

## The Toronto World

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## A LESSON FROM HAMILTON.

The people who buy newspapers with their copper and expect their newspapers to make a show of standing up for public rights, must be shocked by the exhibition afforded them by the Hamilton newspapers.

There, The Herald within the space of a few days jumped from biting antagonism to the Beck power scheme up to strong support of it. The Herald is to be congratulated on its conversion, and the hope is expressed that it will stay good.

But while it has for the time got clear of the Gibson influence, yet the same cannot be said of its rivals, The Spectator and The Times. No one ever imagined that The Times could be anything but the graphophone recording its master's voice. Of all the newspapers in Hamilton, The Times is the most wholly Gibsonized—it has the influence in a chronic form. Hence no shock is caused by its support of Ald. Findlay for mayor and its attacks on the Beck power scheme. It is merely obeying its master's voice.

But The Spectator, the old standby of the Conservative party, the old Conservative when the papers were equal, conservative, were progressive. The old Spectator has broken with the party as it is constituted in Hamilton. It shows its backsliding by opposing Ald. Stewart's candidature for the mayoralty, the Ald. Stewart is the nominee of the Conservatives. And it adds insult to injury by supporting Ald. Findlay as against Ald. Stewart.

But that is not all. The Spectator, supposedly a friend of the Whitney administration, is now fighting the Beck power scheme tooth and nail, regardless of the fact that the Whitney government is pledged to the Beck power policy. Such departures from the strict line of support of the Ontario government might be overlooked in a newspaper less intimately identified with the Conservative party, but to have The Spectator side-step the campaign for cheap power is to bring tears to the eyes of the oldest inhabitant. Why this change? Is The Spectator Gibsonized also?

The spectacle, in which The Spectator plays the leading role, emphasizes the fact that the greatest struggle the people of Ontario ever engaged in is being waged against the Beck power scheme. The electrical trust, in which the hand of Gibson is not concealed, is sparing no effort to defeat the will of the people. When a newspaper like The Spectator, old enough to know better, and tried enough to be true, is found opposing its party's candidate for mayor, fighting against the power bylaw and objecting to the Ontario government's power policy, it is fair to wonder what the whole story of The Spectator's change of heart has not yet been told.

The public will be quick to pick out the friends of public rights, and just as quick to punish the foes of public rights when the day of reckoning comes.

## REDRESS ON PAYMENT.

In allowing Dr. Crichton's appeal on the main ground that he had been found guilty of an offence with which he had not been charged, while disallowing his costs on the ground that he had done something of which he had not been found guilty, the divisional court has followed rather than avoided the errors of the Ontario Medical Council. Indeed the terms of the opinions given by the majority of the court, read by an ordinary layman, can scarcely fail to raise a strong feeling of indignation and to create a conviction that Dr. Crichton was the victim of grave injustice at the hands of his accusers and the judges. Yet, because he has exercised his undoubted right to obtain redress from a decision admittedly illegal and oppressive in the highest degree, he is punished for securing it, because the chancellor holds he has offended against an arbitrary code of professional

ethics. Dr. Crichton performed a public service in having the Ontario medical council instructed in the elementary principles of quasi-criminal proceedings, and it is to be regretted that the divisional court, by refusing to follow the ordinary rule that costs follow results, has lost an excellent opportunity of reading the council the much needed lesson that when it performs quasi-public duties it has also public and personal responsibilities.

## TARIFF REFORM IN BRITAIN.

Little is heard in Canada of the doings of the British Tariff Reform League and, on that account, credence is readily given to reports that Mr. Chamberlain's movement is no longer a factor in the political affairs of the United Kingdom. How far this is from the truth is shown by the report read at the third annual meeting of the league, held in the early part of this month.

Mr. Chamberlain's own message to his supporters stated that he was watching the situation carefully and looking forward with ever-increasing confidence to the future. His conviction was certainly borne out by the record of the work done by the organization, which, from any point of view, is remarkable, and anything but evidence of a decadent cause.

The executive committee stated that the league had continued to make steady progress, and that a great deal of strenuous work had been carried on. Considerable progress had been made in completing the network of organization, and during last year several thousands of meetings had been held, with large attendances, showing increasing public interest in the question.

Speakers and workers all reported that generally they had a good hearing, but that the strong feeling of the electorate upon other topics prevented tariff reform from having fair and adequate consideration. One million and a quarter posters and leaflets had been distributed, and the trades union branch had made very substantial progress. Fifty-four branches having been established in England, Scotland and Wales.

The characteristic of the meeting was the note of hopefulness and buoyancy which pervaded all the proceedings, and the confidence expressed that tariff reform would ultimately become the dominant national movement.

## PROSPECTS OF PUBLIC SERVICES.

During the last few weeks an intermittent but interesting controversy has been in progress between two of our evening contemporaries regarding the right of the city to appropriate a substantial part of the profits of the street railway in relief of rates.

In this connection it has been assumed in some quarters that it is of the essence of municipal ownership and operation of public utilities to do this. But the truth is that municipal ownership and operation is quite compatible with this view and also with the proposition that the surplus earned should be limited to the sum necessary to provide for depreciation and reserve.

Both rules are found in Britain in connection with municipally owned and controlled enterprises and the difference in practice was clearly brought out during the investigation made in 1904 by a select joint committee of the houses of lords and commons.

Several witnesses, including representatives of some of the municipalities, held that municipalities should not be allowed to make on any enterprise a profit to be devoted to the relief of general rates, but that any surplus should be used, first, for the formation of a reserve, and depreciation fund, and, secondly, for the reduction of the price at which the service or commodity is supplied.

Dealing with this matter Professor Ashley in an article in The Quarterly Journal of Economics, states that these witnesses were able to point to a number of instances where this rule holds in varying degrees; for example, Liverpool by its Street Railway Act, may not use any profit for the relief of general rates before 1912 and Scottish burghs which take over the gas supply under a general act, passed thirty years ago, are expressly forbidden to use their profits for any other purpose than the improvement of supply and the reduction of price.

Glasgow, in disposing of its street railway profits, allows a sum of \$125,000, which comes in lieu of the rent paid by the private company during its existence, to the common good, a fund from which payments are made for objects not covered by its rating powers, thus affording no relief to the general rates.

On the other hand there are numerous cases in Britain where the profits from municipal services are used in relief of rates. Among them are cities like Carlisle, where the amount in the pound by which rates are reduced by municipal trading is 1s. 10d.; Leicester, 1s. 6d.; Liverpool, 1s. 2d.; Nottingham and Rochdale, 1s. 4d. each. There are other cases cited by Prof. Ashley where, as in the famous scheme inaugurated at Birmingham by Mr. Chamberlain in 1874, the supply of gas and other services has been undertaken avowedly to obtain funds to carry out sanitary and other improvements.

On the merits of these different policies some very interesting and important evidence was offered. Lord Provost Chisholm of Glasgow, for instance, expressed the opinion "that the application of profits to the relief of the general rate would be dangerous. The temptation to starve an enterprise in order to set aside a sum for reduction of rate would act

## THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Fourteenth Article.

The special despatch from Ottawa published in our Sunday issue, and which has reference to the criticism passed on the board of railway commissioners in these articles, is calculated to place the actual position of matters before the public in an entirely false light.

We are quite prepared to justify every statement made in these columns, and if the board of railway commissioners take exception to any of our remarks, if they will be kind enough to specify what they are, we shall either prove that they are correct or gracefully withdraw them.

In the despatch in question the statement is made that 28,000 tariffs have been filed with the board of railway commissioners, and that it has been found that the board has now been in existence for three years and have not yet started work on them.

It is quite as practicable for the board of railway commissioners to analyze these tariffs as it is for the railway companies to prepare them for publication, provided they adopt the railway system of doing the work and have the necessary knowledge to enable them to handle the tariffs intelligently.

In order that the people of Canada may have a clear understanding of the situation we will explain the railway system of preparing tariffs. The Grand Trunk and Canadian Pacific Railways each have an official known as the traffic manager, and in all questions relating to tolls he is the absolute dictator. To assist him in his work he has two deputies, called assistant freight traffic manager and general freight agent, and these three men form what might be termed the tariff bureau of the company.

It is not necessary for the board of railway commissioners to map out the general policy of the company in so far as the carriage of freight is concerned, fixing the rates for what are known as the basing points and laying out well defined lines on which the tariffs are to be issued. Instructions are given to the tariff bureau to prepare the tariff schedules of rates on the lines laid down by the basing points, so that the board can intelligently go to the basing points, decide whether they can intelligently be raised or lowered, and then lay out well defined rules for the guidance of their assistants in checking over the rates to other points in precisely the same manner as they are prepared by the railways in the first place. There is nothing so alarming in work of this kind, and if the board of railway commissioners were composed of competent traffic men, the work would be done, and done quickly.

As an illustration of how this would work out, let us take the lumber tariff. The rate from Warton, Owen Sound, etc., to Toronto is 7 1/2 cents per hundred pounds, while to intermediate points it is higher. It is not necessary for the board to prepare new tariffs for the railways on an equitable basis, but we can say to them, "You have voluntarily established this rate and we will accept it as a standard, but you must make your rates to intermediate points on a proportionate basis," and the railway companies would be compelled to prepare new tariffs on a satisfactory scale.

The same course could be taken with regard to the coal tariff and other tariffs, and in a short time we would have a system of tariffs on something like an equitable basis.

Discriminations of the kind we have brought before the board of railway commissioners, so plain that even a cursory glance at the tariffs should be sufficient to show that they are inequitable.

The minister of railways assured the people of Canada that the first and paramount duty of the board of railway commissioners would be the regulation of railway rates, and the different view of the board of railway commissioners, and the minister of railways, that they cannot see that it is the policy of the CARRYING COMPANIES TO KEEP THE BOARD OF RAILWAY COMMISSIONERS SO BUSY SETTLING DIFFICULTIES BETWEEN THEMSELVES THAT THERE WILL BE NO TIME TO STARE FOR THE INVESTIGATION OF THE TARIFFS OF THE CARRYING COMPANIES.

The appointment of a tariff bureau to assist the board would be of no practical benefit to the country unless the members of the board have a sufficient knowledge of transportation matters to guide their work intelligently.

As we have already pointed out, the board of railway commissioners have only dealt with one general complaint since it was created, and in that particular case they passed legislation that was antagonistic to the interests of the people.

The board apparently is not conversant with the Railway Act itself. In connection with the complaint presented by Mr. W. F. Maclean they informed him that they had not the power to enforce a thru fare on traffic passing in one continuous journey over two lines of railway, and it is not necessary for the board to have a different view of the Railway Act does specifically cover that very point. Surely it is not too much to expect that the board of railway commissioners shall have a complete and thorough knowledge of the Railway Act. If it is necessary for the public to interpret the act for the benefit of the board would it not be well to publish that fact, so that we may give some time to its study?

The failure of the carrying companies to provide rolling stock for the carriage of the traffic offered them has been before the board for investigation for months, but there has been no practical result from their work.

If the board of railway commissioners feel aggrieved at anything we have said, our columns are open to them for reply, and at this time we desire to submit a few questions for their consideration.

For what purpose was the 28,000 tariffs referred to filed with the board of railway commissioners?

If for inspection and approval, why was not that work performed? If the board have not sufficient staff to perform the work allotted to them, what representations have been made to the government looking to securing increased help?

Why did the board pass legislation in the interests of the carrying companies legalizing car service charges without exacting equivalent compensation from the railways?

When the attention of the board has been publicly called to flagrant discriminations in rates, why have they not ordered modifications to be made?

In this connection we also desire to again ask the government what action, if any, they propose to take with regard to withdrawing the representation of the Intercolonial Railway in the Canadian Freight Agents' Association, a combination in restraint of trade?

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

injurious to the ratepayers." His argument, however, was based to some extent on the special rating system of British cities, and would be inapplicable to municipalities where a different method of rating prevails. Probably a system permitting the allocation of a moderate payment in relief of rates and the application of the balance of surplus for reduction of price would prove the most satisfactory in practice and this is substantially the policy pursued in most of the British municipalities.

The considerations, however, apply particularly to localities where municipal ownership prevails, and are hardly pertinent to the question as it is presented when public services are in private hands. Under existing circumstances and looking to the ineffectual character of the control municipalities can exercise, it is not easy to see any satisfactory alternative to a straight division of profits between the company and the public.

Even if a means could be devised for a reduction of charges equivalent to the sacrifice of the city's share of profits, it would be only a partial remedy for the evils attending private ownership and operation of public franchises. Of equal importance is the fact that at the present moment the public of Toronto are paying in fares the dividend on \$5,000,000 or more of watered stock, issued by the Street Railway Company.

What is imperatively needed in connection with existing franchiseholding corporations is efficient public control along with the restriction of capital

to the actual cost of construction and equipment, the limitation of dividends and the efficient control of operation. But the true and simple remedy is straight public ownership and operation of public services, and to this it must come.

A Calcutta man saw his first game of hockey the other night. "It's the greatest game ever," he said. "Neither baseball, football nor anything else can come near it for pure sport."

Malta-Vite is best whole wheat malt mixed with pure barley malt extract, thoroughly steamed and cooked and every flake baked to a crisp. It is rich in nutrition and readily taken up by the blood to nourish and sustain life. The malt extract has been converted the starch of the wheat into maltose, or malt sugar, predigested and wonderfully nutritious.

And Malta-Vite is so good to eat! On cold mornings try it with hot milk or cream. All grocers, 10 cents.

## JUST IN TIME TO SAVE LAND FOR NEW TECHNICAL SCHOOL

Block Was About to Be Cut Up—Finance Committee in Economical Humor.

The necessity of resorting to an injunction to keep H. H. Williams, real estate dealer, from cutting up a streets pective technical school site into streets was narrowly averted yesterday, when a deputation of school trustees broke in upon the mayor just in time to prevent an endorsement of Mr. Williams' scheme. Mr. Williams was in the mayor's office yesterday, and had secured the approval of the mayor to the proposed plan, when the school trustees, headed by Mr. Williams, broke in upon the mayor just in time to prevent an endorsement of Mr. Williams' scheme. Mr. Williams was in the mayor's office yesterday, and had secured the approval of the mayor to the proposed plan, when the school trustees, headed by Mr. Williams, broke in upon the mayor just in time to prevent an endorsement of Mr. Williams' scheme.

The board of education had, at a special meeting yesterday morning, appointed H. H. Williams to act as trustee in the matter of expropriating the site at the corner of Bloor-street and Brunswick-avenue. The properties in a block of the Bloor estate (283x512 feet), the largest portion of which is owned by Miss Mary M. Wells, it also includes two small lots on Brunswick-avenue owned by Edward Drew and Mrs. A. A. Sinclair respectively. Miss Wells recently purchased her portion at \$25,000, for which the board is now offering \$55,000. For the Drew and Sinclair lots \$5000 each is offered. The present owners are slated until Friday to appoint arbitrators.

Several clauses of the management committee's report were objected to by the finance committee of the board of education yesterday. It was noted that Mrs. M. Swannell and Miss A. Gray had been absent from the meeting of the finance committee. Several of the trustees opined that they would probably be candidates for superannuation as soon as the government's new scheme is known. Trustee H. Simpson suggested that it might be a good idea to introduce a motion at the next board meeting, disqualifying teachers for superannuation who have already been granted over a year's leave of absence.

The proposed superannuation of Miss Louise Slater and Miss Emily Landon, at \$200 per year, was also sent on without recommendation. The committee thought \$100 extra was enough to induce the resignation of a teacher. The finance committee had recommended the resignation of Miss Louise Slater and Miss Emily Landon, at \$200 per year, was also sent on without recommendation. The committee thought \$100 extra was enough to induce the resignation of a teacher.

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## THE T. EATON CO. LIMITED

STORE CLOSES 5 P. M.

## Wednesday a Day Of Big Money Saving On Men's Wear

**Overcoats**  
The long traveller coat of heavy dark imported tweeds; strong Italian lining. Tailored to stay shapely. Sizes 34 to 44. Broken lines, but first-class garments. Regular prices 8.50 and 10.00. Wednesday..... 4.95

**Fur-lined Coats**  
Indigo dyed black beaver cloth shell; lining of Canadian muskrat—well matched thickly turred skins; Persian lamb or otter storm collar. Regular price 60.00 each. Wednesday..... 49.00

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Cardigan was the old-time name and these are the good old-time English kind. One hundred and thirty-two of them have been priced for a quick out-going on Wednesday. Black or seal brown. Two pockets; mohair binding. Small, medium and large sizes. Regular prices 1.00 and 1.50. Wednesday..... .69

**Pyjamas**  
There are only forty-two of these fine imported pyjamas suits and night robes, but the money saving is big enough to make it worth your while getting here early enough. Sateen, silkoline and pure silk—plain white, cream, blue and pink. Regular prices 7.50 and 10.00. Wednesday..... 4.75

**Mufflers**  
Black corded silk and satin; satin lined; shaped around neck. Regular price 75c. Wednesday..... .59

**Sweaters**  
Heavy wool—plain black and cardinal; also plain navy blue jerseys with striped collar. Regular prices 75c and 1.00. Wednesday..... .59

**Fur Caps**  
Wedge shape; extra fine quality Persian lamb, lined with satin. Regular prices 10.00 and 11.00. Wednesday..... 7.95

**Fancy Vests**  
Of stylish dark worsted vestings—silk patterns. Single and double breasted. Perfectly tailored and well lined. Sizes 34 to 44. Regular prices 2.50 and 3.00. Wednesday..... 1.49

**Winter caps of black beaver cloth; fur-lined turn band; visor to protect forehead. Regular prices 50c, 75c and 1.00. Wednesday..... .39**

## Exceptional Underwear Price

We've priced down two hundred and sixty of the best woolen undergarments in the store, for a day of record selling.

The offer really means more than the price difference would indicate, for the garments are the kind that it pays to buy even at the higher prices, because of unequalled warmth and wear.

Imported natural and shetland wool—heavy and medium weights—superior finish; shirts double-breasted; sizes 34 to 44. The regular prices are 1.75 to 3.50 each garment (shirt or drawers), and there are as many at the higher figure as at the lower. Wednesday, each..... 1.29

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The Oldest The Newest  
The Best  
WINTER TERM  
for Day and Evening classes begins Jan. 2. Individual instruction. Library. Free catalogue. Office open daily between 9 a.m. and 5 p.m. Phone M. 1135. T. M. WATSON, Principal.

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To H. M. Queen Alexandra. H. R. H. Prince of Wales.

## Beautifully Clear In Color and moderate in price, are some pretty Stoles and Muffs of White Fox.

A wide Stole, tapering towards the ends, and finished with tails, sells for \$50.00.

A straight tie, the same length, but narrower, is priced \$30.00. A large muff would cost \$30.00.

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Ladies' and Gents' Linen Handkerchiefs.

Ladies' Initialled, boxed, \$1.75. Ladies' Embroidered kerchiefs, at 50c, 75c each.

Ladies' Real Lace Handkerchiefs, from \$2.00, \$5.00, up to \$20.00. Ladies' Hemstitch Handkerchiefs, neat 3-4-in. hems, from dozen.

Gents' Initialled, boxed, \$1.50; also Gents' Hemstitch Edge Handkerchiefs, sized.

Gents' Printed Kerchiefs, at 75c, \$1.00. Gents' Silk Handkerchiefs, at \$2.00, \$3.00, \$4.00, \$5.00, \$6.00, \$7.00, \$8.00, \$9.00, \$10.00, \$11.00, \$12.00, \$13.00, \$14.00, \$15.00, \$16.00, \$17.00, \$18.00, \$19.00, \$20.00, \$21.00, \$22.00, \$23.00, \$24.00, \$25.00, \$26.00, \$27.00, \$28.00, \$29.00, \$30.00, \$31.00, \$32.00, \$33.00, \$34.00, \$35.00, \$36.00, \$37.00, \$38.00, \$39.00, \$40.00, \$41.00, \$42.00, \$43.00, \$44.00, \$45.00, \$46.00, \$47.00, \$48.00, \$49.00, \$50.00, \$51.00, \$52.00, \$53.00, \$54.00, \$55.00, \$56.00, \$57.00, \$58.00, \$59.00, \$60.00, \$61