settlement of the Dominion's Pacific railway policy and the accession of the syndicate. The latter was an important event, and one that has not been used to bring Ontario's provincial railway policy to a crisis for determination; but coming along with the decisive visible failure of so many local railways to run themselves, the fact that a crisis has come upon us is put beyond all question. We have to decide what form of competition we must now look to, the expected competition of local roads having collapsed; and also how, in the interests of this province, to meet the vast and far-reaching changes in railway affairs which must flow from the actual carrying out of this gigantic scheme, the Canadian Pacific railway. It is surely no exaggeration, but the plain truth and nothing more, to say that the present is a new and extraordinary situation, to meet which a new policy, founded on some true and definite principle—some right and intelligible public purpose—is imperatively required. It is surely the right view to take that drifting will do no longer, that the time has come when we must lay down a course on the charts and steer by it. This is the sufficient, practical answer to the question why, in the matter of railway policy, the present is an extraordinary and really critical time. From

the general view of the whole situation we come down to particulars, and argue that, if the Toronto, Hamilton and Buffalo railway schemes now before the house are such that if sanctioned they would, along with other schemes also pending, have the result of forcing the Great Western into amalgamation with the Grand Trunk, the loss to the public would immensely exceed the gain. For the sake of a promised new competition along forty miles distance, which even if obtained for a time, would vanish immediately amalgamation had been secured, we are asked to put at hazard the competition already existing along a thousand miles, and our chances of getting competition along a thousand miles more, which is sure to be established if only the Great Western be allowed to live as an independent road. For the doubtful chance of gaining a penny we are asked to risk a pound, and we shall prove ourselves penny wise and pound foolish if we consent. The proposed Toronto and Hamilton schemes should be rejected on the single ground that they are blow aimed at the independence of the Great Western, which if sanctioned will almost certainly lead to the handing over of nearly all Ontario to the Grand Trunk, unchecked and uncontrolled, as we have before said. It is futile to argue that by passing both bills we would secure competition between the Grand Trunk and the Hamilton and Northwestern. Drive the Great Western to amalgamation, and what would the independence of the Northwestern system, or of any road in Ontario not owned by Vanderbilt or the syndicate, be worth after that? Why, not two years' purchase, if so much. With the whole Great Western system passed over to Grand Trunk, competition by the Northern and Northwestern would not amount to a row of pins. The Grand Trunk would speedily enter into sole possession, and would proceed to administer upon the estate of the province of Ontario, lately deceased!

Still another view that may be taken is this—that we shall settle now the main question as to the proper limits of railway competition, in its relation both to public interest and to private rights. If for haphazard dealing with one scheme this year, and with some other scheme next year, all on the spur of the moment as they turn up, we are ever to substitute a logical general principle and an intelligent public purpose, we may as well make the effort now. The question as to the proposed new roads from Toronto to Hamilton is in effect an experimentum crucis, which will force from us as a decision whether we are to continue dealing with one scheme this year, and with some other scheme next year, all on the spur of the moment as they turn up, we are ever to substitute a logical general principle and an intelligent public purpose, we may as well make the effort now. The question as to the proposed new roads from Toronto to Hamilton is in effect an experimentum crucis, which will force from us as a decision whether we are to continue dealing with one scheme this year, and with some other scheme next year, all on the spur of the moment as they turn up, we are ever to substitute a logical general principle and an intelligent public purpose, we may as well make the effort now.

Public Health Legislation. That we have not before this referred to the legislation proposed by the Ontario government for the promotion of the public health in this province is not because we do not think legislation for such a purpose to be very necessary; we deem it indeed of the first importance. We do not know just what form it will assume, but suppose it will make provision for the establishment of a provincial bureau or department of health and vital statistics, similar to what has been established in other countries; and in them, so far as the present case is concerned, the happiest results upon the public health, as manifested, especially in Great Britain, by a large reduction in the annual mortality, particularly from fevers and all zymotic diseases. Nearly every one of the states of the neighboring republic has now a state board of health, established and supplied with funds for working expenses by the state legislature.

At the present time when the spread of diphtheria, typhoid fever and small-pox is seriously threatening us from various quarters, legislation having for its object the establishment of a similar government organization in this province is not only opportune, even were it to only look after the municipalities and see that these do their duty in regard to the health of the people. We are glad to have observed that party feeling has not crested nor is it likely to create opposition to the proposed bill, but that, on the other hand, members opposed to the government have spoken very favorably of such a measure.

ST. VALENTINE. People will not forget St. Valentine's day, which will be commemorated to-day. An old institution dies slowly. Sometimes when it is imagined to be on its last legs, it develops new life and vigor around, and appears with as much vitality as ever. This year the matter has broken out with perhaps more ostentation than usual. The expensive instructions in flattery paper which was not disposed of last February have been taken from their resting place in pasteboard sarcophagi and shown anew to the light of day in stationer's windows. Love and hate, adoration and contempt, amiability and spleen, have an equal chance to express themselves anonymously on this occasion. If your neighbor has any ridiculous habit which gives you offence, this is the day to gratify your spite and satisfy his vanity by mailing him a missive that hideously exaggerates his fault. And now, too, if for the first time the tender passion has come to feel its wings and sit brooding in your heart, the valentine furnishes you with the opportunity of declaring that passion in a manner which will not entail upon you a wife or a breach of promise should you subsequently change your mind.

A STRIKING STUDY OF Lord Beaconsfield, by James Bryce, M.P., will be the most important biographical paper in the March Century. Professor Bryce was the author of the anonymous paper on Mr. Gladstone which appeared in the same magazine a little more than a year ago. Though a political opponent of the late premier, he has divested his estimate of his political acts of party feeling, and has dwelt with equal interest on Beaconsfield's personal qualities and literary achievements. If you are desirous of patronizing a first-class restaurant, where you can enjoy a good meal, try Wilkinson's, 187 Yonge street. Dinner from full bill of 25 cents, including all the delicacies of the season.

MONEY AND TRADE. W.M. FARLEY, W.M. MARA, FARLEY & MARA, 36 TORONTO STREET, TORONTO. Stock Brokers, Commission & General Agents.

Toronto Stock Market. TORONTO, Feb. 13.—Banks—Montreal, 203 and 204; transactions, 5 at 203 after board; Ontario, 91 and 92; transactions, 4 at 91; Toronto, 103 and 104; transactions, 12 at 103; Merchants, 127 and 128; transactions, 14 at 127; Commercial, 141 and 142; Imperial, 144 and 145; Dominion, 153 and 154; Standard, 114 and 115; Hamilton, 122 and 123; 50-cent coin, buyers; British American, 137; Western Assurance Company, 172 and 173; Canadian Life Assurance Company, 202; Confederation Life Association, buyers, 241; Commercial Union, 242 and 243; Montreal Telegraph Company, 244 and 245; Canadian Pacific, 246 and 247; Montreal Trust Company, 248 and 249; Toronto Trust Company, 250 and 251; Freehold Loan and Savings Company, buyers, 182; Union Loan and Savings Company, 183; National Investment Company, 184 and 185; Building and Loan Association, 186 and 187; Investment Company, 188 and 189; Loan and Savings Company, 190 and 191; Loan and Savings Company, 192 and 193; Loan and Savings Company, 194 and 195; 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