

The Toronto World

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A KRIS KRINGLE EXPERIMENT.

The Ohio State Journal, which, by the way, has been distinguished for its good work in establishing the two-cent fare and for exposing and punishing 'olive graft' at Columbus, had a unique corps of 'newsboys' last Sunday.

Some forty prominent business men sold The Journal from the street and turned over to Christmas charity the result of their sales, aggregating some \$2000. They had all of them, as boys, at one time or another, sold papers, and recalled their early struggles with commendable pride. It was a fine exhibition of personal service, and one no doubt inspiring to the boys of today, who are struggling to make a livelihood.

One might be astonished to find so many financial successes among the 'ex-newsboys', but, no less astounding, is the political success, which, in Canada at least, attends the journalist.

To say nothing of Messrs. Oliver, Graham, Fielding and Templeman in the Dominion cabinet, many practical newspaper men occupy the highest positions in public life, including the next speaker and the present clerk of the house. As to public men who proclaim themselves 'ex-journalists,' the list is interminable, extending from Sir Wilfrid Laurier to Mackenzie King.

Perhaps some of these statesmen might volunteer, as reporters, to get out a Christmas edition. It is to be hoped that it would prove more vivacious than the copy they turn into Hansard.

The city editor could make up his book without difficulty if he had the membership of the house to draw from. J. R. Stratton might be assigned to report a speech by R. R. Garney, M.L.A.

George Graham could appropriately deliver 'Halls' Sir Wilfrid Laurier could be assigned to 'churches and schools.' Mackenzie King would be down for 'halls and labor.' True Duncan Ross and Alex. Johnston are no longer available, but plenty remain to equip a brilliant staff.

MUSKOKA FREE HOSPITAL.

Christmas time has long been associated with the joy of living. It is hallowed; when its observance most closely approaches the infinite and that which gave the greatest of gifts to mankind. It is the bestowal of that supreme offering that makes Christmas Day memorable and its remembrance should stimulate a love and charity that overflows merely personal limitations. It is right and wholesome that relatives, friends, dependents and the poor at the gate should receive tokens of affection and sympathy and have the atmosphere of the time surrounding them and cheering them. But giving should not be bounded by personal knowledge when there are public institutions, dependent on freewill contributions, engaged in the necessary and noble work of alleviating the condition of the sick and suffering poor.

Among such institutions none is more deserving than the Muskoka Free Hospital for Consumptives, whose directors have been making an urgent appeal for a generous Christmas contribution from the Canadian public. Much has been said and written of recent years concerning the ravages of the white plague, which for generations has been the dread and scourge of

northern climates. Long believed to be incurable, modern science refuses to retain it in that category. Curable consumption is, under proper conditions, that cannot be found in the ordinary home and must therefore be provided by the erection and maintenance of suitable buildings and skilled medical and nursing attendance. These the Muskoka institution supplies in a way that has evoked warm acknowledgment and gratitude.

It is the boast of the hospital that no single patient has ever been refused admission because of inability to pay. If this proud record is to be maintained the money necessary for the current expenses must be forthcoming from the public that is both directly and indirectly benefiting from the work of the Muskoka Free Hospital. Let us who are touched by the true spirit of Christmas Day remember this institution by responding to the appeal, which has been appearing in our columns. The burden of the directors is a heavy one—generous help will lighten it and bring health to many afflicted unto death, and joy to many families who are heavy laden with sorrow.

THE CANADIAN ALMANAC.

This is the 62nd year of publication of 'The Canadian Almanac and miscellaneous directory for 1909, containing full and authentic commercial, statistical, astronomical, departmental, ecclesiastical, educational, financial and general information.' And what more can you ask for, especially at the very modest price per copy at which it is sold? There are 500 pages and, as the title and preface indicate, it contains all the information required by business and professional men for his convenience and enlightenment in men, affairs and events.

THE CHRISTMAS ECHO.

Newspapers may come and newspapers may go, but there is none quite so dear to us as the newspaper of the day. Old home town, The Christmas Echo, bearing yuletide greetings to all Canadians, has just been published, and the people of London, Ontario, its home town, are the possessors of a paper that reflects the brightness of the city in every feature of its contents. A great deal of credit is reflected on the publishers for the excellent effort they have made in the production of this special number, and The World wishes them continued success in the good work in which they are occupied. The address, Miss Armstrong, is a writer whose short stories and poems are gaining an ever increasing circle of readers.

"CHEERFUL NEWS."

There are three various reasons a large number of people who have no friends to welcome them at the festive season. This fact has prompted the 'St. Charles' to prepare a special Christmas dinner which will be served from 5.30 to 8 p.m. Francis Gratton has prepared an appropriate program for our orchestra, which will greatly add to the evening's enjoyment. Grill open from 8 a.m. to midnight.

SAILORS CLIMBED CLIFFS.

Sixty-Five of Crew of Steamer Irada Save Themselves Six Drown.

CROOKHAVEN, Ireland, Dec. 22.—The 500-ton British steamer Irada, Capt. R. Roberts, from Galveston, Dec. 5, for Liverpool, is a total wreck on the southwest point of Mizen Head, Capt. Roberts, a stewardess, and four men were drowned. The remainder of the crew, sixty-five men, saved themselves by climbing the face of the cliffs.

The steamer was driven ashore by heavy weather during a dense fog. She was loaded with cotton and the bales of her cargo are now being washed out on the beach.

FRED ARMSTRONG PRESIDENT.

Fred Armstrong was elected president of the fourth ward Conservative Association in Broadway Hall on Monday night.

The Crime of Barrotry.

That Editor Goodfellow of Midland Free Press committed barrotry, was the argument yesterday of J. B. Mackenzie in arguing against being made a juror in the case of the accused him of barrotry, which, he said, stirring up petty suits and criminal actions. In the time of George IV., this was considered a very serious offence, and was punishable with transportation to a penal settlement for seven years.

"I don't know whether that law is still in force or not," admitted Mr. Mackenzie. "A man couldn't very well be transported nowadays because there would be no place particularly to send him where the sending would constitute a punishment."

Canadian Pacific Tourist Service Saves Time and Money.

C.P.R. tourist cars provide an economical and yet thoroughly comfortable means of transportation between Toronto and Western Canada. The cars are roomy, easy riding, well lighted and well ventilated; berths are furnished with fine bedding, changed daily by a smart and attentive porter. Rates are exceedingly moderate—\$4 to Winnipeg, \$6 to Calgary and only \$8.50 to Vancouver, this charge covering two adults if necessary. The popularity of this service makes it advisable to reserve berths well in advance, application being made to the nearest Canadian Pacific ticket agent.

Estate of the Dead.

Professor John Bradford Cherriman of the University of Toronto, who died in London on June 10, left an estate of \$40,701.50 in Canada, and in England \$88,726.88. Of this, \$48,666 is left to Mary Fraser Cherriman of Toronto, a niece, and \$48,666 to Herbert Cherriman Jarvis of Toronto, a godson. The remainder goes to the widow, Mrs. Cherriman.

Abraham R. Bain, university professor, left an estate of \$75,539.99, of which \$1300 is invested in Island No. 506 in the Go-Home Bay district of Muskoka. The estate will be divided between the widow, Mrs. M. D. Bain, and a daughter, Ethel Bain.

For Cobourg's Mayoralty.

COBOURG, Dec. 22.—Harry Field is a candidate for the mayoralty of Cobourg for 1909. Mr. Field has served most efficiently in the town council for the past five years.

MORE ABOUT THE I. C. R.

It is unlikely that the government will be so foolish as to sell or lease the Intercolonial to a private corporation. It would be a confession of impotence. It would also be a slap in the face to all persons, probably a majority of the people, who believe in public ownership. As Mr. Emmerson said, it would be "a retrograde step."

Strangely enough the people of the lower provinces have been taught to believe that Ontario looks with a baleful eye upon the I.C.R. The criticism directed to the management of the road under various ministers of the Laurier government has been construed into an attack upon the I.C.R. itself. No doubt the sweeping Liberal victories in Nova Scotia and New Brunswick, both in 1904 and 1908, are to be in part attributed to a feeling in the lower provinces that the people of Ontario are disposed to be unfriendly to them. Whatever comes out of Ontario, or for that matter, out of the province, is charged up to the Conservative party. But if there is any movement on foot to cut the I.C.R. out of Ontario, or for that matter, out of this province or to the Conservative party. This present agitation seems to be a case of the kind of thing that the I.C.R. has done for the Maritime provinces down by the sea, and The Montreal Herald, Le Canada and The St. John Sun have promoted, while The Toronto Globe has opposed it.

And now comes Alex. Johnston, ex-M.P. for Cape Breton, the grizzled old all the Griggs, the grizzled old all the rule stretch far beyond Sydney harbor and this is what he has to say thru his paper, The Sydney Record.

"Elsewhere in this issue we published from The Montreal Herald an article advocating the doing away with the Intercolonial Railway. Without committing ourselves to approval of The Herald's article we may be permitted to say that the question raised is one that well deserves the attention of the maritime provinces.

"From a Nova Scotia point of view there appears to us much to be gained by having the great railway corporations interested in this province. One cannot contemplate what the Grand Trunk Railway, the Canadian Pacific Railway, and the Canadian Northern Railway have done for other portions of Canada without experiencing a feeling of regret that these concerns are not more interested in our own province.

"With all the rights and privileges now enjoyed by the people of Nova Scotia secured to them, as they surely would be, there is every reason to expect that industrial expansion and progress would result from the leasing of the Intercolonial Railway to one or more of the railway companies."

We are not apt to think of the Canadian Northern as a factor in the maritime provinces. They have some lines in Cape Breton and along the southern and western coast of Nova Scotia that might be connected up with their lines at Quebec if running rights were obtained over the I.C.R. The Montreal Herald fairly bursts with delight when it is to think that Mackenzie and Mann may come to the rescue.

"There is a third intercolonial system," The Herald says, "already at the doors of Quebec, already bridging between Lake Superior and the prairies to Edmonton and beyond, and heading for Peace River and the Pacific. From Quebec to Moncton, the Intercolonial would fit into the Mackenzie-Mann system, or the Canadian Northern, so perfectly that the prospect of such a fusion cannot be excluded from the reckoning. It is easy to foresee a situation in which the Canadian Pacific from St. John and the G. T. P. and Canadian Northern from Moncton would be allowed the joint use of the St. John, Moncton, Halifax line under the operating direction of a joint manager, which would be named by the government."

Commenting upon this, The St. John Telegraph (Lib.) says that "the much water will run under the bridge before any of these plans are carried out, if, as seems to be the case, the railway disappears from the government road, as such, by removing it and its rates from popular control." Still it must be admitted that The Telegraph is in a wobbly condition; it discusses the matter purely from a St. John, N. B., standpoint. To quote:

"We need a line down the St. John Valley. To hand the Intercolonial over to the Canadian Northern, or to the G. T. P., or to the Maritime provinces might mean a public property might remain upon maritime province ships. The Intercolonial might remain a public property might remain upon maritime province ships. The Intercolonial might remain a public property might remain upon maritime province ships."

The Intercolonial, as first projected, was to extend from Truro, N. S., to Riviere du Loup, about 500 miles. It is now a great railway system, with lines

from Montreal to Halifax, 836 miles; from Truro to Sydney Mines, C. B., 210 miles; from Moncton to St. John, N. B., 90 miles; from Loggieville to Fredericton, N. B., 125 miles; from Oxford to Pictou, N. S., 100 miles; including the Prince Edward Island Railway, this government system extends over 1700 miles. What this means becomes more impressive by comparison. It is but 333 miles from Montreal to Toronto; but 508 miles from Toronto to Chicago. It is only 1048 miles from New York to St. Louis.

It is by no means a new project, this Intercolonial. As its name signifies, it was intended to form a line of communication between the "colony" of Canada (which then included Ontario and Quebec), and the "colonies" of New Brunswick and Nova Scotia. Needless to say, Hon. Joseph Howe was one of the first to impress the importance of such a line upon the imperial government. But the he may have seen visions of the future, the main argument addressed to London—indeed the only one in those days which has been prominent and the northern route (the least desirable from a commercial standpoint) was chosen so as to keep the railway out of the hands of the frontier. It is impossible to-day for the I. C. R. to compete with the C. P. R. between Montreal and St. John, N. B. The C. P. R. cuts diagonally across the State of Maine, while the I. C. 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