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FOR CHEAP POWER.

Everything has gone well with the power bylaw. The result is thoroughly satisfactory, and must greatly encourage the provincial government and the supporters of its policy in other municipalities. It was at the moment of supreme importance that Toronto should speak a clear ringing note for the cheap power and cheap lighting which hold within them the necessary assurance of expanding industries and increased comfort for the citizens. That note has been sounded, and will reverberate through the province and beyond its bounds.

What is specially gratifying is the severe condemnation pronounced upon the underhand methods of the electric ring, which has failed to influence the electors to any material extent. In fact the ring has entirely overreached itself and has been taught with much needed point that the game of trickery and deceit is not a safe one to play in these days. The circumstances attending their attempt to discredit the government's power policy cannot but direct attention to the propriety of permitting franchise-holding corporations to oppose directly or indirectly proposals designed to secure for the people fair and just treatment.

What the government offered thru the hydro-electric commission was well within the power of the Niagara companies to grant had they administered the franchise entrusted to them with due regard to its character as a virtual trust for the benefit of the citizens. But instead of limiting their capitalization to the legitimate expenditure incurred in the construction and equipment of their works they anticipated profits by heavy stock watering and then asked the public to pay the extravagant charges necessary to pay dividends on the water. Confronted with the careful estimates made by the commission, and unable to meet the min the open, they resorted to the tactics now so unreservedly condemned. Altho a striking initial success has been gained, the efforts of the advocates of the government policy must not be relaxed. The Waterloo of the power campaign has yet to be fought and won by the people, and the rout of yesterday is of hopeful augury for eventual victory.

YESTERDAY'S CITY ELECTION.

Yesterday's contest for the mayoralty was remarkable for the volume of support accorded the socialist candidate. But it would be erroneous to infer that his showing represents a straight vote in favor of his program. The result is not a moral victory for socialism, but a moral defeat for the flabby policy of the mayor. The electors voted as they did, not because they liked Mr. Lindala more, but because they liked Mr. Coatsworth less, and their feeling was effectively voiced by the defeat of the three civic bylaws—in the case of the Yonge street bridge, indeed, his contemptuous rejection. The mayor must realize that his renewed lease of office was due rather to the absence of a really popular opponent than to confidence in his strength of character and ability to handle municipal concerns in the interest of the citizens.

The election demonstrates the increasing favor with which public ownership and operation of the civic franchise is regarded by the people. It serves another notice on the franchise-holding corporations that the day of their power is rapidly passing, and that they will be held to strict account for the administration of the public services entrusted to them. If Mayor Coatsworth desires to re-establish himself in the confidence of his fellow citizens he must adopt a different policy and set himself resolutely

to maintain the public rights conferred by the contracts under which the franchise-holding corporations hold their privileges. The citizens have shown in a manner which cannot be ignored their determination that the companies be compelled to act up to the full measure of their obligations.

A feeling is unquestionably abroad that there has been too much truckling on the part of the city council to the masterful men who are manipulating the corporation influence to the prejudice of the just claims of the people. An uneasy suspicion, which is really a conviction, prevails that secret meetings and informal consultations with artful corporation officials are not conducive to healthy independence and regular maintenance of the city's rights. Evil communications of this kind invariably end in a surrender, more or less complete, to the private interests who know that the lack of public knowledge means the absence of public supervision and the stimulus it brings. The results of yesterday must hearten the supporters of municipal ownership and operation of the public franchises and encourage them to prosecute their propaganda vigorously among the electors. Only thus will a compact body of public opinion be obtained sufficient to command the situation at future elections.

GOVERNMENT CONTROL OF RAILWAYS.

Nothing is more significant than the growing demand in the United States for government control of railways, and for public ownership. That this may lead to far-reaching consequences in strengthening the federal government and in destroying the last vestige of state sovereignty is admitted. The present evils of private ownership and operation, however, are so grievous, and the railway companies themselves are so rich, powerful and unscrupulous, that they can only be grappled with by a strong centralized government with jurisdiction co-extensive with the nation. The Chicago News of recent date defines the situation thus:

It is impossible to establish once for all the precise line of division between matters that are properly national and those that are local in their scope. Some things that were local a generation ago have now taken on the nature of national problems. Now, by common consent, railroad regulation is accepted as a problem for the nation to deal with. The inability of the individual state to cope with the great interstate carrying corporations is recognized practically in all quarters.

If, for the present, the people are satisfied to try "regulation and control," instead of public ownership, it must be a control that enforces efficiency.

"There are two kinds of railroad efficiency," says The Minneapolis Tribune. "A railroad efficient in earning dividends for stockholders may not be efficient in doing the business of the public, and the reverse. Rightly understood, the business of government regulation is to see that railroads neither waste the money of stockholders in extravagant operation for some individual's profit, nor deprive the public of service they are chartered to give by economies that disable them as common carriers."

But most significant is this article reprinted from The New York Press, a leading Republican morning newspaper, published in the City of New York, and one that stands impartially and distinctly for the present administration. Nothing could more clearly show the trend of thought in the United States, where, five years ago, no one ever suggested or dreamed of public ownership except in connection with municipal waterworks:

"That the independent industrial interests of the country have not been deceived by the excuses of the syndicate railroads for the collapse in the transportation system is shown by the resolution just adopted by the board of trade of Newark:

Neglect on the part of railroad officials and managers to comprehend the vast increase in our commercial development, and to provide necessary equipment to handle the steadily increasing volume of business would indicate not only negligence on their part, but incapacity. Incapacity—this is the severest count of the indictment which the nation is bringing against the system of private operation of the railroads, and proving it. The proof comes out of the mouths of the railroad presidents themselves. James J. Hill confesses the whole case when he says that in ten years the mileage has increased 20 per cent, but the earnings of the railroads have more than doubled. Incapacity is added to the crime of restraining trade. The railroads have overdone the business of suppressing trade. They have deprived even themselves of immense larger earnings, which they have lost beyond hope of recovery. In building up an elaborate system of trade suppression and repression, they have underestimated the capacity of the country. Their Frankenstein monster threatens them with self-destruction. Probably the knowledge that private operation of trunk railroads is as incompetent as private operation of municipal transit will go further to helping along the Bryan program of federal management of the highways than even the abuse of unfair and discriminating rates. The present breakdown of the railroads shows the unfitness of private management to cope with conditions that any competent directorship should have anticipated. Under federal ownership of the

trunk railroads the administration to blame for such a state of affairs would be driven from power by an overwhelming majority at the polls. Public indignation would be what might be expected now if, for cause that could be provided against, the mails should be delayed for six to eight weeks. Perhaps the public would not be so angered in that case as the shippers are now, with their valuable produce perishing on account of the general collapse of transportation facilities. We could wait for our mail. The shippers' losses are irreparable, and the result is increasing prices to consumers on account of an artificial restriction of the supply. When the public understands this it will lean more and more toward the Bryan program.

SIR WM. HOWLAND

Continued from Page 1.

Canada Pacific Railway. For his services of being a confederator in the creation of C. P. R. in 1878, and in 1879, as a further mark of royal approval, he was appointed a K. C. M. G. In politics he was a Conservative and in religious belief a member of the Church of England.

He married first in 1843 Miss Webb, who died 1849; second, in 1856, Susan Julia, widow of Captain Hunt of the military stores department. She died in 1898. In 1858 he married Elizabeth Mary Ratray, widow of James Bethune, Q. C. Sir William was a brother of the late H. H. Howland.

Sir William was also the father of two mayors of Toronto—William H. and Oliver A. Howland, both now dead.

Sir William Howland arrived in this city Nov. 3, 1850, being then in his 49th year. He had the acquaintance of only two persons in this part of the country—that of his brother, H. H. Howland, who had preceded him by two years, and a Mr. Lewis whose business was managed by Sir William's brother. He was engaged in a business in the interior of the country, sending Sir William's brother to take charge, and Sir William was urged to stay and take his place, which he decided to do. One of the duties he was required to perform was the management of the postoffice, which was then under the control of the imperial government. The mail route was from Quebec to Montreal and he was obliged to get up at 1 o'clock in the morning and receive the mail bags, which were fastened with iron chains, and in the winter covered with ice and snow. Mails at that period were slow and uncertain, and Sir William was obliged to select the portions belonging to his postoffice, and that which he had to deliver. He was time very little postage was prepaid, it being carried forward and charged against the several offices to which it was addressed.

"This," Sir William has written in an autobiography, "caused me a great deal of work, and led me when I afterwards became a postmaster-general to consider the best means of improving service. In the following autumn he bought out Mr. Lewis's business, and as a partner, carried on the business for several years, during which period he bought the mail route from the late Sir John William P. Howland, who was at that time one of the leading business men of the district. Before his departure, Sir William being obliged to give long notice of resignation, were the main causes which fixed upon him the postmaster-generalship, and it is not too much to say the lenient many of the concessions granted to him by the government of the day were frequently referred to in after years as reasons of his success."

In public life the action taken by Sir William Howland in several instances, and a very important bearing upon the final result of the acquisition of the Northwest Territory and the accomplishment of confederation.

Acquisition of Hudson Bay.

He took a strong interest in Hudson Bay and the possibility of the possession of that territory. He induced the late Hon. William McMaster and Mr. Howland to join him in furnishing the requisite funds to send Captain Kennedy—who had traversed a large portion of the country in charge of a party in search of a route from the Atlantic to the Pacific back a report as to the condition and resources of the country, all of which were of great value to the government. With a view of prosecuting the agitation of the Northwest Territory, the Northwest Company was formed, but from lack of necessary funds their progress was of little material benefit so Sir William Howland, Mr. McMaster, the Hon. Mr. Macdougall, Captain Dick and himself. This company was formed for the purpose of settling the Northwest Territory, and was the first step in the acquisition of that part of the country lying at the head of Lake Superior. They opened communication with the use of the steamer Resolute to the head of the lake, and established a mail route there from there to Port George, and they also took possession of a considerable portion of land on part of which is now Port Arthur, built offices, constructed a storehouse and a wharf, which after being extended, and a landing by the Canadian Pacific steamers. They also had a number of explorations made of a route to be utilized by between Port William and Port George, and in connection with this made a road for the government, which is in use to this day. For these public benefits in the earliest steps taken by the Northwest Territory, Sir William received no compensation, but the government, after the war, paid him \$10,000, which was paid to him in a claim after his death, as he says in his memoirs, "being in the house of commons, and I had to join in any application in which I was personally interested, and I would be called to account."

Intercolonial Railway.

In 1862 Sir William and the late Judge Sicotte were appointed delegates to discuss with the imperial government the construction of the Intercolonial Railway. The imperial government desired the railway to be constructed as a military line, but Sir William pointed out that Upper Canada would not be satisfied to share in the expense unless something was presented to serve as compensation, and suggested the assistance of the imperial government in procuring from the Hudson Bay Company the government, altho receiving considerable opposition from some members of the imperial government. The final decision of the route was arrived at, and Sir William had withdrawn from the government, but military grounds having so largely been insisted on by the imperial government, were the cause of the present one being adopted.

With regard to the question of the military line, which Sir William and his colleagues were charged to discuss, they found the imperial government had made a demand

Pure salt is just as important as pure water or pure milk.
WINDSOR TABLE SALT
 is absolutely pure and never cakes.

THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Twenty-seventh Article.

We want cars in which to haul our products to market; from cities, towns and villages, from farms, factories, mines and ranches, comes the cry, and the patience of a long-suffering public has at last become exhausted.

Car shortage is so easily cured that it is simply amazing that the people of Canada have allowed existing conditions to continue year after year without insisting upon the remedy being applied.

When a law is passed enforcing reciprocal demurrage, car shortage will be merely a page of history. In reciprocal demurrage we find the solution of the problem, and up to the present time there has not been a single argument advanced to show why it should not be imposed. If there is nothing to be said against it, why is it not put into effect? Simply because the railway companies control the government. That is the answer in very few words.

Everyone knows that discrimination is exercised in the distribution of cars, and while competitive points and certain favored concerns are supplied with rolling stock, farmers and shippers at local stations are compelled to load their produce rot in the fields owing to their inability to get the traffic moved.

The railways have no money to provide the necessary motive power and rolling stock required to move the business of the country, but they have plenty of money to spare for the purpose of purchasing members of parliament and controlling legislation. They have plenty of money to build new lines, but no money to spend in furnishing necessary equipment for those already in operation. The railways do not undertake to defend their position before the public, but prefer to rely upon the support of members of parliament who can be deceived by any legislation which may be introduced to the interests of the carrying companies. If the house of commons does not, during the present session, undertake to pass legislation which is absolutely necessary for the welfare of the country, and which is required to relieve a situation that is paralyzing the business of the country, the people should arise in their might and annihilate the government.

The instinct of self-government among the people of Canada is too strong to permit them long to respect any government which fails to exercise its power to protect the welfare of the country. The government that neglects its prerogatives will only awake to consciousness when it is ignominiously defeated.

The people of Canada want a law passed enforcing reciprocal demurrage, and they intend to get it or know the reason why. We have in our possession at the present time a batch of letters in which thick from prominent business men throughout the country, stating that it is necessary in the interests of the country, and urging us to keep the agitation going until it is secured.

If there are any good reasons to offer in opposition to this proposition we would like to have them brought forward for the information of the public. In the State of Oregon the people are asking for a penalty of \$10 per car per day for failure to provide cars for the carriage of traffic, and, if the law becomes effective, the State of Oregon will get all the cars it requires for the proper conduct of business. It is the only way in which the railways can be brought to a proper realization of their duty to the people, and the demand for "more cars" must be met by the passage of legislation that will secure them for the public.

The prosperity of Canada must not be jeopardized by the neglect of the carrying companies, and it is the duty of parliament to protect the interests of the people.

When the board of railway commissioners for Canada gave the decision, making demurrage a legal charge, they did not do so in ignorance of the facts. The necessity for a reciprocal demurrage arrangement had been argued before them and insisted upon, but they deliberately passed legislation that was absolutely and entirely one-sided and in the interests of the railway companies, and for which no equivalent compensation is rendered to the people of Canada.

In view of the fact that the board of railway commissioners was created for the express purpose of protecting the public against the levying of unfair tolls by the carrying companies, we have no hesitation in stating emphatically that in this case the board was guilty of a breach of trust. It had no right to pass legislation imposing upon the people a penalty for delays to rolling stock, unless at the same time it exacted from the railways an equivalent penalty for delays to traffic of a precisely similar character. There should not be one law for the railways and another for the people.

(These articles have appeared daily since Monday, Dec. 3.—Ed.)

THE LATE SIR WM. P. HOWLAND

Sir William P. Howland was born in Scotland, and was educated at the University of Edinburgh. He was a member of the House of Commons, and was appointed a Knight of the Order of St. Michael and St. George. He was a member of the Privy Council, and was appointed a Lord of the Treasury. He was a member of the Board of Railway Commissioners for Canada, and was appointed a member of the Board of Trade. He was a member of the Council of the Admiralty, and was appointed a member of the Council of the War Office. He was a member of the Council of the Home Office, and was appointed a member of the Council of the Colonial Office. He was a member of the Council of the India Office, and was appointed a member of the Council of the Foreign Office. He was a member of the Council of the Admiralty, and was appointed a member of the Council of the War Office. He was a member of the Council of the Home Office, and was appointed a member of the Council of the Colonial Office. He was a member of the Council of the India Office, and was appointed a member of the Council of the Foreign Office.

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STORE CLOSING DAILY AT 5 P. M.

Big Savings For Men

Save Suit Money: Double-breasted sack suit of warm domestic tweeds, lined with strong Italian cloth—at a price that will surprise men who know anything about the cost of clothing. You'll know how REAL the saving is when you see the suits. Well tailored and perfect fitting; dark mixed patterns with faint overlaid effects; sizes 36 to 44. January Sale price.....5.75

Overcoat Saving: A starter for big value! Stylish loose-fitting "traveler" coats of heavy all-wool domestic tweeds, dark mixed patterns—for 5.95. A serviceable sprightly winter overcoat. Italian lined. Sizes 34 to 44. January Sale price.....5.95

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O'Keefe's

Special Extra Mild ALE

is the perfection of the brew master's skill. There is nothing finer in the Old World or the New. And connoisseurs say the imported brands have not the satisfying deliciousness of O'Keefe's Special Extra Mild Ale.

With portfolio of minister of inland revenue, notwithstanding the formidable opposition of his friend, the late Hon. George Brown, of whom Sir William was a great debating ally and drew great energy into his work, but he was arbitrary and impulsive in sound judgment and would not consent to act with or operate with a rival.

Sir William always contended that the often suggested idea that the late Hon. George Brown was the father of confederation is quite a mistake. He and Mr. Doughty, about 1850, prepared a plan of confederation, and Sir William was the first to suggest it.

When minister of finance in 1862 Sir William found that department in great confusion. As minister of inland revenue in 1867 he set about to bring order out of chaos, and succeeded in effecting many important changes and improvements in the department of the public service. His caused the proper adjustment of the tobacco tax as related to this province and the Province of Quebec, reorganized the customs department on a more economical basis, and for the first time called the board of inspection into operation.

As minister of inland revenue Sir William was the first to call the board of inspection into operation, and to secure a monopoly of power and influence in opposition to the established order of things which had established itself in the department of the public service.

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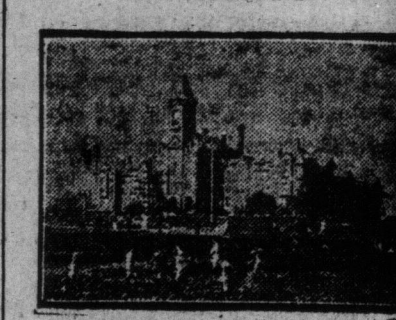
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TORONTO



WINTER TERM WILL BEGIN Wednesday, January 9th, at 10 o'clock A. M. Boarders return January 8th. Successors this year—2 University Scholarships, 10 first-class honors, 45 passes, 6 passes into R. M. C.