

The Toronto World

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

WORLD BUILDING, TORONTO.
Corner James and Richmond Streets.
TELEPHONE CALLS:
Main 5308—Private Exchange Con-
necting All Departments.

\$3.00
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.

\$2.00
will pay for The Sunday World for one
year, by mail to any address in Canada
or for sale by all newsdealers and news-
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Postage extra to United States and all
other foreign countries.

Subscribers are requested to advise
us promptly of any irregularity or
delay in delivery of The World.

WEDNESDAY MORNING, DEC. 27, '11.

FOR THE CITY RATEPAYERS.

The Mail is another of the Conserva-
tives 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. The
venerable senator who owns The Globe
and directs its policy is the man in
Toronto who has the least confidence
in its future. He thought he could
put out the municipal electric light by
blowing at the bulb, and he thinks he
can stop the city hall clock by blowing
up the tower!

And what the venerable senator
would do for Toronto he has effectively
done for the Liberal govern-
ments 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 Lau-
rier? If they vote for a Bigger Toron-
to they'll have served notice on the
venerable senator that modern ideas
and younger men are what the world
is looking for. Let Toronto become
petrified (in the service of private
capital) is the venerable senator's
one aim.

"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 Wil-
frid Laurier went down a victim to
petrified statesmanship! Himself, Jaf-
frey, Fielding, Paterson and Joey At-
kinson, who witnessed early in his
career. If you look into history you'll
find that most of the political bedevil-
ment 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 parties 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 theret.

Once we get North Toronto munici-
pality 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 town-
ship. No more plans should be ap-
proved by the township without con-
sulting the city.

DEVELOPING RIVERDALE.

Few people realize the immense ter-
ritory that lies across the Don, no far-
ther away than Bathurst-street, from
the west from Yonge-street, but cut off
from the city proper by lack of direct
access. The Seaton Village and Dover-
court 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 undevel-
oped, 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 Associa-
tion see the need, the people see it, and
we hope ex-Controller Foster, who is
advocating other good measures, 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 thor-
oughfare east and west from Scarborough
Township to the Humber.

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

The HOME BANK 1854
of CANADA

Open a current or cheque
account with the Home Bank
and pay your housekeeping
or personal bills by cheque.
This is a more business-like
method than paying with
cash out of hand. Your re-
turned cheques are receipts
for the amount paid.

SEVEN OFFICES IN TORONTO

8 King Street West.
78 Church Street.
Cor. Queen West and Bathurst Streets.
Cor. Bloor West and Bathurst Streets.
Cor. Queen East and Ontario Streets.
243 Broadview Avenue.
1856 Dundas Street.

city's finances. He will have no diffi-
culty in showing that the engineer's
plan for the viaduct, while having a
greater first cost for concrete than for
steel, will be much cheaper in the end.
The painting of the steel and repairs
would cost more than the extra cost of
concreting in a short time.

Mr. Foster represents the east end in
this matter, but it is not a sectional
one, and we believe that nothing of a
purely sectional nature would com-
mand his support.

ANNEX NORTH TORONTO.

From an economic standpoint, if for
nothing else, the Town of North Toron-
to should be annexed by the city.
Whether annexed or not, the northern
town will continue to grow, because of
its fine residential situation. In grow-
ing, expenditures will have to be con-
tracted that must of necessity be local-
ized. 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 duplica-
tion prevented. No one denies that the
town must be taken into the city in-
side 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
crabbed because the city is growing be-
yond their small imaginations. Every-
one 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—one leading to a
supplementary track, from which all
the turn-ins should branch. The com-
pany 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 switch-
men 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 char-
tered railways have to pass public in-
spection? Was there any inspection of
the new switch that caused the acci-
dent?

Fortunately Toronto has few grades,
but when 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 ser-
vice 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 electri-
city, and the cars will use hydro-elec-
tric power. The result will be to re-
duce the cost of light and power to
consumers all over the city. The tubes
will help everybody.

BRITISH AND CANADIAN LIBER-
ALISM.

At periodic intervals The Globe pub-
lishes 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 particu-
lar effort was given the caption
"Equality of Opportunity," an excel-
lent thing in itself and well worthy of
philosophic 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 Uni-
onists are making a serious mistake
in not breaking away from the privi-
leged classes. "The days of class privi-
lege are numbered," the high Conserva-
tive official is reported to have add-
ed, "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."

Whatever difference of opinion there
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 be-
tween the struggle against hereditary
privilege in Britain and the policy
pursued by the "Liberal" party in Can-
ada 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 Sep-
tember 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 ro-
mantic methods its statement that "in
Canada Toryism is committed to that
form of class legislation which pro-
tects privileged manufacturers against
outside competition and imposes tariff
taxation on the many for the special
benefit of the few." This is excruciat-
ingly funny when it is remembered
that for fifteen years the "Liberal"
party of Canada and The Globe main-
tained that same form of class legisla-
tion.

Canadian "Liberalism," far from be-
ing "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 un-
ceasing 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 ques-
tion of public ownership—the hall mark
of Liberalism in the United Kingdom?
The movement in favor of that valu-
able bulwark of popular rights has
known no more determined enemies
than Sir Wilfrid Laurier and his col-
leagues, held up to universal admi-
ration by The Globe. Sir William Mu-
lock was forced out of the cabinet be-
cause 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 re-
volutionary, altho the British tele-
graphs have been for many years in the
hands of the state, and telephones in
the hands of the next few days. Sir Wil-
frid Laurier, too, turned down the de-
mand of the western farmers for na-
tional ownership and operation of the
Hudson Bay Railroad and the terminal
elevators. But it is, needless to re-
capitulate the sins of Canadian "Lib-
eralism" against British Liberalism.
They are written large in recent Cana-
dian history.

BIG PROFITS IN TUBES.

What is all this yelling 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? No
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 rail-
way at the north end of the lines on
Yonge-street, Avenue-road, Bathurst,
Dovercourt and Lansdowne-avenue, to-
tal 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 pre-
sent experience of the railway com-
pany, which gets 312 fares per head of
the population.
Controller Hocken demonstrated sat-
isfactorily 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 \$268,250 for interest
and sinking fund there would be left
\$691,750 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

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markets. The radicals are bound to get
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future. Why not prepare for what is
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to solve the radical problem. Obvi-
ously it would be detrimental to the
public welfare to have five or six rad-
icals come in on streets already con-
gested with traffic. With such intel-
ligent consideration existing now, what
may be expected ten years hence when
the population shall have nearly dou-
bled? Let us be wise, courageous, op-
timistic, have faith in the future great-
ness of the city and properly provide
for future needs. They were wise, far-
seeing public men who advocated the
construction of our civic buildings. If
we had to construct the city hall now
it would cost us not two million dol-
lars but nearly four millions. That
was the wisdom of taking time by
the forelock. Let us vote for the by-
law and follow Horatio C. Hocken, the
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An Experienced Wanderer.
Peterboro, Dec. 25.

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Among the numerous Christmas
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The Christmas number of Toronto Sat-
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OMEGA
The inducement
of low price in a poor
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"OMEGA." The quality
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ELI H. ROGERS, Ltd.
1155 Yonge St.
Toronto
Diamond
Importers

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 differ-
ent 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
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Also at
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The heart-rending story of it! Enough
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Ever Refused Admission," and an ur-
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Gifts of all kinds—money, clothing,
blankets, toys, etc., will be specially
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efforts. It is, as it should be, gen-
erally Christmas number and the work is
all done locally, in printing, color
plates, etc., it can compete with the
finest periodicals of England or Ger-
many.

We understand that it is to be the
policy of The Saturday Night to pro-
duce a number of this kind every
Christmas, and if the same high stan-
dard of quality is maintained, the pub-
lic demand for it will, no doubt, be
very great.

Editor World: The time is opportune
for the construction of the tube. There
is a plethora of money in the money
markets. The radicals are bound to get
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. Obvi-
ously it would be detrimental to the
public welfare to have five or six rad-
icals come in on streets already con-
gested with traffic. With such intel-
ligent consideration existing now, what
may be expected ten years hence when
the population shall have nearly dou-
bled? Let us be wise, courageous, op-
timistic, have faith in the future great-
ness of the city and properly provide
for future needs. They were wise, far-
seeing public men who advocated the
construction of our civic buildings. If
we had to construct the city hall now
it would cost us not two million dol-
lars but nearly four millions. That
was 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 prob-
lem. Robert S. Selby.

BUILD THE TUBE.

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man with vision and foresight—the
Adam Beck of the transportation prob-
lem. Robert S. Selby.

Editor World: I've seen many rub-
bers 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.

SOUND ADVICE.

Among the numerous Christmas
numbers which were sent into The
World office this season, a local one,
The Christmas number of Toronto Sat-
urday Night, was the most interest-
ing. This is the first time The Satur-
day Night Company have put out a
really elaborate Christmas