

The Toronto World

A Morning Newspaper Published Every Day in the Year.
The World Newspaper Co. of Toronto, Limited. (Incorporated in Ontario)
Richmond-street.

THE NEW BYLAWS.

After insisting on a rigidly and short-sighted financial policy for the city for years in matters that touch the most important interests, and supporting men and measures that have led to much thriftless expenditure in other directions, The Evening Telegram is once more out with a hatchet and a hobgoblin mask to scare the citizens. Toronto's debt, The Telegram declares, is \$10,669,575. As a matter of fact, when the sinking fund and revenue-producing assets are deducted the city's liability is about \$15,000,000. The year 1909 is to be noted as one of special extravagance, says The Telegram, and piles up a sum of \$8,576,064, in which the trunk sewer, \$2,400,000, the electrical plant, \$2,750,000, and local improvements, \$1,500,000, are the leading amounts. The trunk sewer should have been built years ago, when it would have cost less. It will not all be built at once and the cost will not all fall in one year. The electrical plant will carry itself, and probably produce a profit for the city. The local improvements do not fall on the city corporation.

On the top of this come the new by-laws which almost paralyze The Telegram's financial vision. There are four of these by-laws, two of which go without saying. For firehalls, which are absolutely essential to the city's safety, and police stations, also indispensable, \$285,000 is required. For new exhibition buildings, which "practically pay for themselves," \$220,000 is needed.

Ashbridge's Bay reclamation is placed at \$500,000. Certainly not more than \$200,000 of this will be expended next year; perhaps not more than \$100,000. Similarly with the Bloor-street viaduct. While the sum of \$69,000 is required to complete the work, no more than the amount required for expropriation purposes, say \$200,000, will be required next year. It will be impossible in the event of the by-law being passed, to have the contracts let before next fall. But while the money asked for will not be spent for three years, a start must be made. The Telegram, which seems to be ruled by the sign Scorpio, under which, say the astrologers, procrastination and delay may become a disease, would keep putting off the initiation of necessary enterprises in the city until the cost is in-

creased inordinately and the city is hampered and obstructed by the need of obviously necessary improvements. The by-laws to be voted on do not require an expenditure of more than \$1,000,000 next year, and this is a modest sum considering the size of the city and the importance of the projects designed.

THE TUBES.

The traction and electric organizations are still out with their little hammers knocking the tube proposition. So far the proposal before the citizens in regard to tubes is to get from the citizens an expression of opinion as to whether they favor a tube and surface system or not. No harm can be done in eliciting this opinion. A tentative proposal in regard to tubes and surface roads has been the subject of a report to the city council, but neither the council nor the citizens are in any way committed to it, although we must say that the report, with some modifications, commends itself to us as a good beginning. Everything has to be started; everything has to be discussed, and it takes a long time to get any civic proposition under way.

But let the people of Toronto bear this in mind, that if they do not start now to build the tubes they will lose the freedom of their streets and their freedom as to underground roads, and a perpetual warfare will be maintained, not only to keep the city from having tubes, but to forever sew up the city to the traction and electric interests.

While The Globe is denouncing tubes Mr. Hugh Blair, one of The Globe's directors, and his associates, are doing their best to get incorporation at Ottawa to do the very thing that The World suggests the city ought to do for themselves, and which The Globe says is madness.

If we can only get one tube started within the next year, and use it as an entrance for the radials, a great deal of headway will be made, and the Toronto Railway will find a means of suddenly changing its program and attitude regarding the city, and citizens who have to ride in their cars.

VICTORIAN STATE RAILWAYS.

From the report of the Victorian State Railway Commissioners for the year ending June 30 last, just come to hand, it is evident that continuous prosperity has followed upon their being placed some years ago in charge of a thoroughly competent board. What made the new departure of additional interest to Toronto and Ontario is the fact that the chairman of the commission, Mr. Thos.

Tait, is one of ourselves and it is not without imperial significance when valuable interchanges of this kind take place among British states. Speaking to a representative of a leading Melbourne newspaper and referring to the report, Mr. Billson, the Victorian minister of railways, remarked that to say it was very satisfactory was not undue praise.

The earnings of the state railways for the year were 14,178,124 7s 6d (in round figures \$20,000,000) and amounted to more than half of the total revenue of Victoria. While Mr. Billson agreed with the commissioners that this was attributable mainly to the general prosperity, he added that if it was only fair to say that the good management of the commissioners was a strong factor in bringing about the result. This is manifested by the reduction of the percentage of working expenses to 57.67, as compared with 59.02. After paying all working expenses, including a special payment of about \$50,000 to the Railway Accident and Fire Insurance Fund and meeting all interest charges and expenses, pensions and gratuities, there remained a net surplus of over \$1,000,000, which has been credited to consolidated revenue. It is worthy of notice that the marked improvement in the revenue coincided with fare reductions which became operative in March, 1908. This is clear evidence of the public benefit derived from state ownership and operation. Had the Victorian railways been in private hands, increases in revenue would simply have resulted in bigger dividends to the stockholders.

The minister of railways in the course of the interview with him made some further comments of importance. As an explanation of the success of the state enterprise he pointed out that the commissioners were in a practically independent position with regard to the management of the railways, and he doubted whether the same result would have been obtained had they been carried on as an ordinary government department. Parliament, Mr. Billson explained, had given the commissioners great powers and had safeguarded them in various ways—he thought properly. While the ministry had power to require the commissioners to do certain things as a "matter of policy," it was a power which had been and was likely to be very cautiously exercised, because unless the commissioners were contented, the cabinet would have to disregard the opinions of experts. The results, he remarked, gave greater encouragement apart from the policy of development which

must form part of the program of every progressive government, to extend railway construction. Mr. Billson concluded by expressing the opinion that in Mr. Tait the state possessed a valuable officer, masterful and tactful, who knew his business and loved his work—probably the best all-round railway man in Australia.

Administration of publicly owned services and utilities by expert commissioners, possessing very wide powers and free from unnecessary interference either in management or in policy, is likely to become increasingly popular. For one thing, it obviates the common objection that representative bodies acting directly cannot be safely entrusted with the operation of a public service, at least in Canada, however different the experience in Britain may be. When cities themselves are being placed under commissions it is plain that a similar course in the case of their services and utilities is likely to grow in public favor.

THAT BLOOR STREET VIADUCT.

The Star as usual is knocking the Bloor-street viaduct, mainly we imagine for the reason that it would let the people who live in East Toronto and that portion of the city north and south of Danforth-avenue to come down town for a single fare. At present they have to pay two fares to get to mid-city, or they cannot get down unless they walk part of the way.

The Star then goes on to say that it should be built more or less as a local improvement, and if not as a local improvement then the city ought to expropriate some of the land that would be benefited, and resell it. It also quotes The Telegram as favoring this plan. The only reply we have to make to these two newspapers is that the city cannot under present law expropriate property in matters of this kind. These papers know that the city has no power to expropriate property that may be benefited by such an improvement. Let them join in asking the legislature for the power. In the meantime let us go ahead and vote the by-law.

But let us add, this expropriation proposal is a rather sudden thing to spring upon these unsuspecting people. Inasmuch as the east-enders did their share in paying for the King-street subway, the Queen-street subway, and Lansdowne subway, and the Dundas-street bridges as general improvements, why should not the same rule apply to an equally valuable improvement on the east side of the city.

The city council and most of the Toronto newspapers in years gone by treated the east end in the shabbiest kind of way and considered it more or less as the dumping ground of Toronto, whereas, as a matter of fact, it is the oldest and best part of the city, and is the healthiest and has the greatest amount of cheap land for ordinary houses of any part of the city, and only requires the Bloor-street viaduct to make it accessible. What the Sherbourne-street bridge did for Rosedale and the north, the Bloor-street viaduct will do for all the country over the Don. Go to the corner of Sherbourne and Bloor-streets to-day and look at what Rosedale is, and then look to the east and you will see the immense difference—the difference is a viaduct in one place and the absence of a viaduct in the other.

The World has every confidence that the ratepayers and the property owners will come to see as they ought to see, even if it is down in the east end, that an improvement which will more than pay for itself from the first day from increased taxation that will come to the city by its construction should be given to the people over the Don.

CANADA AND THE IMPERIAL NAVY.

An interesting contribution to the navy question comes from the hand of T. W. Sheffield of Hamilton, in the form of a pamphlet containing extracts from the Canadian press, letters and original matter.

"The continued and prolonged apathy of Canada on this question is appalling," says Mr. Sheffield, after touching on the empire's need of help, adds:

"There are occasional and spasmodic outbursts of real loyalty to Great Britain, but Canada as a rich, yes, very rich daughter, should display true filial respect, inborn of real love, by contributing two Dreadnoughts for the continued supremacy of the empire's navy."

Mr. Sheffield discounts the government's naval policy in the following terms: "It is the most laudable and noble ambition to aspire to create a fleet, but what nonsense to hoodwink their supporters into the belief that Canada can in a few years build a fleet under her own direction for the protection of its thousands of miles of coast line."

The writer of the pamphlet has, within the last decade traveled in Germany and observed the activity in creating armaments. He agrees that the Kaiser requires watching, because "When that power undertakes a secret policy of battleship construction, there can only be one object in view, and that is aggression."

The pamphlet is specially designed to further the cause of a Canadian branch of the Navy League.

Chief Justice Mills of the New Mexico supreme court was yesterday appointed governor of the territory to succeed George Curry, resigned.

The steam barge Flint, loaded with limestone and salt, was burned off North Point, Michigan. The crew reached Alpena safely in their yawl boat.

George Thompson, aged 65, of Belleville, had his arm badly crushed in the rolling mills.

EATON'S DAILY STORE NEWS

Winter Clothing For Men

Interesting Prices on Stylish Suits and Overcoats

The huge clothing stocks of a season's preparation will be in magnificent position Saturday to meet any demand you care to make upon them.

And that means from an inexpensive beaver cloth or tweed coat to the highest grade melton that is largely hand tailored, and as complete a range in the suits; or the fancy vests in warm materials; or house coat or gown in the season's dozens of new patterns. We briefly describe a few of the garments:

BLACK OVERCOATS of English melton cloth; 46 inch Chesterfield, with broad lapels and velvet collar; Italian cloth linings; sizes 35 to 44 chest. Price 10.00

CHESTERFIELD OVERCOATS, in Oxford, grey chevots and black melton cloth; English materials; deep black vent, silk velvet collar, broad lapels; sizes 35 to 44, inch chest. Price 12.50

IMPORTED ENGLISH MELTON CLOTH OVERCOATS, black 30 ounce material of superfine finish, 46 inch Chesterfield style, with bluff edge lapels, hand-felled collars, hand worked button holes, black satin sleeve lining; sizes 35 to 44. Price 22.50

COLLEGE ULSTERS, in newest fabrics and latest models, at \$8.97, \$9.90, \$13.50, \$15.00, \$16.00, \$18.00.

EATONIA SERGE SUITS, a well known solid 21-ounce English fabric in a nice soft twilled finish, navy blue or black, fast indigo dye, single or double-breasted, best twilled Italian linings. Price 12.50

—MAIN FLOOR—QUEEN-ST.



Black Melton and Kersey Cloth Overcoats

in stylish Chesterfield model, finely finished English materials, lined with Italian cloth, velvet collar, sizes 35 to 42 . . . 6.95

Offered specially as a Saturday morning inducement, at very close to cost of making, each . . . 6.95

Boys' Suits and College Ulsters

A quartet of items that have our strongest recommendation, because the materials are sturdy and desirable, and the workmanship of the best.

THREE-PIECE SUITS, of all-wool dark English tweed; fashionable double-breasted coats, with broad lapels, Italian body lining, knee pants. Sizes 28 to 33. Price 5.00

NAVY BLUE SUIT, of English clay twill worsteds, imported materials; three-piece, double-breasted style, extra quality of linings, knee pants. Sizes 28 to 33. Price 6.00

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H. S. TEACHERS WANTED

Board Will Advertise for Two—Changes in Staff.

At the meeting of the management committee of the board of education yesterday it was decided to have advertisements inserted at once for high school teachers in classics and science, while the following recommendations were passed regarding the public schools:

That G. M. Bramfit be appointed assistant master at Ogden school.

That W. A. Schofield be transferred from Church-street to Ryerson school, Miss P. C. Scott be transferred from Cottingham-street to Church-street,



Hockey Supplies

ONLY FOUR WEEKS TILL CHRISTMAS. No doubt we will have skating before then. Now is the time to order your hockey uniforms, and lay in your supplies of Sticks, Pucks, Skates, etc. We would specially advise having a first choice of Sticks. Our stock is complete, has been carefully selected, and the prices are better than ever. Get one of our Winter Sport Supply Catalogues in our Sporting Goods Section in Basement.

Basement.

Santa Claus Comes Saturday

LEAVES North Toronto at 9.30, comes straight down Yonge St.

NOTE:—Santa will be unable to remain at the store Saturday, but will be back Monday.—Come and meet him.

HASSAN

CORK TIP CIGARETTES



The
Oriental
Smoke

TEN FOR 10 CTS.

Extra Mild, Remember

Many people would drink ale, in preference to all other malt beverages, if ale did not make them bilious.

This O'K brew is brewed especially for those people. It is extra mild and extra light, and lets you enjoy the creamy deliciousness of real Old English ale without the heaviness and excessive bitterness. In easily opened seal stoppered bottles. No broken cork or taint in the glass.

O'Keefe's ALE

"The Beer that is always O.K."



Miss P. C. Scott be transferred from Perth-avenue to Cottingham-street.

That Miss N. L. Macdonell be appointed to the temporary staff and be assigned to Perth-avenue school.

It was also decided that classes be open three nights a week in manual training and domestic science at Queen Alexandra school and Dawson-street school.

The following teachers will be engaged at \$2 per night: J. H. Cunningham, manual training; Queen Alexandra; John Brennan, manual training; and Miss Grace Mitchell, domestic science, Dawson-street school.