

The Toronto World

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SATURDAY MORNING, DEC. 20

SUPPORTING MAYOR HOCKEN.

Mayor Hocken is assured of the support of all the progressive and reasonable men in the city. Even those who doubt the practicability of taking over the street railway recognize that the mayor has approached the question in a calm and businesslike spirit, and that he has not been carried away by the desire for haste, but has insisted at every step on knowing exactly where he was at, and what he was getting. Mr. Moyes the other day paid him a notable tribute, declaring that the mayor had given Mr. Arnold and him a perfectly free hand, and had asked when their report was handed in to make any other suggestions that occurred to them in the interests of the city. They did so, and the resultant letter forms the basis of the agreement being drawn up by the city's legal department. Yet The Telegram tries to suggest that Mayor Hocken is in the hands of the railway company, and would have the city council prevent the people ever seeing the agreement that is not yet ready.

Out of The Telegram's own mouth Mayor Hocken can therefore be said to be a straightforward and sensible man. The men who are willing to represent The Telegram in its mendacious and erratic courses, are not in the class that business men recognize as fit to conduct the affairs of the City of Toronto.

Moreover, if Mayor Hocken is a business man, and has the sense to conduct the affairs of the city, he should be treated as the head of any business should be treated, and given such support as will enable him to carry on a definite and progressive policy. It would be absurd and wasteful and fatal in a big commercial business to elect a directorate which would split up and quarrel all year long on the kind of business that should be done. A city council, like a business directorate, should do business. This is quite impossible, as the past history of the city shows. Without some degree of unanimity, men like the two Tommies, who simply oppose everything that the mayor proposes, are merely brakes, and have their purpose as brakes, but they have no constructive ability, and a large number of such men on the council absolutely blocks the transaction of business. We regard a working majority on the board of control as essential to the progress of the city, and we believe that reasonable support for a reasonable man like Mayor Hocken can reasonably be asked of the citizens.

Toronto has been fortunate in eliminating the partisan spirit from the municipal elections, and in this year's nominations for the board of control the two parliamentary parties and the labor party are well represented in Controller McCarthy, Mr. Joseph E. Thompson and Mr. James Simpson. These men would give a general support to the mayor, and enable business to be done. Their election commits the city to nothing, in connection with the railway policy, but careful consideration and the reference of the whole matter to a vote of the citizens.

The candidates for the council indicate the probable selection of a better body of aldermen than the city has had for a long time. When men like Mr. Frank Spence are willing to come out once more as aldermen it is clear that a higher grade of ability is going to be available in civic politics.

QUEERING MR. MOYES.

The Telegram had an article yesterday on Mr. J. W. Moyes' speech to the board of trade, which can only be regarded as further evidence of the desperation of the opponents to Mayor Hocken's street railway policy. The Telegram did not report Mr. Moyes' speech at first. It doctored up the questions and answers, and yesterday it doctored up the speech in a still more flagrant way. If Mr. Moyes tolerates such a gross misrepresentation of his statement at the board of trade he cannot expect to escape the astonished surmises of business men.

The Telegram tries to make it appear that in dealing with the intangible assets Mr. Moyes and Mr. Arnold estimated both for the city and the company on the same basis. Mr. Arnold stated that the company would undoubtedly get back the amount of intangible assets they estimated for. The Telegram says the city will not get back that amount, and suggests in its false way, that the city should expect to do so. Mr. Moyes' estimate of what the same city should get back is no the same as what the company will make. Nor is the company asking the city to pay

for all it may well expect to make on the showing of the city's own experts.

The Telegram says not a word about the liberal margins and deductions the city's experts made in every direction, the net result of which was to show that the city would be quite safe in making the purchase, and in running the system, not as at present, but in the spirit of the original agreement. The Telegram says that Mr. Moyes made no bones about saying that fifty-five per cent. was not a large enough operating ratio for cities the size of Toronto. But 55 per cent. is not the operating ratio which the city is expected to run the system upon, and The Telegram knows this very well altho it suppresses the truth and makes the false suggestion.

The Telegram is now convinced that a subway is necessary for the relief of congestion. But when Mayor Hocken said so two years ago The Telegram howled itself blacker in the face than usual in opposition, and commended purchase of the railway. Now that Mayor Hocken tries to buy the railway The Telegram is convinced that purchase is ruinous and advises breaking off the negotiations, and it condemned the plan before it heard the terms merely because Mayor Hocken was behind it.

A tube cannot be built for several years even if we begin upon it immediately. Purchase of the street car system will abolish double fares immediately, and will furnish revenue to build a tube as it is needed, and as Mr. Moyes pointed out, the civic lines will carry themselves. If the company can make its huge profits out of its own system, and the civic lines can carry themselves, only The Telegram could figure out a loss from the amalgamation of the two. Everyone else knows it is the most profitable thing the city could take up.

NO NEED TO WIDEN McCALL.

Before anything is done to commit the city to the huge expense of widening McCaul street, should Commissioner Harris not look into the desirability of taking one car track off McCaul street and placing it on Beverley street? The cars could then run north on one street and south on the other as is done in Buffalo and other cities, and a much more satisfactory service and a more convenient street clearance would be the result.

PREPARING FOR THE WRATH TO COME.

It is clear from Judge Winchester's report that affairs in the office of the board of education are in need of an overhauling. Whether the new board will be better able than the old to undertake the work of reconstruction is a matter entirely in the hands of the citizens. It is pretty evident that when things have grown so bad, and have been degenerating to such a condition during a long period, those longest on the board and therefore, presumably the most intimate with the routine and management of the board's business, are most culpable as inefficient trustees.

The people should take note of the present membership and what is possible to infuse new blood on Jan. 1. A complete clean-up would perhaps be desirable.

PARLIAMENTARY FORCES NEEDED.

The Regina Province (Con.) is pleased to observe:

The Toronto World is again vigorously attacking the financial policy of the Pacific Railway's financial policy. It denounces in unmeasured terms the "mole-crofting" at Montreal the other day, and calls upon parliament to relieve the "unfaithful steward" of the trust created by parliament in incorporating the C.P.R.

We hold no brief for the C.P.R., but we still think the answer lies with the board of railway commissioners, which has power to reduce freight rates to such an extent that the railway would not have to resort to "high finance" to relieve itself of accumulated surpluses, land funds, or anything in the way of abnormal profits from operation accounts.

One can hardly blame the C. P.

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It for making hay while the sun shines. The argument that it is only the trustees of public funds who are perfectly sound, but in these days such moral obligations are—'tis true, 'tis pity—lightly regarded. The only way to accomplish anything is to exert by the authorities already established, the people's control over the funds in such manner as to remove temptation to "high finance."

Here in succinct shape is the argument put up by those who want no interference with the plunder of the people by the Canadian Pacific Railway Company. That company is denounced as an unjust steward and an unfaithful trustee. It is charged with violating its contract with the parliament of Canada, it is admittedly making away with the property consigned to the procurement of better and cheaper railway service for the people of Canada; but we are told that parliament must not intervene to prevent the spoliation of the trust estate and that no laws must be enacted against stock watering, stock melons and other abuses. The government is to stand idly by and acquiesce in the doctrine that land worth a quarter of a billion of dollars, held in trust by the Canadian Pacific Railway Company for the benefit of the enterprise, may be given away by deed of gift stockholders and shareholders greedy property. Parliament is to sit idly by, quiescent while the hotels, the telegraphs, the steamships, the express business, the branch lines, the vast reserves in cash, British consols, Dominion securities and stocks and bonds of other railways are "segregated." Nobody is to lift a voice or stir a finger except the board of railway commissioners, which is to reduce rates, and thereby reduce the surplus of the company. Of course the C. P. has never admitted that the board of railway commissioners has any power to regulate the rates to be charged by that company. In the second place, the board as a matter of fact has never made any material reduction. In the third place, the power of the railway commission does not extend in any event beyond declaring what rates are reasonable, i.e., the reasonable value of the service rendered. The commission has no authority to deal with stock and bond issues, with enforcing the trust lien attached by law to all the assets of the Canadian Pacific and held by people of Canada. The medical health officer of the City of Regina might as well be asked to prevent the C. P. cutting any more melons.

Now and then we meet a man with a bad tooth, which ought to be taken out by the dentist. No other relief is possible, yet the afflicted person may endure days and nights of agony instead of applying the simple, immediate and effective remedy. He will try to deceive himself by resorting to alleged palliatives, chewing tobacco, drinking whiskey or putting cotton in the cavity. He deserves no sympathy because he knows how to get rid of the trouble, but lacks the sense or the nerve to avail himself of the remedy.

Everyone who is honest with himself must admit that parliament alone can deal with the situation presented by Sir Thomas Shaughnessy's financial administration of the C.P. That situation is dealt with by The Winnipeg Free Press, a portion of whose article we reprint in this issue, and commend to The Regina Province, of whose deliverance it is hard to speak with patience and courtesy. Surely no educated person in Canada really believes that the railway commission has anything in the world to do with the capitalization of the C. P., with its melons and rakeoffs. The Province must know that only parliament can act, and if it opposes parliamentary action and seeks to persuade its readers that no such action is necessary, what inference is to be drawn? We can only conclude that for some reason to us incomprehensible it approves of the shameful devices by which trust property, in equity belonging to the people of Canada, is cut off from the enterprise and diverted by illicit rakeoffs and commissions into the pockets of greedy stockholders at home and abroad, mainly abroad.

Toronto's Four Great Highways.

Toronto has lately come into possession of three great roadways that it never enjoyed before, and if you include the repaired Yonge street, four. The World will enumerate them for the benefit of those who drive motors or horses.

1. There is a great road now all the way up Yonge street from the Bay to York Mills and beyond, a distance of seven miles and more; there never was such a road before in the history of Toronto.

2. The newly-paved University avenue gives you a splendid drive to College, along College to St. George, to St. George to its end, the whole a short distance on Dupont to Spadina road, up Spadina to Davenport road, along Davenport to Walmer road, up Walmer to Theodore, along Theodore to Bathurst, up Bathurst to St. Clair and along St. Clair to West Toronto. There never was such a good road up the Davenport Hill as this, and now from Davenport road up by Sir Henry Pellatt's new residence and in that way having an asphalt road to Prospect Cemetery on St. Clair. This road must be six miles long and is asphalted all the way, and outside of Avenue road is the only asphalted ascent of the Hill.

3. Leaving University avenue at Broadview street there is now a good road along St. Patrick and Arthur streets to Dundas street and thru West Toronto to Lambton; this road must be seven or eight miles long.

4. By going east along Wilton avenue and crossing the Wilton avenue bridge and along Wilton avenue extended be-

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yond Broadview to Bolton, north on Bolton to Gerrard, along Gerrard to Logan, up Logan to Danforth and along Danforth to East Toronto, you have another clear run for six or more miles to East Toronto and Kingston. This now means two great thru highways to the northwest one to the northeast of the city and one up Yonge.

GOOD YEAR'S BUSINESS.

Canadian Bank of Commerce Annual Report is Most Gratifying.

According to the statement of the result of the business of the Canadian Bank of Commerce for the year ending November, 1913, the net profits amounted to \$2,992,951.10. With \$771,000.00 carried over from last year, the total to the credit of the profit and loss account amounted to \$3,764,951.10, which has been appropriated as follows: Four quarterly dividends at the rate of ten per cent per annum, and two bonuses of one per cent, amounting in all to \$1,800,000; written off bank premises, \$500,000; transferred to pension fund (annual contribution), \$80,000; transferred to real estate account, \$1,000,000; balance carried forward, \$884,951.10.

There is a total of \$192,813,715.24 liable to the public against which is current coin and bullion of \$8,579,473.56 and Dominion notes of \$20,886,182.50, or a total of \$30,415,656.16 besides call and short loans and other accessible assets.

HUSBAND IN SHANGHAI WIFE SEEKING DIVORCE

OTTAWA, Dec. 19.—(Special).—Mrs. Clara MacKenzie Darnell of Port Arthur is suing for divorce from her husband, Hugh Darnell, insurance agent, Shanghai, China.

TO PROHIBIT SALE OF YOUNG HEIFERS

Tanners' Section of Board of Trade May Ask for Legislation.

PRICE BOUND TO RISE

New Tariff Law in United States Has Depleted Cattle Supply.

The annual meeting of the tanners' section of the board of trade was held yesterday afternoon at the National Club and was presided by a luncheon, tendered by the retiring chairman, John Sinclair, who addressed the members on the situation of the hide trade in Canada.

"Hides have kept on advancing in price," he said, "until the output during this past year has dropped fifty per cent., and now fabrics and paper are being used in an effort to keep down the prices."

"In Argentina legislation was passed with a view of keeping up the supply of beef. Our government as well as governments of other countries, have been confronted with the problem of inducing farmers to raise more cattle, and the time is near at hand when our government should be asked to prohibit the killing of female cattle under five or six years of age."

Price is up. "In the last few weeks, since the duty has been taken off cattle entering the United States, American buyers have come over and to a large extent depleted the supply of cattle in Canada. The effect was that cattle on the hoof brought more money on the Toronto market last week than the prices paid in either Chicago or Buffalo."

"In face of all this we tanners can no longer retain our present prices." The election of officers for the ensuing year resulted as follows:

Chairman, S. Morley Wickett; vice-chairman, C. G. Marlatt; secretary-treasurer, F. G. Morley; executive committee, G. P. Beal, A. O. Beardmore, W. D. Beardmore, J. C. Brethaupt, A. R. Clarke, F. G. Clarke, Hon. E. J. Davis, Charles King, J. J. Lamb, G. C. H. Lang, George McQuay, J. Sinclair; legislation committee, George P. Beal, R. M. Beal, A. O. Beardmore, W. D. Beardmore, A. R. Clarke, C. E. Clarke, Hon. E. J. Davis, H. B. Johnston, Charles King, S. R. Wickett; transportation committee.

MEN!

Suppose you were down---and nearly out!

Hundreds of poor fellows are up against it pretty hard just now. They never get a chance to consider soft, comfortable questions like, "What shall I give her for Christmas?" They are face to face with a bitter struggle for existence. Some of them haven't much hope of winning; but they're game to the core. In spite of the poverty, the misery, and the despair which presses in upon them, they try to smile and hope that their disease—Consumption—will some day stop its gnawing at their bodies.

Whether they know it or not, treatment is their only hope! Won't you lend a hand—this very night—to let them realize that one hope, that only chance?

Contributions to the Muskoka Free Hospital for Consumptives will be gratefully acknowledged in The Daily Star. Address W. J. Gage, Chairman Executive Committee, 84 Spadina Avenue, or R. Dunbar, Secretary-Treasurer, 347 King Street West, Toronto.

Appeals of this kind reach us continually:

"I have a young man here who has had tuberculosis pleurisy for six weeks. He is twenty-one years of age and has no means, and his father is a laborer. He is not getting proper nursing and care in his home, and I am anxious to send him to one of the free hospitals if you can possibly admit him."

To help the Muskoka Free Hospital for Consumptives to continue its life-saving work, I gladly enclose the sum of \$.....

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HOME-BOUND STUDENTS CROWD UNION STATION

Christmas Rush Began Last Night—Double Section Trains for Next Week.

The Christmas rush at the Union Station started last evening when the out-of-town students left to spend the Christmas holidays at home.

The Grand Trunk and the C. P. R. agree on doing the largest business in the history of their roads, and no matter how large the traffic may be they are confident of being able to take care of it. The officials having ordered two hundred extra coaches for Toronto.

Extra coaches will be added to every train starting on Monday, when the Christmas cheap rates commence, and in many cases the trains will be run in two or three sections, according to requirements. The extra coaches will

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be drawn from other lines where the traffic will not be so heavy and many reserve engines will be placed in service.

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Playing Card

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Silk Hosiery

\$1.50 in 15

Silk Hosiery

\$2.25 in 15

Club Paper

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