The Toronto World

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coming frequently of late, and the time has arrived when the city must take a stand in regard to them. In the first place, it ought to be pointed out that the Toronto Railway is opposed to its own allies, the radial lines, demaing into the city over its tracks; in the next breath it shouts that the radials cannot get into the city hecause of the city hecause of the city hecause of the G.T.R. to discriminate between Oakville and Brampton. This order should be made for mentioned.

Needs't Submit Bylaw.

Mayor Oliver walted on the Ontario cabinet yesterday regarding the eastern entrance, and while his worship declined to state the result, it is rumored that he obtained assurance that the city would expend the money necessary without submitting a bylaw.

Interments in the eight chief Toronto cemeteries during November were 334, of the action of the city; whereas, as date suburban service out of Montmatter of fact, it is the Toronto Rail- real and to refuse a similar service to radials from coming in, and insists that if they do come in, then only on ferms agreeable to itself. Behind all conditions. Why should Montreal and this is the fact that the terms agreeable to itself mean some kind of respect to the present unfair conditions. Why should Montreal and Quebec be well served, and Ontario neglected? There is no legal reason or Mount Hope 15 arrangement of the street car franchise justification. The conditions exist beand probably its extension.

to its citizens is-have nothing to do with such a proposal.

is to recover the franchise, and ask have to put up with. Equality in treatthe legislature for power to take it ment is the corner-stone of the Railover on a valuation, or for the au- way Act. therities to issue guaranteed bonds in exchange for the shares of the company. We take it that the legislature to buy these railway shares as they has already given cities the right to take over electric light plants, and the day has come, in view of what has taken place in other cities, in view of the underlying doctrine of the New York State railway commission, that a franchise is worth what has been expended on it, and no more, that our street railways be similarly valued, and that mynicipalities be emnowered to take them over at any

Toronto wants no further agreement with the Toronto Railway Co. in view of its experience in the past, and in view of the fact that once you make an agreement, and the courts interpret it against you, there is no relief until the expiration or denouncement of the franchise; whereas, WHEN THE CITY OWNS THE FRANCHISE IT CAN DO WHATEVER IT LIKES WHENEVER IT LIKES WITH SOMETHING THAT IS ITS OWN. It is always free to reduce fares, to extend lines, to adopt the latest appliances, and to do whatever it wants to do. A municipality ought to be unentangled. This "sewing up" as it is called of municipalities is the great money-making business of street railway magnates and electric light magnates all the world over tc-day. "Sew up the municipality" is their motto, "then you've got 'em."

The next thing Toronto can do, and t is free to do it to-morrow, is to go nto the question of tubes or an underground railway system. Long ago The World suggested that underground tube railways are quite within the reach of a city growing as rapidly as Toronto is now growing. Further, the city has expressly reserved to itself the right to build a tube railway, independent of any franchise it gave in regard to the surface lines.

Toronto in a very short time will he a city of one-half million, and probably a great deal more, and a double tube, east and west, and another one north and south, and probably one in a northwesterly direction, would do all the business that they could accommo date; these tubes owned absolutely by the city would be the way to bring in the radial lines. Furthermore, these tubes would be built of standard gauge, which the present street railway is not, and for that matter might accommodate even the steam railways on occasions. But the moment the suggestion is made to look into tube railways, the cry of expense will be raised, and all kinds of sidetracking will be put forward. It is the duty of the city council, however, to ascertain

what tubes will cost in Toronto, how soon they could be built, and whether they could not be spread on the they could not be financed on the security of the proposition itself. The World is confident that there are eminent engineers and contracting firms in London or the States, or perhaps in this country who could undertake to Some Figures Are Already Comdo this work, and even finance it, and not only finance it, but would undertake to give the city substantial pro-

The World edvises the city gener ally, first, to have no more dealings of the past and present experience;

WHAT WILL HE DO ABOUT IT? The Globe is out with a suggestion Trunk Railway Company to furnish that the city ought to get some kind Brampton and Toronto with a suburban of special agreement with the To- service (and commutation rate) simionto Railway Co., providing for the lar to that which obtains between Oakextension of the present street railway ville and Toronto. The application for line to the districts recently added or this order was made by F. W. Wegenobout to be added to the city, and ast, who resides in Brampton but not give the detailed statement of their also providing for the entrance of the radial lines. The Globe further suggests that the agreement be for the balance of the term of the franchine charge of discrimination could be the city's department of their account, asked for by the city council. They say that from April 13 to Oct. 31 they and from four to ten experienced accountants were "engaged on the audit in some one or other of the city's departmental account. the balance of the term of the fran-charge of discrimination could be the city's departmental records; that the each chise, namely, 12 years, and that the avoided by discontinuing the suburban to give a statement of the time each eity construct the extensions, the com- service to Oakville. Certainly if the pany paying a rental on them, and board has not power to compel the that they all lapse at the expiration of the franchise in 1921. Controller Spence also suggests a new deal.

Hints in this direction have been Service between Toronto and Oakville, service between Toronto and Oakville, formation as to the municipal account-law methods in United States alies between Incompany to the present suburban service between Toronto and Oakville, formation as to the municipal account-law methods in United States alies between Incompany to the municipal account-law methods in United States alies between Incompany to the municipal account-law methods in United States alies between Incompany to the municipal account-law methods in United States alies between Incompany to the municipal account-law methods in United States alies between Incompany to the municipal account-law methods in United States alies between Incompany to the municipal account-law methods in United States alies alies and the municipal account-law methods in United States alies are made and the municipal account-law methods in the municipal acc coming frequently of late, and the by an order forbidding the G.T.R. to ing methods in United States cities be-

rrangement of the street car franchise and probably its extension.

The World's advice to the city and officered from the Province of Quebec.

Either Ontario must have better service or Montreal and Quebec must get vice or Montreal and Quebec must get agreed rush at the city hall to pay phrenology, palmistry rates.

is bound to give the city the right to the money they get from this province by the expropriate or to take over the stock, in betterments and improved service or at least to give the city the right for Quebec and the Northwest, and starve their service in Ontario. They come upon the market. The legislature rival, in their treatment of this province, the abuses of the absentee-landlord system of Europe.

The Dominion Government disavow any responsibility for the enforcement ally, and fast becoming more so of federal legislation. What is the duty of our provincial government?

Mr. Wegenast is not "eating crow, as some corporation satellites suggested that he would have to do. He has performed a public service and is entitled to the thanks of the community. But is it right that violation of the Railway Act should only be brought to the attention of the railway commission and of the courts by private persons giving up their time and incurring personal expense and inconvenience? It is strange that when the Province of Ontario is discriminated against,

that the C.P.R. and the G.T.R. refuse Ontario the suburban service they freely furnish Quebec? The calls his attention to this discrimina-

and malicious. We have a big, brave man as premier of Ontario. He was born in this nor do I know who were in it, but I can province and is devoted to its advancement. He has in his hands the power of taxation. He will have behind him a united people, when in their

their discrimination. This province as a rule looks in vain for relief from Ottawa. We have reached a crisis which calls for the strong hand of the Ontario Government. The people of Ontario and the City of Toronto are looking to Sir James Whitney. He has the courage and the capacity to compel the railways of this province to give the people of this province a square deal. What will he do about it?

plete, But Police Department - is Mum.

The figures of the police census, with the Toronto Railway Co., in view showing the city's population, will be completed in about two weeks' time, the census returns for the Wychwood, Dovercourt, Bracondale district, which A despatch from Ottawa states that the railway commission has refused to make an order directing the Grand Trunk Railway Company to furnish Brampton and Toronto with a suburban service (and commutation rate) similar to that which obtains between Oak-

in the mayor's hands.

Can't Give Details.

Special Auditors Barber and Vigeon

cemeteries during November were 334, being precisely the same as for the

> That the bylaw prohibiting expectoration on sidewalks is not being en-forced was the complaint made by Mrs. Florence Huestis, secretary of the For how long, may it be asked, is Ontario to figure as the "bound boy at a husking?" The railways spend city clerk, setting forth the for violation.

FOOLISH MOTORISTS.

Editor World: An experience I had yesterday is but, one of many of a similar character that are of daily occurrence in this city, and it is owing to such incidents that the automobile is unpopular with the citizens gener-

In the forenoon I was riding in the Queen's Park, along the west crescent. As I approached that part of the road near the northwest corner of the parliament buildings, where it broadens out into a large open space, a large motor car with four or five people in it came from the north and turned into the road on which I was.

I was on my own side, close to the grass, and the car was going so rapidly—I do not know how many miles an hour, but much beyond the legal limit that the chauffeur, in making the sweep encroached on my part of the road. The road at this point is very narrow, and just at the corner in question there are placed on the grass close to the roadway several large stones, I suppose to prevent vehicles driving the province itself does not move on the grass at this point, which, in the matter.

Does Sir James P. Whitney realize might likely occur. The horse I was riding was a young and high-spirited animal, and for a moment it looked as the the car would run into us. The horse was thoroly frightened and was unfit for further use for the day, and tion, which is patent, glaring, defiant I fear the effects on him of the sh and fright may be of more or less

totaly unfit for such a position

H. C. HAMMOND ENDOWMENT FUND. behalf he notifies the railway combehalf he notifies the railway combeen received in addition to those al-

eauy	acknowledged	thru	the pres
H.	J. Wright		\$ 100.00
Ca	withra Mulock		1 000 00
Col	. George A. Sw	env	100 00
п.	F. Eckardt		100.00
TIL	omas Ogilvie		95 00
J.	Stewart Tuppe	r	10.00
v.	M. Taylor		10 00
Cha	as. P. Douglas		50.00
JOS	eph Kilgour		100.00
T.	O. Anderson		50.00
MI.	Morris		10.00
MIT.	and Mrs. Jas	Scott	500 00
B.	W. Folger		100 00
F.	W. Heulbach		E 00
A.	D. Braithwaite		100.00
F.	W. Heulbach D. Braithwaite		E 00

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.

Street Railway Problems.

"We do not propose to wait 12 or 13 'ears to settle this question," said Home Smith, president of the Canadian Club, yesterday, in introducing

far ahead of the expectations of the company or the city. The passengers carried had increased from 16,000,000 to 85,000,000; while the seating capacity had only doubled. The city was receiving for

sonally be in favor of a change in car fares. There were now eight different kinds of street car fares. To ride cheaply a man must have \$1.75 invested

The solution for this was a new ar rangement with the railway company for a universal fare of eight tickets for a quarter, or, perhaps, three for ten cents. This would distribute the traffic thru the day and remedy the crowding problem.

There ought to be a common ground between the radials and the city. The radials could not be expected to put thousands of dollars into development and building unless they had some security for a continuance of their business after 12 years.

"The St. Lawrence Market is the big-"The St. Lawrence Market is the biggest monument of municipal folly standing in Toronto to-day," declared the controller amid applause. The once great market in Toronto was now spread all over York County, at Newmarket, Sutton and other places.

If the city had the right radial system it would bring the farmers' produce to the market, and a great job-

27 GET ON THE LIST FOR PROF. MUNYON'S ALMANAC

Prof. Munyon has just issued a most character by phrenology, palmistry and birth month. It also tells all about card reading, birth stones and their meaning, and gives the interpretation meaning, and gives the interpretation of dreams. It teaches beauty culture, manicuring; gives weights and measures, and antidotes for poison. In fact, it is a magazine almanac, that not only gives valuable information, but will afford much amusement for every member of the family, especially for parties and evening entertainments. Farmers and people in the rural dis-It will be sent to anyone absolutely free on application to the Munyon Rem-

edy Company, Philadelphia. ROSES AT THE ISLAND.

Editor World: We had lunch at the island Sunday in honor of Lady De H. Larpent, who is visiting The Priory. While over there we gathered eleven roses in Dr. Sheard's garden. I thought it might be of interest to you.

Harrie Armstrong.

ANNEXING OF CHESTER.

Editor World: I notice the advocacy by The World of a Greater Toronto and in favor of the taking in of the which has already been endorsed by the board of control, only takes in a block of land on the north side of Danforth-avenue, from the Don Mills-road to Leslie-street, and as far north as Hellwell's land—a distance of about 1340 feet north of Danforth-avenue, I desire to express myself in favor of the extension going as far north as the turn in the Don Mills-road, which is, I believe, one mile and a quarter north of Danforth-avenue

The street car service should, in my ppinion, be extended up the Don Mills-road to that point, and if only Chester to be taken into the city now, there will be small chance of the Broadview cars running further north, as I think they should in the immediate future. - Elgin Schoff

Nov. 28, 1908.

Travel to California via Chicago, Mil-Waukee & St. Paul Ry.
When you go to California see that your tickets read via the Chicago, Milwaukee & St. Paul Rallway. Leave Union Station, Chicago, on the Overland Limited, at 6.05 p.m., and arrive in California the third day. Another train at 10.10 p.m. daily carries through standard and tourist sleepers. Personally conducted tourist car parties to the Pacific coast via this railway leaves Chicago at 10.10 p. m Wednesdays and Fridays.

Complete information regarding rail way and sleeping car fares, routes and train service, free on request to A. J. Taylor, Canadian Passenger Agent, 8 East King-street, Toronto, Opt.

Wanted Death Assured.

Mrs. Amanda Aleda Chippendall Higgin of London. Eng., died leaving an estate of \$647.605.79, of which \$123.-118 was in Ontario. Yesterdty her will was filed for probate here. In it she requested that before burial two medical men should make absolutely certain that she was dead.

Mrs. E. B. Walker of Toronto is left a diamond spider ornament. Charities scattered over two continents are well scattered over two continents are well

Chicago and Return, \$16.90.

Account of the International Live Stock Exposition. Tickets on sale daily until Dec. 4. Return limit, Dec. 12, 1908. The Grand Trunk Railway System is the only double-track route. Through St. Clair tunnel by electricity, without smoke, gas or dust. Splendidly equipped trains leave Toronto at 8 a.m., 4.40 p.m. and 11 p.m. daily. Secure tickets and make reservations at city office, northwest corner King and Yonge-

EATON'S DAILY STORE NEWS

Controller Spence. He referred to the radial railway entrance and street railway problems, which were the subject of the controller's address. Mr. Spence confined himself to three matters, and these were new lines and extensions, crowding and the radial railway entrance. The street railway business has gone far ahead of the expectations of the



tion Wednesday:

Coats are 50 inches long, with Prussian collar; the materials are black cheviots and tweeds, in overchecks and striped effects; good strong

And Another Lot of Workmen's Overcoats

150 Heavy Winter Weight Chesterfield Coats, 46 inches long, with velvet collar. Materials are Oxford grey cheviots and dark striped tweed effects; lined with good wearing Italian lining; sizes 34 to 44. 3.99 Choose early and save dollars, the price, each MAIN FLOOR—OUEEN STREET

Men's Furs---Further Chance to Save

A special value in Fur-lined Coats. Canadian otter storm collar, notch style; Spring muskrat lining, evenly matched and well furred skins: English beaver cloth shell, full 49.00 box style; price.....

MEN'S "COON" COATS-Whole skins, evenly furred and strongly sewn together, soft and pliable; high storm collar,

MEN'S AND BOYS' CAPS-Wedge, Dominion and Driver shapes; electric coney, well furred. There are just about 4 dozen. 95



that of a majority of the citizens, and that is, that the street railway franchise, at the end of 12 years, shall be owned and operated by the city," was the controller's pronouncement on the question of dealing with the question Wednesday a Big Day in Boys' Clothing



A clearing of THREE-PIECE SUITS of navy blue, soft finished serge, and dark mixed tweeds. Single-breasted styles; Italian cloth lining; 1.69 knee pants. Sizes 31, 32, 33. Reduced to 1.69

SAVING NO. 2-Three-piece Suits, of good durable domestic and imported tweeds, single and double-breasted sacque and Norfolk styles; Italian body linings; knee pants. Sizes 28 to 33. Balances

High-Grade Winter Overcoats-All-wool Oxford grey cheviots and black meltons; fashionable singlebreasted Chesterfield style; durable Italian body linings; shoulders well built; canvased fronts; velvet collars. Broken lots in sizes 29 to 33. A clearance of many of our high-grade coats; great values; each

MAIN FLOOR—QUEEN STREET.

12,000 Men's Fine Silk Neckties at 19c. Each

An Unusual Purchase of French Seam Four-in-Hands.

'All are of high grade imported and American silks, in neat fancy light and dark patterns, medium width with French seam finish.

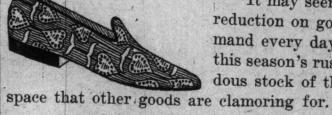
We don't need to hint at what ties of that description are worth-every man who buys Neckwear will recognize the values; we just want to advise BIG BUYING—for months ahead. Wednesday.... :19



Our Advice---Purchase Christmas Suspenders Early

A special offering of non-elastic fancy silk web suspenders with cast-off elastic cord ends and slide buckles. Each pair in separate gift box. Remarkable value at 25c.

Christmas Slippers for Men-Big Savings



It may seem unusual to make such a big price reduction on goods that are getting in greater demand every day now, but great though we expect this season's rush to be, yet we have such a tremendous stock of these on hand that it crowds us for

Handsome figured repp; red ground, warm lined, leather soles. with low heels; a most comfortable slipper at an extra low

T. EATON COLIMITED

190 YONGE STREET TORONTO

JOHN **G00** Ha

SPECIAL

REGULAR every nove sive range appropriate \$10 per do:

Ladie Going At the I days ago, amongst o cided to o as the las the slight These wil A rack of Suits, emit touches, is every one New York

Fanc Down