

The Toronto World

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will pay for The Sunday World for one year, delivered in the City of Toronto, or by mail to any address in Canada, Great Britain or the United States.

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MONDAY MORNING, Dec. 8.

OVERCROWDING AND CHEAP FARES.

It does not seem quite to have come home to many of the people who are claiming a place of importance in the discussion of the railway purchase plan, just why the plan was proposed. The Telegram, which relies on a misguided instinct, seems to think that the whole thing arose out of a desire on the part of the railway company to sell out to the city. The folly of this has been expounded over and over again, but no one ever convinced a man against his will, much less an editor under the domination of one like Controller Church.

The actual need, in which Toronto has been for years, of fast transportation and cheap land, has been presented to the minds of all those with the interests of the city at heart for a long time. A committee appointed by the city council (instigated, The Telegram would say, by Sir William Mackenzie), brought in a report (suggested, The Telegram would say, by Sir William Mackenzie), recommending the unification of the city and street railway company's systems, and the extension into all districts requiring service of new lines. Mayor Hoeken saw the wisdom of this advice and when he became mayor (this being arranged, The Telegram would say, by Sir William Mackenzie), he set to work to carry out the plan of the council's committee.

In order to enable Sir William Mackenzie to settle all this just as it happened to be he must have arranged, The Telegram would say, with the C.P.R. and the G.T.R., for years back to refuse the suburban steam services available in Montreal and other large cities. All this absence of fast transportation brought about the congestion of population which has made the cost of living higher in Toronto than anywhere else on the continent. We are crowded together as no people ought to be. Our best suburbs are becoming merely more respectable slums. Here are two cases in Parkdale which The World has come across lately and Parkdale is one of the least congested districts. In one house there are five families besides the owner. One woman pays \$10 for a side room; the front room and alcove are let for \$15; a room at the back for \$8; a man and his wife and two children have an attic room at \$7; and another man and his wife and three children another attic room for \$7 more—\$48 in all. In another house, rented for \$25 in Parkdale, there are 22 people living. The people who are responsible for this in the first place are those who refuse to widen the bounds of the city. In the second place, those who innocently enough, and thinking they were making a good bargain, stipulated for twenty per cent. of the gross receipts of all street railway revenue over \$3,000,000. It does not pay the company to increase its receipts over \$3,000,000. It would pay the city, but The Telegram opposes it. The Telegram likes to see 22 people or more living in one house. It puts up rents and down-town property. It may make slums, but you can't have everything. The Globe thinks we could not pay to get out of such conditions, and therefore, should not try. But where there's a will there's a way. Any corporation would be glad to take a perpetual franchise such as the city will have, at the present fares, unify the systems, and would undertake to make money out of it. The Globe thinks we could not even pay for it in thirty years. We believe such a view is the result of age and disappointment.

Public ownership is capable of much greater things than making a street railway pay for itself on fares averaging 3.34 cents. In Belgium workmen's tickets are given on the state railways for suburban and rural journeys, which would make the eyes sick out of the head of either The Globe or The Telegram if anyone proposed them for Toronto. Belgium is the most thickly populated country in the world, but it is one of the cheapest places to live in, because the people can spread themselves out. All the people in the world could live in Texas and be no thicker than they are in Belgium, but it couldn't be done if The Globe and The Telegram had the management. The Belgium workmen's tickets are for one journey and for six days, and cost for 3 miles 18 1-2 cents; 6 miles, 25 cents; 12 miles, 30 cents; 24 miles, 40 cents; 36 miles, 45 cents; 48 miles, 52 cents. To ride twelve times over 63 miles for 62 cents works out at one-twelfth of a cent a mile, or in other words

about five cents a journey of 62 miles. The six mile journey at 25 cents for twelve journeys is a two-cent ride instead of a 3 1-8-cent red-ticket ride, as in Toronto, or a five-cent ride as proposed by the harbor commission. The mayor's purchase plan is the nearest thing Toronto has had yet to the Belgian system.

OBSERVING ELECTIONS.

The Republic of San Domingo is soon to hold a national election and the opposition party is insisting that the United States Government should see to it that the people are allowed to vote and that their votes are counted. The "outs" were in armed rebellion a short time ago and laid down their arms upon an assurance from the American minister that the Dominican Government would go to the people in the near future and that the United States would guarantee a fair election.

It is now suggested as a compromise that the United States officials charged with the collection of customs dues in San Domingo, together with other officials who can be rushed to the scene of action from Porto Rico and neighboring islands, be constituted as a board to "observe" the election. These "observers" are not to interfere with the polling, but to see what goes on in various parts of the country. Upon their report it is expected that President Wilson will be able to decide whether or not there has been a real election. There is room for satire in the willingness of the Washington Government to preserve the sacred right of ballot for the blacks of San Domingo which has been so ruthlessly taken away from the blacks of the southern states. It is human nature to be zealous in the foreign mission field. But apart from this might it not be a good thing to have impartial onlookers "observe" some other elections?

Here in Canada we find the most sweeping charges made against the successful party and candidates after every hotly contested election. If a title of what has been charged is true respecting the by-elections in Richelieu, Macdonald, Chateaugay and South Bruce, a startling condition of affairs is presented. The charges of corruption naturally come from bitter partisans who took an active part in the various contests and to that extent are discounted by the public. Election trials and protests bring about no adequate investigation. The political parties saw off one riding against another or the member is unseated by admitting some unauthorized violation of the Elections Act by an agent. The really serious charges are seldom gone into, as the state is not represented as in Britain by a public prosecutor. Possibly the presence of a number of high-minded citizens in the riding for the purpose of "observing" what goes on with a view to publicity might serve as a deterrent. A great deal of bribery and corruption goes on behind closed doors, but such a carnival of intimidation and crookedness which is often reported to be going on by the party press on one side or the other, could not but be "observed" and if reported in the public interest by men without axes to grind, would make that appeal to the conscience of the country which seems to be sadly needed.

EUROPEAN MONETARY SITUATION.

Government defeats and cabinet changes are not at all uncommon in France, but as a rule create little interest outside of that country and have little influence on international affairs and finance. The recent fall of the Barthou cabinet came, however, at a specially inopportune moment, because of the fact that the new government loan of \$260,000,000 was on the eve of issue, and all the financial markets of the world were concerned in its success or failure. That it would be taken up was, of course, anticipated, but the point of concern was whether that would be done by underwriters or by the French investing public. In the latter case this would have meant the unlocking of part at least of the hoards which are believed to have been accumulating for the last few years in the homes of the thrifty Frenchmen. The whole monetary situation would then be relieved and the course of world finance placed on a surer basis.

M. Barthou's defeat came as the result of the insistence of the govern-

ment that state bonds be immune from taxation, and it was followed by a drop in French three per cent. rentes to the lowest quotation ever made on the Paris Bourse. The action of the chamber in rejecting the proposal is expected to make the issue less attractive. Whether or not this is a correct forecast, the offering will not probably be made till next year, and money, it was then hoped would be released, will meantime continue to be held. The Paris banks have acted energetically in support of French securities pending the formation of the new government. Apart from the postponement of the loan, the monetary outlook is favorable and a successful flotation will do much to expedite trade and industrial revival.

"FESTIVALS OF FALSEHOOD."

One of the funniest things in Toronto is The Toronto Telegram's denunciations of "the inaccuracies of others." "Festivals of Falsehood" is The Telegram's description of recent club luncheons where its favorite views were met with disapproval. The people who read The Telegram's accounts of a meeting which they have not attended, wonder if they have not made a mistake and are reading about some other meeting. But this is The Telegram's little way, and its broad-sides and black letter editorials are no more reliable than its reports of meetings. There was a meeting in Chalmers Church rooms last week, for example. The people who were there and who read The Telegram account need no more argument. They know. But a great many people do not compare the fact with the record, and a great many who read The Telegram read nothing else. And there is a small element which takes a depraved satisfaction in doing unfair things in the hope of winning out, foul or fair.

W. A. DOUGLAS TONIGHT.

At a meeting of the Bond Street Congregational Church tonight, W. A. Douglas will give an address on "The Christianization of the Social Order."

Time to Turn in the Fours.

Thousands of men have lost money by holding on to things too long. This is particularly true in real estate, and it is also true of the motor car.

According to Mr. A. M. Thompson, local distributor of the Hudson Six, the depreciation cost in an automobile in by far the largest item of expense. True there are many owners to whom the question is not of great importance. A few hundred dollars more or less per year is a small matter.

But the use of the motor car is widening so rapidly that it is becoming almost the universal vehicle of transportation for those of means.

And to buyers of moderate priced cars every item of cost is to be considered.

Mr. Thompson reminds owners of four-cylinder cars of the rapid development of the latest motor car improvement—the six-cylinder engine—

and says that owners of 1912 and earlier should seriously consider turning in their cars now and getting their highest trading value.

Naturally it would be unwise, says Mr. Thompson, for an owner of an old car to buy another four. The only car to buy where a man wants a four is a six. And he can get a six with all the late improvements and that will actually cost him less for gasoline and tires than will a four at a price that is lower than is asked for many fours.

Prices of Hudson Sixes range from \$1750 to \$3100. Roadsters, cabriolets, phaetons and closed cars are made on two standard chassis. The 54 model is 135 inch wheel base with motor and

veiling cloth to 60 horse-power. The 40 is of 123 inch wheel base and motor producing 41 horse-power. This "light six" is proving a phenomenal car. It seems exactly to meet the ideas of a vast number of motorists. Mr. Thompson advises us that he has an outlet for some 1912 Hudson 2's and other cars of this type and would like to talk with owners. His views on the motor car situation are interesting. Many changes are taking place in the business.

AT OSGOOD HALL

Dec. 6, 1913.

ANNOUNCEMENTS.

Motions set down for single court for Monday, 8th inst. at 11 a.m.

1. Leckie v. Marshall.
2. Re Navin and City of Toronto.
3. Natural Advertisers v. Welch.
4. Ocean Accident v. Gilmour.
5. Toronto Developments v. Kennedy.

Peremptory list for appellate division for Monday, 8th inst. at 11 a.m.

1. Barton v. Sherenko.
2. Lange v. Toronto & York Radial Railway Co.
3. Blaise v. Begoniaise.
4. Smith v. Tremaine.
5. Van Valkenburg v. Northern Navigation Co.

6. Chamberlain v. Toronto Railway Co.
7. Reid v. Munro.
8. Bradford v. Grand Valley Railway Co.; Bradford v. Grand Valley Railway Co.; Bradford v. Grand Valley Railway Co.; re Grand Valley Railway Co. (to be spoken to).

SITTINGS, JAN. 1 TO JUNE, 1914.

The Chancellor.
Sat. Jan. 10—London, weekly court.
Tues. Jan. 13—Cornwall, winter assizes.

Mon. Jan. 13—Toronto, weekly court.
Tues. Feb. 24—Lindsay, jury.
Tues. March 3—Barrie, jury.
Sat. March 7—Ottawa, weekly court.
Tues. March 10—Napanee, jury.
Sat. March 14—London, weekly court.

Mon. March 16—Toronto, non-jury.
Mon. March 16—Toronto, weekly court.
Tues. March 17—Walkerton, jury.
Tues. April 21—O'Original, both.
Tues. April 22—Peterborough, non-jury.
Mon. May 4—Toronto, jury.
Sat. May 9—Ottawa, weekly court.
Tues. May 12—Goderich, non-jury.
Sat. May 16—London, weekly court.
Mon. May 18—Toronto, non-jury.
Tues. June 16—Sudbury, non-jury.

Falconbridge, C. J. K. B.
Sat. Jan. 10—Ottawa, weekly assizes.
Sat. Jan. 17—London, weekly court.

Mon. Jan. 13—Toronto, non-jury.
Mon. Jan. 13—Toronto, weekly court.
Tues. Jan. 14—Cornwall, jury.
Tues. Jan. 21—Coburg, jury.
Tues. Jan. 28—Lindsay, non-jury.
Tues. May 12—Pembroke, both.
Sat. May 16—Ottawa, weekly court.
Sat. May 22—London, weekly court.
Mon. June 1—Toronto, weekly court.
Mon. June 8—London, non-jury.
Tues. June 16—Belleville, non-jury.

Meredith, C. J. C. P.
Mon. Jan. 12—Toronto, jury.
Sat. Jan. 17—Ottawa, weekly court.
Sat. Jan. 24—Lindsay, weekly court.
Mon. Jan. 26—Toronto, weekly court.
Mon. Jan. 27—Toronto, non-jury.
Tues. March 3—Goderich, jury.
Tues. March 10—Milton, both.
Tues. March 17—Whitby, both.
Sat. March 21—Ottawa, weekly court.
Tues. March 24—Kingston, jury.
Mon. March 28—London, weekly court.
Mon. March 30—Toronto, non-jury.
Mon. April 6—Toronto, weekly court.
Mon. April 20—Hamilton, jury.
Mon. April 27—Hamilton, jury.
Tues. May 12—Simcoe, non-jury.
Sat. May 23—Ottawa, weekly court.
Tues. May 26—St. Thomas, non-jury.
Mon. May 26—London, weekly court.
Mon. June 1—Toronto, non-jury.
Mon. June 8—Toronto, weekly court.

Mon. Jan. 12—Toronto, non-jury.
Sat. Jan. 17—Ottawa, weekly court.
Sat. Jan. 24—Lindsay, weekly court.
Mon. Jan. 26—Toronto, weekly court.
Mon. Jan. 27—Toronto, non-jury.
Tues. March 3—Goderich, jury.
Tues. March 10—Milton, both.
Tues. March 17—Whitby, both.
Sat. March 21—Ottawa, weekly court.
Tues. March 24—Kingston, jury.
Mon. March 28—London, weekly court.
Mon. March 30—Toronto, non-jury.
Mon. April 6—Toronto, weekly court.
Mon. April 20—Hamilton, jury.
Mon. April 27—Hamilton, jury.
Tues. May 12—Simcoe, non-jury.
Sat. May 23—Ottawa, weekly court.
Tues. May 26—St. Thomas, non-jury.
Mon. May 26—London, weekly court.
Mon. June 1—Toronto, non-jury.
Mon. June 8—Toronto, weekly court.

Mon. Jan. 12—Toronto, non-jury.
Sat. Jan. 17—Ottawa, weekly court.
Sat. Jan. 24—Lindsay, weekly court.
Mon. Jan. 26—Toronto, weekly court.
Mon. Jan. 27—Toronto, non-jury.
Tues. March 3—Goderich, jury.
Tues. March 10—Milton, both.
Tues. March 17—Whitby, both.
Sat. March 21—Ottawa, weekly court.
Tues. March 24—Kingston, jury.
Mon. March 28—London, weekly court.
Mon. March 30—Toronto, non-jury.
Mon. April 6—Toronto, weekly court.
Mon. April 20—Hamilton, jury.
Mon. April 27—Hamilton, jury.
Tues. May 12—Simcoe, non-jury.
Sat. May 23—Ottawa, weekly court.
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Mon. June 1—Toronto, non-jury.
Mon. June 8—Toronto, weekly court.

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Mon. Jan. 12—Toronto, weekly court.
Tues. Feb. 24—Lindsay, jury.
Tues. March 3—Barrie, jury.
Sat. March 7—Ottawa, weekly court.
Tues. March 10—Napanee, jury.
Sat. March 14—London, weekly court.
Mon. March 16—Toronto, non-jury.
Mon. March 16—Toronto, weekly court.
Tues. March 17—Walkerton, jury.
Tues. March 24—Kingston, jury.
Mon. March 28—London, weekly court.
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Tues. March 17—Walkerton, jury.
Tues. March 24—Kingston, jury.
Mon. March 28—London, weekly court.
Mon. March 30—Toronto, non-jury.
Mon. April 6—Toronto, weekly court.
Mon. April 20—Hamilton, jury.
Mon. April 27—Hamilton, jury.
Tues. May 12—Simcoe, non-jury.
Sat. May 23—Ottawa, weekly court.
Tues. May 26—St. Thomas, non-jury.
Mon. May 26—London, weekly court.
Mon. June 1—Toronto, non-jury.
Mon. June 8—Toronto, weekly court.

Mon. Jan. 12—Toronto, non-jury.
Mon. Jan. 12—Toronto, weekly court.
Tues. Feb. 24—Lindsay, jury.
Tues. March 3—Barrie, jury.
Sat. March 7—Ottawa, weekly court.
Tues. March 10—Napanee, jury.
Sat. March 14—London, weekly court.
Mon. March 16—Toronto, non-jury.
Mon. March 16—Toronto, weekly court.
Tues. March 17—Walkerton, jury.
Tues. March 24—Kingston, jury.
Mon. March 28—London, weekly court.
Mon. March 30—Toronto, non-jury.
Mon. April 6—Toronto, weekly court.
Mon. April 20—Hamilton, jury.
Mon. April 27—Hamilton, jury.
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Sat. May 23—Ottawa, weekly court.
Tues. May 26—St. Thomas, non-jury.
Mon. May 26—London, weekly court.
Mon. June 1—Toronto, non-jury.
Mon. June 8—Toronto, weekly court.

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Mon. Jan. 12—Toronto, weekly court.
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Tues. March 3—Barrie, jury.
Sat. March 7—Ottawa, weekly court.
Tues. March 10—Napanee, jury.
Sat. March 14—London, weekly court.
Mon. March 16—Toronto, non