

The Toronto World

A Morning Newspaper published every day in the year.

Telephone-private exchange connecting all departments—Main office, 1000.

SUBSCRIPTION RATES IN ADVANCE.

One year, Daily, Sunday included \$3.00

Six months " " " 1.75

Three months " " " 1.00

One month " " " .30

One year, without Sunday \$2.00

Six months " " " 1.00

Three months " " " .50

One month " " " .15

These rates include postage all over Canada, United States or Great Britain.

They also include free delivery in any part of Toronto or suburbs. Local agents in almost every town and village of Ontario will include free delivery at the above rates.

Special terms to agents and wholesale rates to newspapers on application. Advertising rates on application. Address: Hamilton Office, Royal Bank, James Street North. Telephone No. 905.

THE WORLD, Toronto, Canada.

FOREIGN AGENCIES.

Advertisements and subscriptions are received through any responsible advertising agency in England, the United States, France, Australia, Germany, etc.

The World can be obtained at the following News Stands:

Windsor Hall, 1000, Montreal.

St. Lawrence Hall, 1000, Quebec.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

P. J. Walsh, 1000, St. John's.

same trap which has caught Mr. Sifton.

He imagines he is settling the matter.

of separate schools in the new province.

for all time, but he may find that instead

of doing that he has in reality

started a movement which will only

stop with the final victory of a universal

public school system throughout

Canada.

CHICAGO AND CITY OWNERSHIP.

Feeling is running high in Chicago

over the majority election, and cross

charges are freely being made by the

candidates. The extraordinary thing is

that not a voice seems to be raised

publicly against the principle of municipal

ownership of the street railways.

Judge Edward P. Dunne, the

Democratic nominee, and James M. Han-

lan, the Republican champion, vie

with each other in support of municipal

ownership, and each accuses the other

either of being secretly in league

to prevent its success, or of promoting

methods which have no prospect of

achieving success. In other words,

Cody is the friend, not the foe, and

the public, which has on several occasions

unequivocally indicated its preference

for a municipal service, is left to be

deceived by one of its real allies.

In a recent letter to The New York

World, Judge Dunne declares that the De-

mocratic platform and himself, as the

candidate, "pledged to the people the

absolute cessation of all negotiations be-

tween the City of Chicago and the street

railway companies, having in contemplation

an extension of the franchises." On the

other hand, Mr. Hanlan does not

occupy nearly so radical a stand-

point, and, indeed, does no more than

suggest that at some indefinite period

in the future municipal ownership

should be introduced. It is asserted

by interests friendly to the traction

companies that municipal ownership is

not immediately possible, since many

franchises are covered by 25-year

contracts, which do not expire for a

long time to come. The United States

court has held that these franchises

are binding, and an appeal to the su-

preme court is now in dependence. Cap-

ital is also being made out of the al-

location that Judge Dunne has associ-

ated himself with certain notorious city

elements, known as "Hinky-Dinks,"

"Bathhouse Johnnies" and the rest of

that crowd.

Certainly so far as his public utter-

ances are concerned Judge Dunne has

committed himself as "absolutely, un-

mistakably and unflinchingly opposed

to any extension of the franchise." He

says in his letter to the New York

World:

The people of this city have been

educated by investigation and read-

ing into the belief that municipal

ownership and operation of the street

railways are for the best inter-

ests of the community; that what

other great cities have accomplished

in Great Britain, Germany, Bel-

gium, Austria-Hungary, Italy and

Australia can be accomplished here

and now; that under the Mueller

law the city is empowered to own

and operate its street car system,

and that we are now in a position,

without the imposition of one dol-

lar of taxation upon the people of

this community, to inaugurate this

great reform for the first time in

America. By the issuance of street

car certificates, secured upon the

income, plant and 25-year fran-

chise provided for in the Mueller

law in case of default in the pay-

ment of the certificates.

The people are ready and the time

is ripe for the change. The result

is not in doubt. In my opinion, the

municipal ownership ticket will win

by at least 100,000 votes.

Tuesday next will see the end of this

possibly historic contest in the mu-

nicipal ownership campaign on the Amer-

ican continent. At the moment, al-

though the Republicans claim that they

have made considerable headway and

"have the enemy now in the run," the

odds seem to incline towards Judge Dun-

ne and straight municipal ownership.

THE GREATER MONTREAL.

St. Henri is clamoring for annexation

to Montreal and one of the arguments

of her mayor is that the city would be

benefited by the proposed action of the

Grand Trunk Railway in elevating its

tracks running out of the city. "The

level crossings," he says, "are a con-

stant menace to life, and every year

sees several victims."

The annexation of St. Henri would

give an additional population of 24,000

to Montreal. The debt of the city is

estimated at \$1,800,000 on a property

valuation of \$8,000,000. This valuation

does not include the factories which

are exempt from taxation. With the

taxing in this prospectus, the city

as well as other growing towns and

villages lying just outside the city bound-

aries, Montreal would have a popula-

tion of 400,000 people. The movement

for a "Greater Montreal" is taking

hold with the people of the metropoli-

tan. Canada is interested in this movement,

which will give to Montreal an importance

that it does not now possess. St.

Henri occupies the same relative posi-

tion to Montreal as Parkdale does to

Toronto, and the wonder is that it has

not before this been included within

the boundaries of the greater city.

PEEL STREET ENTERPRISE.

Montreal has just afforded us an

example of what private enterprise can

do in the way of temporary road im-

provement. The residents of Peel-

street undertook after the heavy snow

of January to level the banks and make

the roadway safe for vehicular travel.

At their efforts the experts at the city

hall poked a good deal of fun, and the

newspapers were filled with articles

calculated to provoke merriment. It

was not the enterprising spirit of the

Peel-street people but the methods they

employed that brought down upon them

the ridicule of the experts. But the

end in this case justified the means.

An ordinary pair of stairs turned up-

side down and weighted with a

"chicken coop" attachment on top was

used to cut off the ice ridges and fill

up the crevices. A fairly level street

resulted from these inconspicuous im-

plements.

Then the city hall wise men said:

"Wait till the break-up comes." The

break-up came, and Peel-street was

pretty bad, but no worse than any other

street. The Peel-street Good Roads As-

sociation got together again and de-

cided that something must be done.

An ordinary dice harrow with an ar-

rangement of scuffling behind was

utilized. The snow was cut into and

then shoveled to one side, the opera-

tion taking but little time. Now the

track is in good condition, and vehicles

can pass each other at a brisk rate of