

The Toronto World

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WHO KEEPS OUT THE RADIALS?

Who is keeping the radial railways out of Toronto?

Not the city. The city is willing to build a standard gauge road and let them in on reasonable terms. That is an easy proposition for the radial.

Who, then, is keeping them out?

Why, the Toronto Railway, which has the local street car franchise. Its franchise is covered by these words: "an exclusive right to operate a surface street railway."

Our contention is that the Toronto Railway's franchise is not violated in the least by allowing the radials to come in, provided they do no local business when running within the city limits.

The steam railways can come in over the streets. If the city gives them the right, and the Toronto Railway would not complain. Nay, more, they actually do a local business; you can travel from Union Station to Parkdale and to the Don as in a street car on either the Grand Trunk or the Canadian Pacific.

But if there is any claim that the Toronto Railway Company's franchise to carry on the street car business in Toronto will prevent the city from constructing this entrance line for the radial railways, then the legislature should be asked to intervene and clear up any doubts as to the rights of the city by definitive legislation.

Who own or control the street railway?

William Mackenzie and associates.

Who own or control the radials?

William Mackenzie and associates.

Who then is it that prevents William Mackenzie and associates' radials from coming into the city?

William Mackenzie and associates of the Toronto Railway.

Why do they do this?

So as to get up an excuse to have the city sit in for a "new deal" on the Toronto street car franchise that will in substance "sew up" the city again, and thus by this "sew-up" be able to float out more securities.

In the meantime there is nothing pressing. The radials are delivering passengers at the city limits and those passengers at once get aboard the street cars and to their destination all right. The freight comes into town on a wagon from the city limits. So it would if there was a down town station.

Toronto can better afford to continue this business than to re-open the franchise and be sold out, sewed up again as she now is with no right to define new lines, to order improved service, to reduce fares or adopt new methods.

No; no more street railway deals.

TORONTO SCHOOL SUPERVISION

The question of school supervision in Toronto is again to the front. It is generally conceded that the time has arrived when a third inspector is required for public schools. The only debatable phase of the question is whether the city high school system has become so unwieldy and complicated as to require supervision beyond what the province is able to give. Should it be shown that this is the case, economy would suggest that to the duties of third public school inspector be added those of supervisor of high schools, and naturally a man of long experience in high school work and of general good

The Success of the Christmas Pudding depends upon what goes into the bowl.

Only the Best is good enough, and the Best is at Michie's.

Currants, Raisins, Candied, Peel Flavorings, Almonds, Spices, Etc.

Michie's Cooking Sherry 65c. a Bottle

MICHIE & CO., 7 KING STREET WEST. LIMITED

O'Keefe's

"Gold Label" ALE

The New O'K Brew. A treat in hops and malt. Rich and old and creamy.

Remember to ask for O'Keefe's "Gold Label" Ale—O'Keefe's new brew.

standing would be required. On the other hand, if the time has not yet arrived for relieving the province of the care of the city high schools, if the present system of individual autonomy, with the chief responsibility resting upon the principals, is working well, why complicate the situation by mixing public school affairs with high school affairs? The need of more aggressive, painstaking inspection of our public schools is greater to-day than the need of local supervision of high schools. What seems to be required in Toronto just at present is a trio of public school inspectors, each one of whom will inspect, office routine being left to clerical assistants. There seems to be a good deal of common sense in the stand taken by the public school principals for the appointment of an energetic, up-to-date public school teacher as third inspector, and making the system more elastic than it is at present.

KEEP ON BUILDING THE RAILWAY.

Ontario is going ahead in spite of the bad treatment that the Grand Trunk and the Canadian Pacific accord her. But if she is going ahead it is in that part of the province where the province is looking after her own railway interests. Northern Ontario is coming to the front because the Ross Government had the wisdom to start, and the Whitney Government equal wisdom to continue and push forward, a state-owned railway from North Bay in the direction of Hudson Bay.

The result has been that the greatest silver mines in the world have been opened out, and other kinds of mining propositions are in sight. A new agricultural area has been opened up, new timber lands opened up, and a great trade will in consequence flow south to the lower portions of the province. This same state railway is supplying an outlet for the Grand Trunk Pacific, so as to reach its own eastern system by way of the new road from Couchaine to North Bay. Not only is all this so, but the state road is actually paying.

It need not surprise anyone, then, if the government is forced by these circumstances to continue this policy of railway development in the northern portion of the province. Indeed there is a growing demand to-day for a government built road from Sudbury, connecting with the Ontario and Temiskaming system, say at Charleton, and running thru the new Gowanda Lake country and Elk City. Prospects are going into this country by thousands, remarkable finds have been made, and a new railroad cannot be run in there too soon to accommodate trade. The province will make money out of the venture, a new population will pour in there, and this population will furnish trade for Toronto and all southern Ontario. Let us build this new line right away. They say the Canadian Pacific may build it, and the Canadian Northern are ready to build it—if the province will endorse its note to the extent of the cost. Why not warn these roads to keep out of this country and let the province take possession of it from a railway point of view, and open it up as rapidly as required? There is no trouble in the province to get the money; the Ontario Railway Commission is competent to do the work; and the people of Ontario will support Mr. Whitney in the most progressive policy he adopts in this respect.

THE BIG RAILWAYS AND ONTARIO.

It is no pleasure to The World to have to return to the inefficient condition of the Canadian Pacific Railway in this province, especially to the east of Toronto. There was a deplorable accident near Burketown last week and another one this week near Manvers, about eleven miles distant. Both indicate lack of competent men to man the switches and sidings. THE CANADIAN PACIFIC IS TRYING TO DO A DOUBLE TRACK SYSTEM, on a single track system, too, that is not sufficiently equipped! And it is sacrificing public safety to economy in lamp supplies and other necessities.

The energy of the road, the administrative and executive energy of the road, is devoted to the west and Montreal. Ontario traffic is neglected, essential improvements are held back until further aggrandizement in the west may be completed. And yet the most profitable business of the system is in Ontario!

Why not go after Ontario business? Why not double track right away from Streetsville to Myrtle and put on a suburban service between these points running thru North Toronto?

The delays in the passenger traffic, the late trains, the loading of business on a single accommodation train a day that ought to be run twice a day, the loading of all excursion and cut-rate business on the regular trains, the cancellation of the Toronto-Ottawa

direct service, the lack of a Sunday train between Toronto and Montreal, must strike live railway men as bad for the road.

Is Ontario to be punished because her people believe in public rights, the regulation of railways, the control of passenger rates, and a railway commission? We have heard a director of the road say that Toronto was the loser, and would be the loser, when she refused to give up the Don Esplanade as requested. All the shops and car works have gone to Montreal. Ontario uses and requires more engines, cars, switches, etc., than any other province, but not a dollar in building them is to be spent in Ontario!

The World trusts that Sir James Whitney is studying the treatment of his province and the people of his province by the big railways that have their main temples and shrines in Montreal.

Change your policy, gentlemen, and go with Toronto and Ontario, not the other way.

RE WALL STREET.

Editor World: I have read your article about speculation on "Go Shy On Wall Street," and as I have been ten years down here with various large houses, and as I am now by myself, and can talk freely, I beg to say that the gentleman who wrote your article is right in advising investors or speculators not to be fooled by trying to beat the game.

I am from Toronto and would be sorry to see any of my fellow-countrymen taken in by a lot of pleasure-seeking Wall-street brokers. When the slump comes, as it certainly will, I hope there will not be many good citizens of the Queen City among the mourners. My advice to Toronto speculators is to not speculate in Wall-street at present. Wait for the panic and then return warrants on the investment.

Your editorial suggests Toronto real estate. That is a fine speculation. And if the public would confine themselves to that and good first mortgage securities, either notes or bonds, paying six per cent, and a high rate of interest, and make something besides, and won't lose their money.

New York, Nov. 30. A.S.H.J.

WHY NOT?

Will Mr. Burbank try if he can graft upon a rubber tree a cedar pencil—brand B. B.?

A POSER.

If The Globe objects to an Ontario cabinet minister voting where he resides, is it to be understood that The Globe censures Sir Wilfrid Laurier for doing this very thing?

SOME INFORMATION.

"Daily Reader" is answered as follows: (1) Methodist; (2) not known; (3) Bartholomew.

WHAT NEGLECT DID FOR HIM

Jas. E. Brant Suffered Torments from Kidney Diseases.

Then He Used Dodd's Kidney Pills and Became a Well Man—His Experience a Lesson for You.

ATHABASCA LANDING, Alta., Dec. 1.—(Special.)—That Kidney Disease, neglected in its earlier stages, leads to the most terrible suffering, if not death itself, and that the one sure cure for it in all stages is "Dodd's Kidney Pills," is the experience of Mr. James E. Brant, a farmer residing near here.

Mr. Brant contracted Kidney Disease when a young man, from a strain, and like hosts of others, neglected it, expecting it to go away itself.

But it kept gradually growing worse, till at last he was suffering from increasing suffering, the climax came, and he found himself so crippled that at times he could not turn in bed, and for two weeks at a time it was impossible for him to rise from a chair without putting his hands on his knees.

He could not button his clothes. He was troubled with Lumbago, Gravel and Backache, and tried medicines for each and all of them without getting relief. Till at last he turned him to Dodd's Kidney Pills.

Dodd's Kidney Pills started at the cause of his troubles and cured his Kidneys. With cured Kidneys his other troubles speedily disappeared, and today he is a well man.

If you cure your Kidneys with Dodd's Kidney Pills you will never have Lumbago, Rheumatism, Heart Disease, Dropsy or Bright's Disease.

ARCHBOLD UNDER FIRE AS TO MYSTERIOUS LOANS

Alleged That Standard Oil Money Was Used for Secret Purchase.

NEW YORK, Dec. 1.—Seeking to unravel the puzzling ownership of the Security Oil Co. of Texas and other oil companies which the government charges are controlled by the Standard Oil Co., Frank B. Kellogg, federal counsel in the United States suit to dissolve the so-called oil trust, subjected John D. Archbold to a grilling cross-examination to-day.

Mr. Kellogg also sought information regarding certain mysterious loans of \$2,700,000 made to James McDonald by the Anglo-American Co., a Standard Oil subsidiary, but Mr. Archbold, a director of the Anglo-American Co., was unable to throw any light on the question.

For over a year government's counsel has been trying to obtain information regarding these McDonald loans, but that the loans were made to enable the Standard Oil Co. to secretly purchase the Manhattan Oil Co. of Ohio. Mr. Archbold said that and Henry H. Rogers resigned as directors of the Anglo-American Co. shortly after their election a year ago. The vice-president of the Standard Oil Co. denied that the resignations were brought about by the present government's proceedings.

Mr. Archbold was closely questioned about many pipe lines and refineries which had been purchased by the Standard Oil Co. He denied that the refineries had been bought that they might be dismantled, thereby removing competition. They were secured, said Mr. Archbold, to succeed to their volume of business.

Political Intelligence.

Le Canadien, a paper controlled and edited by Mr. Arthur Sauve, the Conservative member for Two Mountains (Que.), comments on the attitude of The Toronto Telegram in its desire to run the Conservative party irrespective of the Province of Quebec.

Le Canadien says that The Telegram does not appear to remember that at every occasion when such a policy has been adopted by the Ontario Conservatives, disaster to their cause has invariably followed. Allen McNab, it says, saw the error of his ways, and allied himself with the French Conservatives and died a Roman Catholic. The Liberal party under George Brown met nothing but defeat, yet it had greater success, under the moderate guidance of Alexander Mackenzie.

"Dalton McCarthy and Clarke Wallace were men of great ability, but they were the result of the war they waged against us," says the article. "Meredith, who wished to follow in the footsteps of George Brown, never knew what he was doing. He was a Sifton in a political sense. He was a province, and Fielding, who manifested his horror of Catholics in 1905, lost ground in Nova Scotia, where he was learned to appreciate the merits of the French-Canadians by calling of the Province of Ontario, and so is Roblin in Manitoba, where he acted justly towards the minority."

"We, therefore, affirm that if Mr. Borden was less successful in Ontario than Sir James Whitney, it was because of the error of the Telegram and the Orange Sentinel prevented him from getting the support of the French-Canadians and Roman Catholics of Ontario."

"Mr. Borden, who is not a fanatic by any means, is the victim of the ultra Tories and of the men who despise us. If to-morrow the Conservative leaders at Ottawa wished to follow The Toronto Telegram, the Orange Sentinel and the Quebec Free Press, they would quickly break the ties which unite us to the Conservatives of Ontario. We have brethren in Ontario as well as in all the other provinces and no party can govern without us. Happily, however, there are good elements in the English Conservative party of Ontario, and it is with those men that we must do our work. We are aware that the majority of the French-Canadian electorate committed a great mistake when they rallied to the support of one man, but we must not forget that over 100,000 electors in this province remained faithful to the Conservative party, and we ask if these men do not merit respect at the hands of our allies."

"We were ill-treated at the last federal election by certain of our allies in the other provinces. Our representation was defective because of their narrowness and their failure to see at all ahead of them. We warn them, therefore, that such a game as this cannot and must not be repeated unless they are anxious to see an explosion."

"This, therefore, we repeat that the Liberal-Conservative party wants to be reorganized from beginning to end. We require an entire and genuine and energetic election in conformity with our traditions and new requirements."

Don't Miss Going to Guelph.

Why? Because at this little city there is the best display of live poultry, etc., in America, also the finest cat, sheep and hogs are exhibited. Interesting lectures. It will do you good to go to Guelph. The club or city man good to visit the farmers and the handsome buildings and grounds of the Ontario Agricultural College, of which Prof. Creelman has charge.

Seven Grand Trunk trains leave Toronto daily except Sunday: 7 a.m., 8:30 a.m., 1:00 p.m., 4:15 p.m., 5:30 p.m., 11 p.m. Ticket \$3.00 and 11 p.m. run on Sunday. Equally good service returning. Return fare \$1.45. Good office Dec. 5th to 11th. Return ticket Dec. 14th, 1908. Secure tickets at city office, northwest corner King and Yonge-streets.

In Straits, Suluas.

MEMPHIS, Tenn., Dec. 1.—C. C. Cowie, 40 years of age, formerly a well-known cotton buyer and prominent in Memphis socially, was found dead at his home, with a bullet hole in his temple, this afternoon. The police declare it was a case of suicide. Mr. Cowie's friends say he has recently been in financial straits.

Lawyer Reinstated.

CALGARY, N.W.T., Dec. 1.—(Special.)—A court en banc this morning reinstated Joseph Hicks, a Macleod lawyer, who had been debarred from the practice of law by the Alberta bar. He had made restitution of funds. The Macleod case is not on the list of appeals.

EATON'S DAILY STORE NEWS

Buy Now---Men's House Coats and Dressing Gowns

WHAT BETTER CHRISTMAS GIFT



Our collection of these highly appreciable gifts to men is unique in distinctive patterns, in the very large variety of color schemes, in the new fabric effects. At whatever price you may choose to pay you will find here a most gratifying assortment. But, logically, there's an advantage in buying NOW.

LOUNGING ROBES AND DRESSING GOWNS, in soft camel hair effects, mottled patterns or large overplaids, red, brown, grey or green grounds; also self colors with contrasting plaid trimmings on revers, cuffs and pockets. Sizes 34 to 46 chest. Prices \$7.50 and \$10.00

AT \$12.50, \$15.00 AND \$16.50—Choice patterns and newest colors, including bronze and green, red and navy, fawn and grey overchecks; also quiet self colorings, with plaid revers and cuffs; very attractive girdles to match.

HOUSE COATS—Soft warm materials, in cheerful colorings of red, grey, brown, green, mottled and checked patterns; also pretty shades of brown, grey and green, with plaid trimmings. Sizes 34 to 46. At \$6.00, 7.50 and \$6.50 and.

AT \$8.50 AND \$10.00—Beautiful new designs in checks, overplaids and scroll patterns, latest imported styles, rich colorings of red, green, bronze and grey; many have plaid trimmings, same as the self linings.

MAIN FLOOR—QUEEN STREET.

A Decided Saving on Men's Fur Coats

We have priced a dozen high-class Canadian racoon coats at a figure that comes very close to the cost of the garments. They are of whole full fur skins, nicely striped, soft and pliable. Extra high storm collar. Quilted Italian cloth lining. Length of coats 52 inches. Price \$45.00

MAIN FLOOR—JAMES STREET.

Buying Opportunities in Men's Furnishings

Manufacturers' Sample Shirts

300 Fancy colored Neglige or Pleated Front Shirts, in Scotch zephyrs, Madras and fancy woven shirting material; stylish patterns, large assortment; sizes 15 and 15½. Come expecting money saving out of the ordinary. The price, Thursday, each .69

Look at This Neckwear Price

Men's Fine Silk Four-in-hand Neckties, medium width, reversible; neat fancy brown designs and plain shades. Priced for special selling at, each .15

Men's Underwear Values

One great value offering to wind up the big 4-day event—600 garments, fleece-lined, shirts and drawers, at less than they could be made for. Thursday, per garment .29

Men's Fancy Christmas Suspenders

Fancy silk non-elastic web, elastic backs, cast-off white kid ends; each pair in fancy gift box. price .35

MAIN FLOOR—QUEEN STREET.

A Finely Tailored Overcoat for Men at 12.50

A good solid black melton, tailored in fashionable single-breasted Chesterfield style, wide flare skirt, with vent in back; velvet collar, the stylish broad lapels. Body lined with sturdy wearing Italian cloth. All sizes. Seldom are such costly tailoring and high-class materials to be found in a coat. 12.50

MAIN FLOOR—QUEEN STREET.

Boys' Strong Warm Suits, \$3.29

Three-piece; made from a heavy Winter weight tweed, dark mixed patterns, with faint stripe effect; single-breasted sack style; durable Italian linings; knee pants, lined. sizes 28 to 33; special value at 3.29

THE T. EATON CO. LIMITED

Smoke
Old Gold
Cigarettes
Sweet and Mild
5c