

The Toronto World

A Morning Newspaper Published Every Day in the Year.

MAIN OFFICE, 83 YONGE STREET, TORONTO.

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BRITISH RAILROADS AND THE STATE.

Important changes have been in progress for some considerable time in connection with British railroads, and the position that is emerging will certainly call for the earnest attention of parliament and the government. The dispute of late years between the companies and their employees, the industrial depression and the incipient agitation for the nationalization of the railways have all united to compel the executives to get together and rearrange the conduct of the railroad systems of the country. Hitherto that has been subject to the old but now questioned theory that competition between and among rival lines was necessary for the protection of the public. But as Mr. W. M. Acworth observed in a paper read at the last meeting of the British Association, "competition is an instrument that is at this moment breaking on our hands." By pooling and working agreements, virtual mergers and unions, competition among British railroads has practically ceased. The immediate result has been in many cases reduction of train service and increases in rates, and in consequence much more is likely to be heard in the near future regarding the relations between the state and the railroad companies.

In his paper, Mr. Acworth, who has made a special study of railroad problems and is a member of the vice-regal commission on Irish railroads, and also of the government board of trade committee on railroad accounts and statistics, referred to the relation of railroads to the state as a question in the forefront of politics in every part of the world. In no country, he said, had the ownership of railroads been decided on abstract considerations. Public ownership, Mr. Acworth declared, was in theory irrefragable. "Railways are a public service; it is right that they should be operated in the public interest." But he had doubts whether, under the political conditions prevailing in democracies, such as those of the United States, nationalization would mean anything. He mentioned the recently adopted Mexican system, where the government had, by the acquisition of deferred ordinary stock in the national company, acquired control in all essentials of management, with prospects of profit when the resources of the country shall have been developed, as possibly the way to avoid both

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Scylla and Charybdis. What is needed, in his opinion, was a system under which responsibility rested on a single man, but with a power behind to restrain him, or, as the case might be, to compel him, and that power might, he thought, safely be in Britain, simply the board of trade.

Mr. Acworth's views are of interest not only because they forecast the early raising of this important problem in Britain, but because of their clear admission that the immense power which a combination places in the hands of capitalists must be subject to adequate supervision and control. And the real question which countries, with their railways in private hands, have to face is how that real and positive control can be exercised. If it is to be as close and thorough as is necessary for the protection of the public interests, it is really undistinguishable from public ownership and operation either directly or thru the provision of an expert commission or other body such as those administering many of the ports and harbors of Great Britain. It is known that the nationalization of the British railroads is favored by a majority of the present house of commons and that the line of division does not follow that of political party, and it is certain that the future relation of the railroads to the state will soon come under debate in connection with the legislation deemed necessary to validate certain of the company arrangements that have been made.

INTERNATIONAL ROAD CONGRESS.
To-day the first International Road Congress opens its official sessions at Paris in the palace of the Tuileries. Twenty-four countries will be represented, and as the scope of the con-

gress is wide the exchange of expert opinion will, it is expected, prove to be valuable and beneficial. The numerous papers to be read have already been translated, and thus made available to all the delegates, and they show how far America is behind in the matter of roads as compared with Europe. This is not surprising when it is remembered that road-making in that continent has been largely conditioned by military considerations. But making every allowance for that fact, it is surprising to learn that out of the 2,151,570 miles of public road in the United States, only 155,662 miles, or a little over 7 per cent., are improved.

The congress will specially consider the effect upon roads of modern means of transportation, particularly automobiles, and an effort will be made to indicate the method of construction that best meets the new vehicles. Experts are understood to agree that the essential feature of the ideal road of the future is a hard core, preferably of armored concrete, making an unyielding, incompressible foundation, with the material perfectly bound together and the surface properly metalled and tarred to prevent dust or mud. It is noteworthy that while the methods and materials vary materially, all the papers agree that in the meantime tar has proved most efficacious against water, and for the prevention of dust. This last international congress will be welcomed on account of the public advantage attending the discussion of subjects of world-wide importance, and no less for its value in promoting international intercourse and amity.

Civic Improvement

If you are interested in having your surroundings made more attractive, air your views in this column. It may assist the city officials in their efforts to beautify Toronto.

STOCK YARDS REVENUE.

Editor World: I notice that the board of control have sent a recommendation to the council for leave to purchase the Union Stock Yards, at a price running up to nearly half a million dollars. Before deciding on such an important matter, and committing the city to such an enormous expenditure, it is a question whether there are so many large projects on hand to tax the city credit, would it not be well for the council to get a complete report from the city treasurer for the past 25 years, showing what returns the old yards have yielded for the money invested?

Captain D. C. Burk,
106 Shuter-street.

MEDICAL INSPECTION PROPOSITION.
Editor World: Unless the most strenuous opposition from the parents, tax-payers, physicians and press prevent it, certain members of the board of education are about to inaugurate an unnecessary and expensive office for a chum of theirs.

There can be no difference of opinion as to the desirability of preserving the health of the healthy children and to aid those whose health is impaired and intellectual progress retarded by minor ailments, to get rid of the latter.

More than a year ago the medical members of the board of education, Dr. Sheard, the value and importance of an efficient medical examination of our schools was asserted to by all, and Dr. Sheard agreed to carry out the wishes of the board. He set two very efficient and well-qualified physicians to work. These examined the children—some 30,000—and made a report, which compares very favorably in its value with reports just to hand from Baltimore and Philadelphia. The medical system, viz., inspection under the medical health office, is in practice.

Mr. Hughes assured some of us that the medical inspection was progressing satisfactorily, and that he would like the medical men on the board to see the report when finished. The big problem of \$250,000 or \$1,000,000 technical school loomed up, and for the time being the medical report was forgotten, so that when the question of the appointment of a medical inspector came before the management committee last Thursday, neither Dr. Ogden nor I knew that this report was in existence. It was a sin of omission on our part since it was there for the asking. Dr. Ogden opposed the motion, I supported it because I believe in the medical inspection of schools, but at the time was totally ignorant of what had been done. The next morning, thru the World, the board and public learned from Dr. Sheard what had been done, and what he could do for the future. The reports that have just been received by me from the cities mentioned fully confirm Dr. Sheard's statements. Under him the board can secure a most efficient medical examination of our schools, and at a mere fraction of the expense the appointment of a medical inspector by the board would incur. Our inspector would need a corps of assistants, and the expense, according to the number of them, might go up to \$10,000 or \$15,000. Instead of being far better done under Dr. Sheard's supervision at less than \$2500.

What can be done before Thursday night next to thwart this costly and reckless proposition? With the skillful and cunning strategy that has already got its work in, the board is in such a helpless state that four of its members, fortified by promises already unwittlingly, I believe—obtained from two or three others, can throw out Dr. Sheard's proposition, create the office, and install their chum—an absolutely unnecessary burden to the taxpayers, for a sum anywhere from \$3600 to \$15,000.

What have the ratepayers' associations to say about such a deal? Have not the parents, and especially those who hold strong views on the temperance question, the right to know the past history of every applicant for a position that calls for a most exemplary life? Have not the physicians of this city a right to know the technical qualifications, and ethical standing, of the man whom they will be asked to meet in consultation over their patients? Nothing kills dark deeds more effectively than publicity, so the press of Toronto has its duty to perform before next Thursday night. The minority on the board, who will fight this proposal to the bitter end, deserves help, and they should get it.

Before next Thursday night the press should have the public fully informed

EATON'S DAILY STORE NEWS

ON SALE TO-DAY

Men's Odd Suits, in tweeds and worsteds. Clearing at 4.95

Men's Underwear, fleece lined, "second s." Per garment33

Flannel Shirts, fancy striped and plain grey50

500 Men's Heavy Sweaters, navy blue and cardinal. Each .53

Non-elastic Web Suspenders. Pair .10

Feather Weight Suit Case \$2.45

Strong Japanese Matting, linen lined; leather bound all around; inside pocket; brass lock and side clasps. Lengths 22, 24 and 26 in. Tuesday 2.45 —Basement.

Our \$16.50 Raincoat Makes a Dressy Fall Overcoat, Too



The beautifully rich, soft, satin finish of the fabric, and the handsome shade of plain Oxford grey it comes in, gives the coat a tone of elegance which makes it attractive for everyday wear—and for evening wear, too.

As a "utility" coat it hasn't a superior. And it will give steady service, because made of all-wool stock.

The process of cravenetting, the fabric has undergone, makes for a better wetproof material than does any other method.

The coat is of 52-inch length; full loose back with vent in skirt; shoulders lined with black satin; seams piped with satin; bellows pockets. In sizes 34 to 44.

It's a fine coat, men; will quickly prove its worth. The price 16.50

Men's Stylish Winter Suits: Heavy Savings

We shall clear out two good lines of double-breasted, correct sack style, warm winter Suits at a "quick" price Tuesday. We're "after" early forenoon business and this should bring it. Serviceable tweed materials, in brown and grey mixtures with overcheck. Well tailored; choice linings; broad lapels. Sizes 36 to 44. A good, warm winter suit, Tuesday, 7.69 for

A New Shipment of Ebony Goods Men Should See

Direct from the best makers in France comes this large shipment of genuine ebony goods, each article mounted with sterling silver shield, fancy designs, either burnished or French grey, with place for initial or monogram. Ebony articles make most useful and acceptable presents for any occasion, for weddings, birthdays and Christmas. See the display at your first opportunity, and note the high-grade bristles in the brushes and the fine-quality British bevel plate mirrors.

Mirrors, plain and fancy shape. Prices: 1.75. 2.00. 2.25. 2.50. 3.00. 4.00.
Hair Brushes: 1.25. 1.50. 2.00. 2.25.
Military Brushes, per pair: 2.00. 2.75. 3.00. 3.50. 4.00.

Clothes Brushes: 1.00. 1.25. 1.50. 2.00. 2.25.
Hat Brushes: .75. 1.00 and 1.25.
Nail Brushes: .75.

—Main Floor—Yonge St.

To Parents Who Are Buying Overcoats for Children

We recommend the Russian Coat. Fastening closely up around the neck, it gives the protection a child needs.

This store has prepared a showing of Russian Overcoats that every mother—and father, too—will want to see. All the warm, winter materials; latest styles from New York, and the staple, plainer styles; imported coats and coats of our own make; and the very newest in trimmings. Variety in everything. And such sensible styles! For boys. Sizes 21 to 25.

ONE AT 3.50 is of fancy tweeds, dark, dressy patterns—and also in plain grey cheviot. Double-breasted. Italian cloth lining.

OTHERS of Oxford grey frieze, stylish tweeds and chevrons, and they are handsome. Nicely trimmed with frogs or fancy buttons. At 4.00, 4.50 and 5.00

A 5.00 COAT of plain Cambridge grey cheviot is a winner. Velvet collar; medallion trimmings. Sizes 21 to 25.

Come and see. We'll be glad to show you every single style.

—Main Floor—Queen Street.

Men's Leather Requisites in a Special Showing

We're showing larger quantities and more different kinds than ever before, and by buying larger quantities we get lower prices, so that you have still bigger values to complete your buying satisfaction.

The display includes Letter Books, Bill Books, Card Cases, Pass Books, Strop Purses, and many other useful articles.

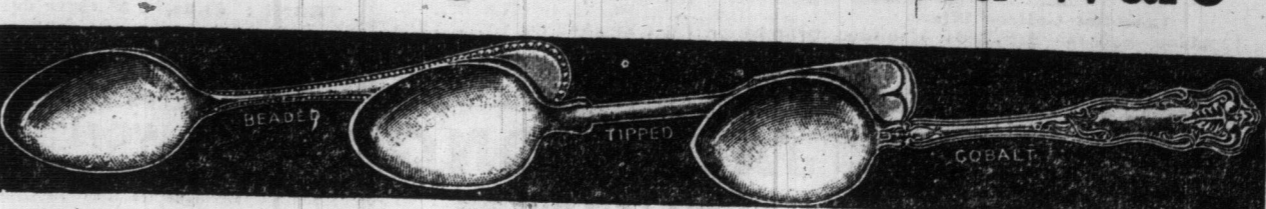
The careless man has more or less papers, cards, letters, etc., loose in his pockets, but the methodical, systematic man has a receptacle for everything, and everything in its receptacle.

THE ILLUSTRATION shows the new American THREE-FOLD POCKETBOOK for carrying bills, bank checks, business cards, stamps, car tickets, and railway passes. When open it measures 8 1/2 x 5 inches, and folds to fit hip, vest, or inside pocket. Real seal, calf lined, with mica in centre for railway pass or business cards. An article which every business man should have. Price, each 1.50

Men's Fur-lined Coats. Extra!

This coat is a genuine price-wonder; it is not an everyday offering, but, rather, an exceptional one. Outer covering is of fine beaver cloth, indigo dyed, cut in full box style; fur lining of whole-skin, full-furred Canadian muskrat; storm collar, extra quality dark otter. Expertly cut and tailored. Price, Monday 49.00

Value-Giving in Silver-Plated Ware



Diamond (E) Silverware is made specially for us by one of the best makers in the business. We consider it the best quality for the money procurable anywhere; and such confidence do we place in its superiority that we've stamped it with our own trademark, the best guarantee of quality, right.

We carry three patterns—the Cobalt, Tipped and Beaded—at these prices:

TEASPOONS, per dozen 1.50
DESSERT SPOONS OR FORKS, per doz. 2.75
TABLE SPOONS OR FORKS, per dozen 3.15
PLAIN-PATTERN KNIVES, dessert or dinner size, per dozen 3.00

—Main Floor—Yonge St.

THE T. EATON CO. LIMITED

CAPITAL FORTHCOMING.

(Canadian Associated Press Cable.)
LONDON, Oct. 10.—Interviewed by The Times, one of the recent guests of the Canadian Mining Institute tour says for the development of Canada's extremely rich minerals men rather than capital are head of the industry, such as are at work on some of the best propositions, capital will soon be forthcoming.

A relief expedition may be sent after Dr. F. A. Cook, the New York Arctic explorer, last heard from in March last, at outset of his dash for the pole.

TELEGRAPHIC BRIEFS.

An expert for the Metropolitan Street Railway Company of New York, now in the hands of the receiver, figures that it costs the company 4.25 cents for every car ride, which costs a passenger 5 cents. College is suing his former sweetheart, Miss Cynthia Knapp, for \$20,000 for breach of promise.

Captain Richmond Hobson will sue Representative J. H. Kellier for slander for having said: "Mr. Hobson tells the people that he comes here entirely because of his stand on naval issues. When he says that he tells an untruth, for he

comes here for his regular fee of \$150 a night, his railroad bill, an oyster stew, and an hour's talk with Martin Lomasney."

Blinded, Led by Dog.
STAMFORD, Conn., Oct. 11.—Shot in the eye by a careless small boy in Hillandale Park late yesterday afternoon, Miss Abbie S. Fessenden, a sister of the late Samuel Fessenden, was able to reach her home, half a mile away, thru the intelligence of a pet dog which she had been leading at the end of a chain.

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\$5 and under, 3c. \$10 to \$30.....10c.
\$5 to \$10.....6c. \$30 to \$50.....15c.

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King St. and Spadina Ave.

O'Keefe's STAR BEER

Is In Tremendous Demand

Everybody seems to be drinking "Star" Beer, these days. Everybody may drink it, too, because "Star" Beer contains less than 1 1/4% of alcohol, and is non-intoxicating.

That is why it is so popular—why orders are pouring in—why "Star" Beer is meeting with such unequalled success in the homes.

"Star" Beer has the delicious flavor and body of the finest lagers, but owing to the special method of brewing, it contains very much less alcohol.

Have your dealer send up a case.

THE O'KEEFE BREWERY CO., LIMITED
TORONTO.

Michie's Teas are regular in their superior quality and flavor.

The English Breakfast Blends at 40c lb. and 50c lb. are favorites, but there is variety to suit all tastes.

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