

The Toronto World

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Subscribers are requested to advise us promptly of any irregularity or delay in delivery of The World.

TUESDAY MORNING, DEC. 23.

NEARING THE END.

"Holland," in his financial letter to The Washington Post, laments the demise upon the same day of two railway presidents who were doing all in their power to build up and develop the Southern States. President Finley, of the Southern Railroad, and President Emerson, of the Atlantic Coast line, are eulogized no doubt deservedly, as patriotic and far-seeing citizens who labored to develop the regions of the country by making more efficient the great transportation systems over which they presided. Both men, it is hinted, shortened their lives by worrying over conditions which made it impossible for them to properly carry out their great designs. Mental distress and anxiety are said to have shortened the lives of many railway executives, including E. H. Harriman and the late President Cassatt, of the Pennsylvania.

There is probably no more tragic figure in the great business world than the American railway executive. It comes to his task in the prime of life, after distinguished service in various departments of the company. He perceives clearly that the great property committed to his charge must be made efficient and plans better roads, better grades, stronger bridges, modern equipment, extensions and terminals. But when he begins to administer the road he finds there is no money for up-keep, renewals or betterments. He is told that the service must be starved in order to pay dividends upon watered stock. Moreover, he is compelled by his Wall Street directors to load up the company with useless lines purchased from them at extravagant prices. He finds that he has been made president, not to build up the road, but to assist the men who put him there in destroying it. Thus President Mellen of the New Haven was compelled to load up his company with trolley lines and all manner of junk purchased from the late J. P. Morgan and his associates at extortionate prices. Wall Street reaped a rich harvest, the stockholders today have no Christmas dividend, the once great New Haven property is reduced to scrap, and Mr. Mellen's career has come to a lamentable conclusion.

"Holland" charges that the railway presidents have been dying of breakdown and worry because of the attacks made upon railway companies by congress, the legislatures, the courts, and the railway commissions. But why have they been attacked? Are the people moved by malice against the railway officials?

We all know what is wrong with the railway companies of the United States; they are capitalised for nine billion dollars, nine billion water. The roads cannot be properly operated and extended, or even properly maintained because in some way dividends must be earned and interest paid. Their condition is so generally known that they can borrow no more money. The roads cannot be kept in a proper state of efficiency and a terrible toll of death and injury is the result. Not five minutes passes in any one day or night of the year but someone is killed or injured on an American railway.

It is Wall Street, not Washington, which kills with worry the railway president. It is stock manipulation, stock watering and high finance which have ruined the great railways of the United States. And now the companies are saying that they must be given a free hand in charging whatever rate they please, or the public must take them over, exchanging government bonds for their nineteen billions of stock and bond issues, representing only ten billions actually invested.

But, the United States Government will not nationalize the railways on any such basis. A physical valuation is now in progress, and when that is completed the people will probably make their own terms. Meanwhile, the telegraph and telephone companies would like to be taken over, the latter saying they would welcome the test of a physical valuation. Private ownership and operation of railways has failed so dismally and disgracefully in the United States that the sentiment for government operation of all great public utilities has become almost overwhelming. Indeed, one now disputes the principle. If nationalization is delayed, it is because the people will not be humbugged into paying just double what the railways and other utilities are worth.

PUBLIC INTER-COMMUNICATION.
The government owns and operates the telegraph and telephone systems of the United States and has again

The Basis of the Nation's Wealth

Real Estate is the basis of the Nation's Wealth. It produces that which both man and beast must have to sustain life. With our rapidly increasing population comes the demand for a corresponding increase in the products of the soil, and this demand will never be less than now. Land cannot be destroyed, and with proper care, its producing power may be maintained indefinitely. Land values, therefore, possess that element of permanency that reduces the speculative feature to the minimum.

This Corporation's borrowed funds (Deposits and Debentures) and by far the larger proportion of its Shareholders' money (Capital Stock and Reserve) are invested in first mortgages on improved, productive real estate. To afford an opportunity to all of investing their money with such absolute safety, we issue Debentures in sums of one hundred dollars. These Debentures, which Trustees are authorized to invest Trust Funds. Write for specimen debenture and copy of Annual Report.

CANADA PERMANENT MORTGAGE CORPORATION

PAID-UP CAPITAL AND RESERVE FUND TEN MILLION DOLLARS.

TORONTO STREET TORONTO

Established 1885.

come into prominence in consequence of the strong expression of approval contained in the report of the postmaster-general for the fiscal year ending June 30. Mr. Burleson remarks that a study of the constitutional purposes of the postal establishment leads to the conviction that the postoffice department should have control over all means of the communication of intelligence. He also expresses regret that congress should ever have relinquished the telegraph business to private companies, and adds that its monopolistic nature makes it of vital importance to the people that it be conducted by unselfish interests, that is, thru government ownership.

While the postmaster-general's attitude is undoubtedly the ideal, it is reported that a mixed reception has been met with a mixed opinion. Much speculation also exists regarding the position of the president on the subject. Replying not long ago to the deputation headed by Dr. Anna Shaw, who preferred a request that he forward a recommendation to appoint a house committee on woman suffrage, Mr. Wilson took marked pains to explain that he could only do this in its program. On the other hand, it is thought not to be at all unlikely that the proposal may be brought before a party caucus.

The controversy that has already arisen has brought out the old charge that the British postoffice telegraph system is operated at a loss. This is true enough when it is isolated from the general postoffice business, which yields a large surplus. But even at that the deficit was entirely caused by the large reduction in rates made at a time when the competition of the telephone had not arrived. That competition stayed the growth of the telegraph service in the United Kingdom. Still if, as Postmaster-General Burleson of the United States maintains, all the means of communication should be provided by the government, the telegraph system, as an integral part of general communication, should not be disavowed from the other branches of the service. The object to be attained is the public benefit, and that can alone be secured thru a system that has for its sole object the convenience and advantage of the people. Judged by that standard, government ownership and operation of public services has been and remains the only satisfactory method of meeting the public demand.

THE PEOPLE CAN FIGURE FOR THEMSELVES.

The Telegram thinks it is benefiting the citizens of Toronto when it asks them to pay \$30,000,000 (The Telegram says \$10,000,000 in order to be inaccurate) to Sir William Mackenzie during the next eight years, and get nothing back. The citizens will pay a great deal more than \$10,000,000, and get nothing back. They will pay \$12,000,000 and get nothing back according to Mr. Moyes, whose accuracy The Telegram will surely not impugn.

The Telegram wants to know why The World recommends the citizens to pay in advance this \$30,000,000 which they will have to pay in the next eight years, or about half of the

\$72,000,000 which they must pay whether they purchase the railway or not, and get in return possession of the system, the chance to improve the service, the abolition of all debts, fares and \$11,500,000 back as well. The Telegram thinks The World is foolish to recommend the people to pay \$30,000,000 and get all this back, when they can pay \$72,000,000 and get Tommy Foster back, and a Foster picnic for Sir William Mackenzie instead of \$11,500,000. The Telegram values Tommy Foster a little high at \$11,500,000 and the people would prefer single fares every day in the year, to a doughnut picnic on one cold day as a bribe for putting a \$25 man into a \$2500 job.

The people can figure things out a little more clearly than The Telegram does. They know that nothing will be paid for the street railway but the fares that go in the fare boxes. They know they must, in the next eight years, pay \$72,000,000 (worth in the next eight years, and they will get nothing in return but a poor car service. The World advocates paying \$30,000,000 of that \$72,000,000 in advance, and getting back \$11,500,000, city ownership of the system, unification of all the car tracks, single fares to any part of the city, recovery of all electric franchises, and control of the city streets.

The citizens know how they prefer to pay their money when they can, and in this case they can. Tommy Foster says: "Pay it all to the railway company and I'll get a picnic out of it." The World says pay it all to the city, and get the picnic out of it. Which are the finer examples of civic patriotism. The Telegram wants to know.

The Rapidly Transient Association has at least appointed a first-class secretary. Why, then, this clamor for members?

Will you pay half the money down and get \$11,500,000 back, or will you pay \$72,000,000 and let the company keep the railway?

The Telegram is on the same side today it was on in 1891. It is fighting against single fares, public ownership, clean-up of the franchises, better service. It wants the citizens to hang to straps till 1921, and will probably continue then its 1891 policy, as it is doing today.

Controller Foster could not think of paying over \$30,000,000 at one gulp, even with \$11,500,000 discount in sight. He would rather pay it out a nickel at a time. It looks bigger that way to a man like Thomas. He is the kind of man that thinks 50 cents a foot a big assessment on \$25 property.

Controller Church is the brilliant leader of the forces which would have the citizens pay \$72,000,000 to the railway company and get nothing back, but a Tommy Foster picnic. He does not believe in paying half the money down and getting \$11,500,000 discount.

The Telegram asks: "Has F. S. Spence or The Toronto World changed?" Perhaps The Telegram can answer the question: "Has F. S. Spence or The Toronto Telegram changed?" A man's good qualities are never so apparent as when The Telegram attacks him.

A CITY MADE TO ORDER.

During the past fall Mr. E. Alexander Powell, F.R.G.S., a prominent resident of San Francisco, passed thru Prince Rupert, B.C., on an automobile journey covering central British Columbia. In writing of his impressions of the country, he says:

"Prince Rupert, for instance, is a city literally made to order, just as a tailor would make a suit of clothes, and came into existence about the same time as the tango and the turkey trot. Five hundred and fifty miles north of Vancouver, near the mouth of the Skeena River, set on a range of hills overlooking one of the finest deep water harbors on the continent. Experts who have studied the plan on which Prince Rupert is being built, assert that in time it will be one of the most beautiful cities in the world. It is not only the terminus of the Grand Trunk Pacific Railway, which will run from ocean to ocean, but is 500 miles nearer the Orient than any other port on the continent. But what is most important of all is that it has at its back perhaps the richest hinterland in all the world, a veritable commercial empire waiting to be explored, exploited and developed. The construction from Prince Rupert to Prince George, the lonely prairies and silent forests, respond to the shouts of workmen and the clank and clang of tools. Were I a young man with a burning desire and ambition, a little cash and a speaking acquaintance with hard work, I would walk briskly to the nearest railway ticket office and say to the superior young man behind the counter: 'I want to get there before it is too late to be a pioneer.'"

GOOD FELLOW LIST BIGGER THIS YEAR

Twenty-One Hundred Children Will Be Looked After on Christmas Morning.

The World Good Fellow thanks all those who have so liberally replied to the appeal for help for the poor kiddies of this city. While the replies were not so numerous at the beginning of the campaign the list was closed yesterday noon showing that no fewer than 2,100 children were placed under the care of Good Fellows, and were assured of at least one bright day this winter. This is particularly gratifying when everything is taken into consideration. The lack of Christmas-like weather was against it, the economical attitude of many people did not help matters.

The Good Fellow would also thank those who have worked so hard in securing the names of deserving cases. Next Christmas the Good Fellow work will again be organized. It is certain that many Good Fellows will be not an occasional, but a year-round interest in the less fortunate folk of the city.

A BEAUTIFUL MEMORIAL.

A very beautiful memorial window has just been placed in the chancel portion of St. Alban's Cathedral. This window, which contains the life-size figure of St. Simon and St. Matthias, is the work of art in the line of stained glass, and is highly creditable to the artists. The N. T. Lyon Glass Co., Limited, who have designed and executed the window.

FIRE INTERRUPTS AIR PIPE LINE

COBALT, Dec. 22.—The valve house of the Northern Ontario Power Co. was destroyed by fire last night, and half of the Cobalt camp had to revert to steam plants this morning. The loss is estimated at only \$1000, but interruption of the air service is more serious, as the damage will be repaired today.

CHARGED WITH ARSON.

SARNIA, Dec. 22.—(Special).—Lea Parrott, employed as a deck hand on the Canadian ferry Hiawatha, plying between this port and Port Huron, is in jail in the latter city charged with arson.

MAKE CONTROLLERS DEPARTMENT HEADS

James Simpson Advocates Plan to Increase Responsibility of Board of Control.

COMING CANDIDATES

Spoke in Board of Trade Rotunda—Two Women Championed Referendum.

That the three new men who are running for the board of control agree on many questions of policy, the street railway purchase being the only big question on which they differ, was brought out when the candidates addressed a meeting in the rotunda of the Toronto Board of Trade, held under the auspices of the conference committee, yesterday afternoon.

Dr. Margaret Gordon and Mrs. L. A. Hamilton were granted three minutes each to put forth their arguments in favor of the referendum. James Simpson, who described himself as the working class candidate, strongly advocated making the members of the board of control each responsible for one of the civic departments. He did not believe that the citizens should be asked to vote on the street railway purchase until the agreement had been drawn up and signed by Sir William Mackenzie and the Hydro-Electric Commission had passed their judgment on it. If elected he would fight to have this done, and to see that the question was finally put to a vote.

The former commissioner of industries, Joseph Thompson, favors granting the married women the vote. He agreed with everything that Mr. Simpson had mentioned, but added that the manufacturers and industries of the city were not being treated as they should be. A number of petty and annoying bylaws, which should be remedied, were driving industries from the city.

Vote January First.

Ex-Ald. Yeomans agreed with the other two candidates except on the purchase proposal. He declared that he was absolutely opposed to this. Not only would it fail to make a clean-up, but instead of more cars it would mean freight cars running along our streets. If the question was to be put to a vote it should be done so on Jan. 1 of the year chosen. Any other day meant that the average ratepayer lost half a day's pay thru voting, and the result was that only a small percentage turned out to vote.

Another meeting is to be held in the board of trade rotunda at 4 o'clock this afternoon, when the present members

To be able to detect one grain of useful suggestion amongst a heap of wordiness advice is a great power, truly.

We pick out the grain and hold it up for your observation when we tell you that EDDY'S WARES are the most reliable and the best, representing as they do, over 60 years' experience.

It is for you to benefit by this advice and insist every time upon having NONE BUT

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THE E. B. EDDY COMPANY

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is close to the entrance, convenient for quick service, at the corner of King and Yonge Sts.
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The most invigorating preparation of its kind ever introduced to help and sustain the invalid or the athletic.
W. H. LEE, Chemist, Toronto, Canadian Agent.
MANUFACTURED BY THE REINHARDT SALVADOR BREWERY, LIMITED, TORONTO.

of the board of control seeking reelection will be heard.

HAD WOMAN FOR THREE YEARS IN SECRET ROOM

Death of Prominent Lawyer of New York State Reveals Startling Condition.

MONTICELLO, N. Y., Dec. 22.—(Can. Press).—The death of Melvin H. Couch, a prominent lawyer and former district attorney of Sullivan county, revealed today that unknown to his family and friends and to his clients, a woman had lived for three years in a secret room, connecting with his law office. Couch was found lying dead on his office lounge. Death was due to rupture of a

blood vessel near the heart. In the next room crunched a frightened woman who admitted she had seen him die, but insisted she was not responsible for his death. She said she was Adelaide M. Branch of Gooden, N.Y., and that the secret room had been her only home during the three years.

OLD BOYS COMING HOME.

Five C.P.R. trains from Western Canada arrived at the Toronto Union Station yesterday carrying former Ontarians who are returning to this province for Christmas. For the same reason the Great Trunk Chicago train came in yesterday in two sections. Railway officials state that the number of former Ontario "old boys" who are coming in from the west for Christmas is greater this year than ever before.

This priceless Christmas gift--- cheap!

While you are buying handkerchiefs, trinkets, cigars, toys, candies, will you spend a trifle more to help some poor consumptive sufferer gain a fresh hold on ebbing life? Into some hopeless home will you help us take the priceless gift of health? Will you? Will you mail the coupon now? Or will you pass on—and forget?

"I knew you would come back"

"I would like to tell you of the surprise and joy of very many at seeing me so far restored to health and the expressions of gratitude towards the physicians at Muskoka made me wish they were able to see the brighter side of this. Personally, please allow me to thank you on their behalf, also there were tears of joy in my mother's eyes as she said: 'I knew you would come back. You said you would.'"

NOTE:

This appeal was written by an ex-patient of the Muskoka Cottage Sanatorium now returned to active work.

Carving

Sets

Half Price

Our Meat and Poultry Carvers are made by the best English makers. They have especially fine steel blades, and are a comfort to use. They cut. Our very low prices will make them go rapidly. Come if you need a set.

Wanless & Co.

402 Yonge St.
Toronto
Corner Bay St.

To Help the Muskoka Free Hospital for Consumptives to Continue its life-saving work, I gladly enclose the sum of \$.....

NAME.....

ADDRESS.....

Contributions to the Muskoka Free Hospital for Consumptives will be gratefully acknowledged in The Daily Star. Address W. J. Gage, Chairman of Executive Committee, 84 Spadina Ave., or R. Dunbar, Secretary-Treasurer, 347 King Street West, Toronto.

JOHN C.

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help:

LACE GOODS.

Real Maltese
with shawl
\$4.50, \$5.00,
\$10.00 each
Dress and Bl
\$1.25, \$1.50, \$2
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LADIES' GLO

12 Buck, Le
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11-12 pair.
Short Length
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FANCY SHAW

Real Shad
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\$3.00, \$4.00, \$5
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White, \$5.00, 75
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