

The Toronto World

FOUNDED 1880. A Morning Newspaper Published Every Day in the Year.

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will pay for The Daily 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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WEDNESDAY MORNING, DEC. 27, '11

FOR THE CITY RATEPAYERS.

The Mail is another of the Conservatives that has no faith in public ownership and knocks the tubes on every occasion. The Mail never helped Adam Beck in a pinch.

The cry has been in Toronto that we never were able to see far enough ahead. Now that we propose to look ahead and to plan for a bigger city, for wider streets, and seek to put out of business the last of the suburban municipalities (North Toronto) that can legalize more franchises and lay out inconvenient streets, the cry is raised, go slow, don't get too fast, you're running into debt, etc.

And what the venerable senator would do for Toronto he has effectively done for the Liberal governments at Toronto and at Ottawa. He blew them out. But why should the Liberals of Toronto stand for being put in the same hole in which the venerable senator put Ross and Laurier? If they vote for a Bigger Toronto they'll have served notice on the venerable senator that modern ideas and younger men are what the world is looking for.

"Make way for the young and the progressive" should be the inspiration of journalist and public man. Two or three old men at Ottawa have done more in the last twenty-five years to bedevil transportation improvement than all the railway lawyers. Sir Wilfrid Laurier went down a victim to petrified statesmanship! Himself, Jaffray, Fielding, Paterson and Joey Atkinson, who wizened early in his career. If you look into history you'll find that most of the political bedevilment has been wrought by old men in power, or in secret association with men in power. The only thing that becomes an elder in public life is when he fights for the cause of progress. An old man can only keep in by keeping in touch with the living present.

How are we to get the radicals into the city other than by tubes, even if it takes us three or four years to build them? The Street Railway Company won't let them. They said so, and yet the radicals are owned by the same interest. They'd like to involve the two properties in one deal that would give them a new grip on the city. Does The Globe recall that it has been the most persistent of the advocates of bringing in the radicals? Now that Hocken presents a feasible scheme to that end that paper backs thereto.

Once we get North Toronto municipality out of the way, there will only be left the city and township, and a way must be found for co-operative working on the line that the city must ultimately supersede the township. No more plans should be approved by the township without consulting the city.

DEVELOPING RIVERDALE.

Few people realize the immense territory that lies across the Don, no farther away than Bathurst-street, on the west from Yonge-street, but cut off from the city proper by lack of direct access: The Seaton Village and Dovercourt district never developed until car lines were extended along Bloor-street and direct access given to this territory. East of the Don there is a great tract of land utterly undeveloped, even more desirable residentially than the west, which merely requires a direct car line across Bloor-street, the Don and Danforth-avenue, to make it as attractive as the district west of Spadina and north of Bloor.

What is needed for this purpose is the Bloor-Danforth viaduct, the Castle Frank viaduct, as it should be called. The Riverdale Business Men's Association see the need, the people see it, and who should be elected to the board of control this year, will not forget at his meetings to point out the advantages to the whole city of a great direct thoroughfare east and west from Scarborough Township to the Humber.

Mr. Foster knows what economy is, and he has steadily maintained his position as a careful guardian of the

The HOME BANK 1854 of CANADA

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SEVEN OFFICES IN TORONTO

78 Church Street. Cor. Queen West and Bathurst Streets. Cor. Bloor West and Bathurst Streets. Cor. Queen East and Ontario Streets. 243 Broadview Avenue. 1686 Dundas Street.

ANNEX NORTH TORONTO.

From an economic standpoint, if for nothing else, the Town of North Toronto should be annexed by the city. Whether annexed or not, the northern town will continue to grow, because of its fine residential situation. In growing, expenditures will have to be contracted that must of necessity be localized. With the town as a portion of the city, all its new improvements would be made as part of the whole city system and unnecessary duplication prevented. No one denies that the town must be taken into the city inside of the next few years, and the corporations who have and want franchises in the municipality will hold it out as long as possible. It has been frequently pointed out that the town is well able to pay its way and the only reason against annexation comes from the croakers, who are crabbled because the city is growing beyond their small imaginations. Everyone who has a pride in Toronto and its future will vote to have North Toronto annexed.

THE STREET CAR ACCIDENT.

No main street car track should have a series of switches—one for every door of a car barn. One switch is all that should be allowed—leading to a supplementary track, from which all the turn-ins should branch. The company may have to move its barns back to do this. But it should be done. Next, where there are a series of switches like at busy intersections and at the barns, there ought to be switchmen on duty. We know of at least one at Carlton and Yonge. Motormen should not have to move them. Should street railway tracks and equipment pass the engineer of the Ontario Railway Board as federal chartered railways have to pass public inspection? Was there any inspection of the new switch that caused the accident? Fortunately Toronto has few grades, but where we go over the hill and have more bridges over the railways, we'll have to have stronger brake power on all our cars. Lack of cars cause the cars in service to do over-duty and to lose time. Lost time is made up at the risk of safety. Who, then, is most to blame: the motorman or the company? The one who causes the loss of time or the man who tries to make it up?

AFRAID TO GO HOME IN THE DARK.

The Telegram does not like to go into the tubes, because it is afraid of the bogeyman in the dark. The tubes, however, will be lighted with electricity, and the cars will use hydro-electric power. The result will be to reduce the cost of light and power to consumers all over the city. The tubes will help everybody.

BRITISH AND CANADIAN LIBERALISM.

At periodic intervals The Globe publishes imaginative editorial essays for the ostensible purpose of proving that British and Canadian Liberalism is of the same kidney. Yesterday another of these ingenious dissertations was given the dignified position of leading article, an honor conferred, no doubt, from some real or supposed quality of exceptional importance. This particular effort was given the caption "Equality of Opportunity," an excellent thing in itself and well worthy of philippic explication. Its text was a remark, editorially affirmed to have been made by a Conservative holding high office in Ontario, to the effect that his observations in Britain last summer convinced him that the Unionists are making a serious mistake in not breaking away from the privileged classes. "The days of class privilege are numbered," the high Conservative official is reported to have added, "and Britain will never go back to a tax on the bread and meat of the people. I am a Tory of the old school, but I stand for equality of opportunity for all classes before the law."

may be about the possible reversion of the United Kingdom to a policy of modified protection—even The Globe is not quite so sure as it once was, or professed to be, that it will not come—no Canadian will question the matter of equality of opportunity. But when the leading "Liberal" organ in Ontario proceeds to draw a deadly parallel between the struggle against hereditary privilege in Britain and the policy pursued by the "Liberal" party in Canada and declares that rid of the Achans and the reactionists—who would ever have thought from a perusal of The Globe's columns before that fatal September twenty-first, that such beings could find a place in the charmed circle?—"the spirit of Liberalism in Canada rises true to the Liberalism of Britain," our facetious contemporary transcends even its own record for high falutin. Take as a sample of The Globe's romantic methods its statement that "in Canada Toryism is committed to that form of class legislation which protects privileged manufacturers against outside competition and imposes tariff taxation on the many for the special benefit of the few." This is excruciatingly funny when it is remembered that for fifteen years the "Liberal" party of Canada and The Globe maintained that same form of class legislation.

Canadian "Liberalism," far from being "Liberal" in the British sense, has strongly opposed what British Liberals hold to be integral principles of their policy. No progressive measure can be entered to the credit of Canadian "Liberalism"—its record is one of unceasing hostility to that democratic government which has been described as of the people, for the people and by the people. How, as an instance, does the late government stand on the question of public ownership—the hall mark of Liberalism in the United Kingdom? The movement in favor of that valuable bulwark of popular rights has known no more determined enemies than Sir Wilfrid Laurier and his colleagues, held up to universal admiration by The Globe. Sir William Mullock was forced out of the cabinet because he proposed to nationalize the telegraph and telephone systems and place them under the administration of the postoffice department. Only a week or two ago, the late premier denounced the same proposal as radical and revolutionary, altho the British telegraphs have been for many years in the hands of the state, and telephones will be within the next few days. Sir Wilfrid Laurier, too, turned down the demand of the western farmers for national ownership and operation of the Hudson Bay Railroad and the terminal elevators. But it is, needless to recapitulate the sins of Canadian "Liberalism" against British Liberalism. They are written large in recent Canadian history.

BIG PROFITS IN TUBES.

What is all this yolling about the cost of tubes, anyway? The tubes will pay for themselves from the day they begin to operate. Why then is there any objection? Not a cent will be taken out of the taxes on account of tubes. The outlook is that with the enhanced credit of a city that owns its own subway, Toronto will be able to borrow money cheaper and taxes will be less. City Engineer Rust has shown that the passengers using the street railway at the north end of the lines on Yonge-street, Avenue-road, Bathurst, Dovercourt and Lansdowne-avenue, total 22,222 daily. Besides these there are 10,000 people in the vicinity of Yonge-street between the C.P.R. and Bloor-street. Mr. Rust, estimating conservatively, figures that 41,000 passengers every 24 hours would meet all the charges on the tube system. And he calculates that the 50,000 people living north of the C.P.R. tracks would supply 15,000,000 fares per annum. This estimate is based on the present experience of the railway company, which gets 312 fares per head of the population. Controller Hocken demonstrated satisfactorily to the board of trade that the population is increasing at such a rate that in four years there will be at least 133,000 more people in the city. One-third, at least, of these will go into the northern territory. This would give a population of 50,000 there in four years. Taking these at 300 fares per annum, the tubes would get 24,000,000 fares. At four cents this would produce a gross revenue of \$960,000. Taking \$262,250 for interest and sinking fund there would be left \$697,750 for operating expenses, or 70 per cent. The cost of operation on the Toronto Street Railway is only 50 per cent. And tubes are cheaper to operate than surface lines. The same people who are telling the

ADVERTISING was not invented like a patented clock—nor is it a scheme, like a plan to raise money for a college or a church. It sprang into existence in a hundred places, and in a hundred different ways at once. It is an essential part of business—but to be effective it must be done right.

J. Walter Thompson Co., Ltd. Lumsden Building, Toronto Advertising Agents

VATICAN IS WORKING TO END WAR IN TRIPOLI

Triple Alliance May Be Upset by Withdrawal of Italy, Following Negotiations.

ROME, Dec. 26.—(Can. Press).—An exchange of communications between the Vatican foreign office and the chancellors of other European powers is proceeding at the present moment with the greatest activity. The subject of the communications is the war in Tripoli, but the question of the renewal of the triple alliance between Germany, Austria-Hungary and Italy is also being discussed. Efforts are being made both by the government in Constantinople and the Italian foreign office to find a possible basis for conclusion of peace between the two countries.

THE MOTHER DIED FROM STARVATION LAST DECEMBER.

This is one sentence from the records of Dr. Barnardo's Homes of the case of little Sarah and Jane, aged 9 and 4, and suffices to tell the whole tragic story. A good wife and mother; a decent husband; tramping week after week in search of work; these are the outstanding features in this sad narrative; and the end after all the striving is "death from starvation." Think of it! The hard unequal struggle to keep death from the door in this land of civilization—willing to work, seeing wife and children wanting bare necessities, and yet unable to provide them. The heart-rending play of it! Enough to drive man or woman to desperation under the strain. These, writes the honorary director of the homes, are two of the thousands of children whom, by God's help, they are able to succor. In a booklet entitled "If" is shown what would have happened if 75,000 have not passed thru the rescue doors. The great majority of these children would have become paupers, and been chargeable to the state. The average cost of each indoor pauper in England is 27 1/2s 10 3/4d. So that 75,000 extra paupers would cost something like two million pounds per annum. Many of these children would have drifted into crime; instead of that, they are being made into law-abiding and useful citizens.

These 75,000 boys and girls holding hands would make a line about 60 miles long. They would stretch from London to Canterbury; or they would circle Greater London. This number is considerably more than the population of Huntingdonshire or Westmoreland, and it nearly equals the population of Cambridge, it equals the population of Peterboro, Salisbury, Chelmsford, Warwick and Kentonville, all added together.

The figure 75,000 acquires terrible significance if it is added to the population of our jails, reformatories, work-houses, and to the swell roll of the drunkards, the street beggars, and the generally unfit.

The charter of the homes is, as it always has been, "No Destitute Child Ever Refused Admission," and an urgent appeal is made for funds to carry on this Christian national and philanthropic work. Their Majesties the King and Queen and Queen Alexandra are patrons.

Gifts of all kinds—money, clothing, blankets, toys, etc., will be specially welcomed at this Christmas season by the honorary director, Mr. William Baker, L.L.B., at headquarters, 15 to 25 Steeple Causeway, London, E.

BUILD THE TUBE.

Editor World: The time is opportune for the construction of the tube. There is a plethora of money in the money market. The radicals are bound to give an entrance into the city in the near future. Why not prepare for what is inevitable? The tube is the only way to solve the radical problem. Obviously it would be detrimental to the public welfare to have five or six radicals come in on streets already congested with traffic. With such intolerable conditions, it is now, when that may be expected ten years hence when the population shall have nearly doubled? Let us be wise, courageous, optimistic. Let the great majority of the city and properly provide for future needs. They were wise, far-seeing public men who advocated the construction of our civic building. If we had to construct the city hall, it would cost us not two million dollars but nearly four millions. That shows the wisdom of taking time by the forelock. Let us vote for the by-law and follow Horatio C. Hocken, the man with vision and foresight—the Adam Beck of the transportation problem. Robert S. Selby.

SOUND ADVICE.

Editor World: I've seen many rubbers taken off in Canada and venture to suggest that people should keep them on or leave them off altogether. An Experienced Wanderer. Peterboro, Dec. 25.

SATURDAY NIGHT CHRISTMAS NUMBER.

Among the numerous Christmas numbers which were sent into The World office this season, a local one, The Christmas number of Toronto Saturday Night, was the most interesting. This is the first time The Saturday Night Company have put out a really elaborate Christmas number in magazine form, and they are to be congratulated on the success of their efforts. It is, as it should be, a really elaborate Christmas number in magazine form, and they are to be congratulated on the success of their efforts. It is, as it should be, a really elaborate Christmas number in magazine form, and they are to be congratulated on the success of their efforts.

OMEGA The inducement of low price in a poor watch never equals the advantages of perfect service in an "OMEGA." The quality of the "OMEGA" is greater than the price. ELLEN TROUS, Ltd. 118 1/2 Yonge St. Toronto Diamond Importers

PUBLIC AMUSEMENTS

AT THE ROYAL ALEXANDRA. Marie Dressler in "Tillie's Nightmare." The abounding and abundant Marie Dressler heads the big Lew Field's Company, in "Tillie's Nightmare," which will play an engagement of one week at the Royal Alexandra Theatre next week, commencing with a matinee on Monday.

Miss Dressler has won many triumphs in her career, but never in any role has she been one half so funny as in the character of "Tillie Blobs" and the playgoer in search of genuine fun will find full gratification of his desire in "Tillie's Nightmare." The sale of seats opens to-morrow morning.

AT THE PRINCESS.

Blanche Bates. A popular and talented American actress presenting a typically American comedy by an American author, under the managerial guidance of a genuine American producing manager, is the offering at the Princess Theatre for three nights, Thursday, Friday and Saturday, December 28, 29 and 30, with a matinee on Saturday, when Blanche Bates will appear in "Nobody's Widow," by Avery Hopwood, under the management of David Belasco.

AT THE GRAND.

"Way Down East." William A. Brady's special production, "Way Down East," comes to the Grand.

AT THE STAR.

"The Kentucky Belles." The attraction at the Star next week will be the old favorites, "The Kentucky Belles" big burlesquers, in the merry musical farce, entitled "The Morning After," with many attractive features, including clever comedians, prima donnas, duettists, vaudeville artists, and a large girl chorus.

ROOSEVELT SITS TIGHT.

NEW YORK, Dec. 26.—Ex-President Roosevelt said to-day he was taking no part in the New York State election and "not a single human being" had asked him to favor any candidate.

FARMER KILLED BY TRAIN.

CANFIELD, Dec. 26.—A fatal accident occurred at 11:45 o'clock Monday night, about 2 miles west of Canfield, when Edgar Brown, a highly respectable young farmer, was struck by a Grand Trunk eastbound train. Mr. Brown, accompanied by his wife and lady friends, was returning from a Christmas entertainment at Canfield, when meeting the train the ladies stepped to one side. Mr. Brown to the other. He apparently changed his mind and attempted to recross the track and was struck, receiving such injuries that caused his death in an hour. Deceased leaves a young wife, but no family.

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Disappears in Five Minutes After Taking a Stuart's Dyspepsia Tablet.

A Trial Package Sent Free On Request. All of the unpleasant sensations attendant upon eating too heartily are instantly relieved by a Stuart's Dyspepsia Tablet. Like sticking a pin in a rubber balloon. The reason is simple and easy to understand.

When you take food into a stomach that is tired and overtaxed the gastric juices do not form fast enough to digest it properly. So the food becomes sour and at once begins to throw off gas. Your stomach becomes inflated just as surely as if you attached a toy balloon to a gas jet. Then the gases and foul odors issue forth and pollute your breath, making you an object of nausea to your friends. Your tongue quickly becomes coated, and you can taste the foulness that is within another stomach.

Now all this condition is changed instantly by a Stuart's Dyspepsia Tablet. This little digester gets busy at once—supplies all the digestive juices that were lacking—digests the food in 15 minutes and opens up the clogged stomach and bowels. It also sweetens and refreshes the mucous lining of the stomach and bowels and restores peace and content.

If you will give Stuart's Dyspepsia Tablets a chance they will not only sweeten your stomach but also your disposition and you will never have another stomach ache.

One grain of a single ingredient in Stuart's Dyspepsia Tablets will digest 2,000 grains of food. This saves your stomach and gives it the rest it needs. All muscles require occasional rest. If they are ever overtaxed. This stomach is no exception to this rule.

Try a box of Stuart's Dyspepsia Tablets and you'll wonder how you ever got along without them. They are sold at 50 cents by all druggists everywhere. A trial package will be sent free on request; to F. A. Stuart Co., 150 Stuart Bldg., Marshall, Mich.

Peace Has Its Victims. ST. PETERSBURG, Dec. 26.—A brawl occurred yesterday among time-expired sailors employed at the gunpowder works in the outskirts of St. Petersburg and soldiers. A soldier was wounded and a sergeant, who attempted to interfere had his head fractured by a small calibre shell.

Why do you keep on paying high prices for imported beers, when you can get a finer lager for about half, by asking for

O'Keefe's Pilsener Lager "The Light Beer in the Light Bottle."

During the last few months we have been shopping the following. To be sure, we have good values in our own country, but we have not seen anything like this. In present times, when prices are so high, it is a relief to find a beer that is so good. It is a relief to find a beer that is so good. It is a relief to find a beer that is so good.

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AT OSGOOD HALL

Single Court. Dec. 26, 1911. Quebec Bank v. Sovereign Bank. E. Hodgins, K.C., and D. T. Symons, K.C., for plaintiff; W. J. Boland for defendant. Motion by plaintiff for an order to compel the defendant to pay the amount of the debt, for breach of an undertaking. Upon the International Assets and G. T. Clark being added as parties defendant, and on behalf of the defendant, E. Jarvis, president of defendant bank, for breach of an undertaking. Upon the International Assets and G. T. Clark being added as parties defendant, and on behalf of the defendant, E. Jarvis, president of defendant bank, for breach of an undertaking.

Divisional Court. Before Falconbridge, C.J., Britton, J., Latchford, J., D'Avignon, J., Bomarito, J. F. Boland for defendant; J. W. G. Winnell (London) for plaintiff. An appeal by defendant from the judgment of the charter of Oct. 25, 1911. An action by the sheriff of the County of Essex, assignee of the estate and effects of James Bomarito, to set aside a chattel mortgage made by the said James Bomarito to the defendant, his father, to declare same null and void, and that the moneys realized by the sale of goods, etc., covered by the said mortgage, are the property of the estate of James Bomarito. At the trial judgment was given for plaintiff as asked. Judgment: There was no evidence adduced in the opinion of the court in support of the defendant's contention that the mortgage was made by the defendant. After a careful perusal of the evidence, we are satisfied that the facts might well have been found more strongly against the defendant. As found, however, the application to them of the provisions of the statute was, we think, quite properly made. The appeal fails and is dismissed with costs.

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Tonic Rush

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55 TO 61 K

COUNCIL

Continued

he says, "be derived from the responsible to the city is the profits." He says much, if not all, is that the nature of Dominion Government. I wish to see, as treasurer at this position, submit that the I would be re-own property mission over have no control.

Ald. Maguire thought City Council should have been taken over by a ver over all that the Board of Aldermen argued against. Controller C. ter had all by Nothing, how two years ago city council only complex. The assessor authorized to change of the W. A. Dunn's port-road, W. A. Dunn's and Industrial recently burned expropriated at a reason. A letter was owner of the in it that he holder of his being and to a refuse, shavin not endanger town, he said to a minimum. The speaker giving Mr. D.

The question Hall was debt of the aldermen should not be discussed. The discussion of the motion was the Board of Aldermen should not be discussed. The discussion of the motion was the Board of Aldermen should not be discussed.

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