

# THE TORONTO WORLD

A Morning Newspaper Published Every Day in the Year.

## A SITUATION THAT MUST BE FACED.

A situation confronts the people of Toronto in regard to their street railway service. About one thousand dollars a day is taken out of the receipts of the road to provide a dividend on six millions of watered stock—stock for which not one dollar went into the road. If that capital had gone into the road, or the interest on it could have gone into improving, maintaining and increasing the equipment and making the service more serviceable in all directions, what a difference would we see. Even five hundred dollars a day would do a lot in this way.

Have the directors any right to pay such dividends under existing circumstances? That is the situation.

There is a legislative remedy for all evils of this kind. The legislature has the power and it owes the duty to intervene and to say to the railway directors, you must give the public a better service before you pay any more dividends, or you must cut down your dividends to 2 1/2 per cent. until you bring the road up to a much improved standard of service and equipment.

Mr. Whitney and his government are the guardians of our municipal institutions and it is the perpetual duty of those in charge of the provincial government to tackle every new phase of municipal administration, and where abuses creep in, to find a cure for these abuses. It will be no use to say that it was imprudent or that some one stole, or mismanaged, or that some former alderman, mayor, official, was either negligent or corrupt. Government exists not to confirm abuses or to sit silent in sight of them; it must move to remove them.

So far not one man in the city hall administration, not one newspaper outside of The World has dared to approach this abuse caused by watered stock and to demand legislative interference.

The dividends can be stopped, can be reduced, the stock can be converted into 3 1/2 per cent. bonds guaranteed by the city and the ownership thereupon put in the city, or the city could be authorized to buy in the stock to the same end.

Because The World has really touched the vital issue and made it plain to everyone, the men who ought to do something and the professed leaders who ought to advise something shirk any deliverance.

Again we ask Mayor Coatsworth does he intend to request the legislature to intervene and to reduce or stop dividends till the service is improved?

What have John S. Willison, L.L.D., and J. W. Flavelle to say on this point?

And J. E. Atkinson, who professed to be anxious to serve the people? And the able editor of The Globe? Where is he on this crime of watered stock? Is he too with water-gate or is he worth on the question of watered stock? This is a live, specific issue, not a glittering generality.

Where are all these good men? They have been tearing their hair over the street car situation for some weeks; where are they on the real situation now that it has been shown to them?

And the very circumstance that we have pointed out in regard to the street railway occurs at other and equally dangerous points. It is the great issue in public services to-day—this overloading of a public service with bogus stock.

We've got to fight it and overcome it or it will overcome us and our boasted institutions.

## WHAT A GOVERNMENT OWNED RAILWAY DOES FOR THE PEOPLE

The advantages and popularity of public versus private ownership are strikingly illustrated in the returns of the passenger and freight receipts of the people's road, the Temiskaming and Northern Ontario Railway, from Jan. 1 to Nov. 7 of this year. Compared with the same period of last year they show a marvelous growth and vitality that speak well for the very excellent manner in which this line has been operated. Between the two dates mentioned above 200,737 passengers have been carried over the road, as against 199,141 during the same period last year, and 244,631 tons of freight, as against 177,387 tons, whilst the receipts from passenger fares are \$306,533.07, against \$73,161.19, an increase of \$233,371.88. The freight earnings for the same period are \$183,291.55, against \$22,505.97, an increase of \$160,785.58. Last year there were only four trains daily, this year there has been a daily service of six trains, which have been run at the same cost as four were last year. So at this rate the line will show a handsome profit, which will go into the provincial exchequer for the relief of taxation.

It is intended at an early date to extend the line further north to open up the vast agriculture and timber areas of the district around Charlton.

It is calculated that there is an area of some 256 square miles of rich agriculture land that can be thrown open as soon as this extension is made.

About 123 families are settled there now, and 300 more went in this season. Most of the land is covered with light growth, which can be and is easily cleared. Indeed the farmers are now sending in to the Soo an average of 15 carloads of pulp wood daily, which find a ready and remunerative market. The company has made a low freight charge to help all new settlers with their lumber, and the timber to all intents and purposes pays the cost of clearing and leaves a profit. The farmers that are settled are a happy, prosperous, contented people, with comfortable homes in their clearings under cultivation. They are growing onions, radishes, lettuce, cabbage and tomatoes, all of which do well and find a ready market.

The commission, who are operating the road, are doing everything they possible can to assist farmers with their produce by giving a low rate to the market, and by so doing they are making a fair profit over working expenses. How different this is from a line owned and operated by a corporation, when it frequently costs more to send 5 cent of produce to the local market than is charged the foreigner to carry a ton of his products into the market that the farmer should have.

The moral of this is obvious, and the people of Ontario should bring all possible pressure to bear upon the government to increase and develop the railway facilities, not alone of New Ontario, but of the province.

THE GILLES' LIMIT DISCOVERIES.

If the report be true, that an enormous body of very high grade silver-ore has been struck on the reserved Gilles' limit, the wisdom of the provincial government in reserving this area becomes more than ever apparent.

As compared with the situation in the Cobalt region, the advantages of the prevailing system, the advantages of extending straight governmental administration are very manifest, both as re-

gards the financial benefit bound to accrue to the provincial revenues and the protection afforded to the public in the matter of mining enterprises. By assuming responsibility for all future prospecting, either with or without the recognition of the first individual discoverer of new mineral deposits, the government has it in its power to make Ontario from now henceforth, a model for all communities similarly situated.

The policy hitherto pursued with regard to mineral deposits is a relic of earlier pioneering days now passed away. It is totally unsuited to a province in an advanced stage of development, and is now a mere anachronism.

The whole unclaimed mineral wealth of Ontario is the property of the people and its administration for their best interests is the duty of the government, who in this are the representatives of and trustees for the citizens. Is there any reason whatever why, in dealing with this great provincial asset, a different rule should prevail from that followed by a private owner who finds himself some fine morning the possessor of valuable minerals? He does not throw his land open to any prospector who happens to be around, for a nominal consideration, but makes the best terms he can in his own interest, nor is his action challenged as raising obstacles in the way of mining enterprise.

Why should the government, as trustee for the coming people, be less insistent on the rights it is bound to protect?

Ontario is quite able at this time of day to adopt and execute a mining policy of its own. If the Gilles' area can be reserved, prospected, proved and ultimately administered in a way which will secure for the citizen a fair share of its mineral wealth, so can all other mineral lands. Had the method followed in the case of the Gilles' area been earlier applied, how different would the situation in Cobalt be to-day? There would have been no wildcat speculations appealing for public support on the strength of genuine discoveries and based on real or shadowy claims such as the present mining law lends itself too easily to sanction. The mineral areas would have been dealt with as straight business propositions, either directly by the government or through actual working companies with profits accruing to a proper share of the province, and the establishment of provincial industries. These excellent and permanent advantages must no longer be sacrificed in the case of future mineral discoveries, and they can be secured by the extension of the Gilles' policy to the whole unclaimed mineral lands of Ontario.

## THE SUNDAY WORLD.

To-morrow's issue of The Sunday World will be a double number, and besides being beautifully illustrated and printed in color, will serve as a particularly valuable guide to the Christmas shopper. Toronto merchants have taken generous advantage of the columns of The Sunday World holiday number to aid the distracted shopper in a selection of gifts, and time will be well spent in perusing the handsomely displayed advertisements.

Pictorial features of this exceptionally fine number of Canada's handsomest illustrated newspaper include a full page of artistic engravings representing various forms of Canadian winter sports, such as ice-boating, skating, "bobbing," and tobogganing. Another page is devoted to handsome Canadian children—a remarkably effective and pleasing feature. In close

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

### Twelfth Article.

Shortage of cars: The term is no doubt very familiar to the farmer and manufacturer throughout the country, especially to those who are so unfortunate as to be located at a local point on any of the Canadian railways, but few of us realize the enormity of the losses sustained in the aggregate thru this disability.

The inability of the carrying companies to provide accommodation for the carriage of the traffic offered them for shipment is due to the fact that they have not kept pace with the development of the business of the country, and when the annual rush of traffic takes place they have neither the rolling stock to meet the demand nor the motive power to handle it expeditiously.

The Canadian railways are so sadly deficient in equipment that they are using the cars sent into Canada by the American lines for local traffic throughout the country, and this also works a hardship on the people of Canada, as it frequently happens that the Canadian railways have so many foreign cars on their lines that the American companies place an embargo upon the movement of cars this way, and the Canadian manufacturers are unable to secure necessary supplies from United States territory.

The board of railway commissioners have repeatedly been requested to make a thorough enquiry into this grievance and take steps to compel the carrying companies to furnish adequate facilities for the transportation of the traffic of the country, but up to the present time there has been no practical result. We notice from the press reports that the Canadian Manufacturers' Association have recently been in correspondence with the board of railway commissioners on this subject, and have received a reply from the secretary of the board to the effect that they have no information to give them.

The public has long ago given up the idea that relief from our present disabilities can be secured thru the board of railway commissioners, and as the Dominion government is responsible for the creation of that tribunal, they should be held responsible for its acts, or rather for its inaction, and the people have decided that it is necessary for them to appeal directly to the government for reform. Months ago this question was presented formally to the board of railway commissioners, and the statement was made to them that there was one way, and one way only, in which an end could be put at once and for all to the annual car famine throughout the country, and that was to impose a penalty upon the carrying companies for failure to supply cars within a reasonable time for the carriage of the traffic offered for shipment.

The board of railway commissioners had no hesitation in imposing a penalty on the people of Canada for delays to the rolling stock of the carrying companies, but when it comes to a question of protecting the public against losses sustained thru delays to traffic on the part of the railways, and the imposition of a similar penalty upon the carrying companies, they cannot see their way clear to deal with the question.

In other words, the board of railway commissioners is prepared to pass legislation for the benefit of the carrying companies, but they are not willing to extend the same measure of protection to the people of Canada.

It is not an unusual occurrence for shippers to be compelled to pay car service charges for delays to rolling stock and then have to wait days before the railways will place these identical cars for delivery. Is there any justice in legislation that enables the carrying companies to collect tribute from the public for delays to traffic, but which does not impose any obligation upon the railways to move that same traffic promptly?

We are told that the shortage of cars is due to delays to rolling stock on the part of the public, but that contention is simply absurd. The number of cars which are delayed by shippers and consignees comprises a very small proportion of the immense volume of business handled by the railways, and even if the comparatively few cars so delayed were handled promptly and expeditiously, their use would hardly be noticeable in relieving the stringency.

The annual shortage of cars is absolutely and entirely due to the fact that the railways do not realize their duty to the public, and are not attempting to keep pace with the development of the country, and have neither the cars to handle the traffic nor the engines to move it when it is loaded.

The only way in which relief will ever be obtained is for the people to wake up and demand from the government the protection to which they are properly entitled. If the public is not prepared to enter a vigorous protest against a continuation of the present situation, they do not deserve any better treatment than that now accorded them.

If a penalty of the nature suggested is imposed upon the railways they would immediately, in self-protection, take steps to provide the motive power and rolling stock necessary to handle the business of the country. The remedy is simple. Will the government see that it is applied?

Note: In our article of yesterday the rate on lumber from Warrington, etc., to Toronto is given as 7 1/2 cents per hundred miles. This should read per hundred pounds.

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

touch with the banquet tendered by the board of trade to Messrs. Mackenzie and Mann last night, are new Sunday World portraits of these railway magnates. There are also engravings of Mr. Mackenzie's palatial residence, and of Mr. Mann's new summer home on Scarborough Heights.

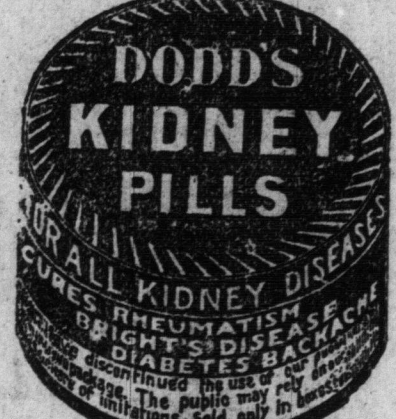
A delightful Christmas flavor is given to the number for the edification and pleasure of the little folks, "Dolly's Christmas Party" tells how to give Miss Dolly a party, how to issue the invitations; how to set the table, and what to put on it; with pictures showing how it should be arranged. "Betty's Christmas Idea" is a pretty story of a little girl's cunning method of adding spice to her Christmas gifts. The larger boys will find "Dick Stone's Adventure" highly entertaining. The story is accompanied by a fine engraving, from the original drawing by J. Dunkerley of an unexpected meeting of a cowboy and a huge cinnamon bear.

When Santa Claus Went Out on Strike," an original story, will set little ones pondering over how much they owe to their patron saint, and "Foley's Idea of Christmas" includes the gray-haired colleen in the distribution of Christmas presents. English choral singing carols in the streets on Christmas morning. There's a fine engraving of one of these choirs from a photograph made in a town near Birmingham last Christmas. The picture is interesting, since the custom has been transplanted here. St. Matthew's boy choir is preparing an excellent program of music for the Christmas services, and a fine group picture is timely.

These items only partially cover the list of strong features in to-morrow's great paper. It is manifestly impossible to convey in cold type any idea of the pictorial beauty of the number. A copy sent to distant friends will be far more appreciated than a Christmas card or a picture postcard. Nothing so artistic, so purely Canadian, has ever before offered in Canada for the nominal price of five cents, and inasmuch as the edition is limited, the wise will secure their copies early.

A COURT OF ENQUIRY THAT INQUIRES.

Winnipeg Telegram: The police court has approved its worth during the past few months. It is never did before. No court of enquiry in election cases ever showed its probing qualities as did the police court at



## Wind-up of the Overcoat Clearance

THE word clearance sounds as if we were getting rid of some old stock. But those thousands of men who know the store know it NEVER has any old stock—gets rid of the goods when men want the goods always.

In this case we've a record to beat and we're going to beat it.

We purchased a big quantity and added to the lot from our own regular stock and every coat is a stylish well made garment. We guarantee you good choice if you come in the morning; after that you'll have to take what you can get—and the last purchaser will get just as great value for his money as the first man.

### WHICH WILL YOU HAVE?

<p><b>At 3.98</b></p> <p>English tweeds, Oxford gray and black chevots, black beaver and blue beaver cloth. Tweeds, single-breasted, with and without velvet collars. Chevots and beavers single-breasted, Chesterfield style, deep vents. Lengths 46 to 50 inches. Strong linings. Sizes 34 to 45 inches chest measure. You save dollars. Each..... 3.98</p>	<p><b>At 5.95</b></p> <p>Tourist and long Chesterfield styles; deep vents. Canadian, Scotch and English tweeds, English beavers, chevots, frizzes and kersey cloths—black, Oxford gray and brown—fancy checks and plain colors. Some velvet, some self cloth collars. Sizes 34 to 44 inches. Best overcoat saving of the year. Each..... 5.95</p>
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MAIN FLOOR—QUEEN STREET.

THE T. EATON CO. LIMITED



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

## Slippers made by the Indians are

very dainty and most comfortable for house wear.

And that they are somewhat uncommon, will make them the more acceptable for a Christmas gift. We have them in all sizes, from the tiny slipper for the little tot, to the large sizes for men.

Made of fur, moose hide, seal leather, horse hide and sheep skin, with lining of fur, mohair, satin or felt. Some are trimmed with fur. All are ornamented with moose hair or porcupine quills. Prices range from 75c to \$9.00.

## HOLL RENFREW & CO

5 King Street East.

## OSGOODE HALL

ANNOUNCEMENTS FOR MONDAY.

Chambers.

Cartwright, master, at 11 a. m.

Divisional Court.

Peremptory list for 11 a. m.:

1. Highway v. Toronto Railway.

2. International v. Bessette.

3. Livingstone v. Livingstone.

4. Morden v. Morden.

5. Steele v. Smith.

6. O'Sullivan v. Clarkson.

Brown Wins.

Chief Justice Falconbridge yesterday handed out judgment in the case of the International Text Book Co. against Brown. Judgment was given for the defendant.

Application of T. G. T. Corporation Refused.

The Toronto General Trusts Corporation applied in Judge's chambers for an order setting aside the certificates of its pendents, issued by Frank Breen in his action against the company. The court refused the company's application, with costs to the plaintiff in the reference.

Begun an Action.

F. G. Sanderson of St. Mary's has begun an action against J. H. Poynts of Toronto, David H. Seaman of Owen Sound, Henry Sherin and the Milk-Ann-Oat Tole Co. of New York for specific performance and for damages.

Judgment Granted.

The Carbonating Apparatus Company of New York obtained from Master-in-Chambers Cartwright a judgment against R. E. Crane of Toronto for \$478.40.

Action Dismissed.

James E. Loney began an action against James Hales and Richard N. Hales, and entered a *lis pendens*



## The Best Pudding

comes from the bowl into which the best ingredients go, and Michie's superior currants, raisins, spices, peels and flavorings de their part toward a satisfactory result.

## The Children's Part

of Christmas—always well cared for—was never so completely and attractively provided for as now, and there is not only variety and beauty to please the eye, but there is wholesomeness in everything for eating—especially the candy.

## Michie & Co., Ltd.

7 King St. West

Established 1836.

against certain lots in the Township of Monmouth, County Haliburton. Yesterday the plaintiff applied for and obtained from the master-in-chambers an order dismissing the action and vacating the certificate of its pendents.

Wants Summary Judgment.

J. E. Haines has a suit against Owen J. B. Farley, claiming \$3500 for three shares of the capital stock of the Henderson Roller Bearing Company. Yesterday, before Master-in-Chambers Cartwright, he asked for summary judgment. The master is considering the application.

Trouble Over Boundaries.

James Patterson and James Todd, Jr., are owners of adjoining lots in the Village of Burritt's Rapids, County Grenville. Differences arose between them as to the boundary line, posts were pulled down, and after Todd had assaulted Patterson a lawsuit resulted. The action was not moving fast enough to suit Todd, so he moved before the master-in-chambers to have the action dismissed for want of prosecution. Patterson vigorously opposed such a move. The master reserved his judgment.

Company to Be Wound Up.

Chief Justice Meredith, in chambers, yesterday made an order to wind up the McLachlan Gasoline Engine Co. The applicant was William Perkins Bull, who claims the company is indebted to him for \$7446 on a promissory note. The reference is made to the master-in-ordinary, and J. P. Langley is appointed interim liquidator. The nominal capital was \$100,000, of which \$42,000 was subscribed for, and paid up. The directors are: Rev. Dr. William Galbraith, president; W. P. Breton, Rev. Dr. John Poyts, W. P. Bull, William Van Dusen and John Robson. Mr. Bull places the liabilities, exclusive of the bank's claim, at \$14,000, and he does not think that the assets would realize more than \$2000, if an immediate sale were made.

John Robson, an Englishman, posed here as a capitalist, and recently agreed to take over the company. He left for Winnipeg, ostensibly to look into its affairs in that city, and has not returned.

## EDUCATIONAL.

WINTER TERM OPENS JAN. 2nd

ELLIOTT

Cor. Yonge and Alexander Sts., Toronto

A Superior School. Arrange now for next term. Advantages unsurpassed. Handsome Catalogue free.

W. J. ELLIOTT, Principal.

THE MYSTIC

Some Interest

the Pen

"The real cause of the excessive 'or food and drink to a disturbance of the liver. As ducts such as into the blood, known as gout. Consequently, ing proper diet activity, a cure. Probably no such success in Hamilton. His pills of nut are every be a specific of a gish liver; they to this organ, form its duties today. Once the liver's Pilla apply, sends it back of nourishment. Rheumatism, noticed, for pur that causes the difficulty of the past. Of course by Pilla as such, the Pilla must be what are they Rheumatic Pilla. Thus it is of good is according to the Pilla. As visitor coming to them their best per box or five dealers, and be the Dr. Hamlin

TORONTO CONSERVATORY OF MUSIC

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Local Examinations.

ILLUSTRATED CALENDAR

SCHOOL OF EXPRESSION

F. H. KIRKPATRICK, Ph.D., Principal.

Public Speaking, Voice Culture, Dramatic Art. SPECIAL CALENDAR.

Death of Mrs. J. C. Field.

Cobourg, Dec. 14.—The death of Mrs. John C. Field occurred early this morning. She was in her 81st year, and was the widow of John Collard Field, head of the well-known firm of Field & Co., and M.L.A. for West Northumberland. Mrs. Field survived her husband nearly four years, and leaves four sons and two daughters. The funeral will take place on Sunday afternoon.

Fog Stops Lake Voyagers.

Detroit, Mich., Dec. 14.—Navigation is practically suspended on the St. Clair and the Detroit Rivers owing to thick fog, which settled down at noon on Thursday.