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THOUSANDS WILL RETURN TO ENGLAND FOR CHRISTMAS

Number of British Canadians Who Will Spend the Holiday Across the Ocean Will Be Double That of Last Year—Great Migration From Toronto and Ontario—Five Hundred From Here Go This Week.

The number of British Canadians who will this year spend Christmas in the old country will be double that of any previous year, and the still more remarkable statement is made that the number from Toronto and the Province of Ontario will equal, if not exceed, that from the eight provinces of the Dominion combined. This is the information given The World by leading railway and steamship officials of the city. Without exception they agreed that the number this year would easily set a record that will more than double that of all previous years.

James O'Hara of the Toronto office of the Allan Line Steamship Co., in making the statement that the number of those from this province who spend Christmas in the old country this year would equal all the other provinces combined, declared that while the great increase from Canada as a whole showed the marvelous state of prosperity of the country, the fact that Ontario was sending so large a proportion was a pretty good indication that when the question of prosperity came up Ontario had the laugh on all other provinces of the Dominion.

The Allan Line Company alone are handling thousands. The SS. Virginia, which left last Friday, carried 145 returning British Canadians. The Scandinavian, which leaves Friday, will carry 1500 and the Grampian, sailing the end of this week, will have 1300 on board. The demand has been so great, in fact, that all Christmas passenger have been booked, and the only thing now left is the New Year's passage of the Virginia, which leaves on Dec. 26, and will take with her a thousand or more.

Five hundred the last half of this week from Toronto alone," was the information imparted by H. G. Thorpe, Pacific manager of the White Star Line steamships. The rush with this company had been so great that they will be unable to handle any more before Christmas.

Extra Trains.

Mr. E. Horning, head of the Toronto office of the Grand Trunk Railway steamship connections, said that the Grand Trunk was finding it necessary to run two extra trains from Toronto this week to accommodate the phenomenal increase in the Christmas steamship business. The first of these will leave today and will include on board

a party of more than three hundred Toronto members of the Sons of England.

All the British Canadians returning to the old country for the Christmas holidays are purchasing a return passage. This shows how well satisfied they are with conditions in the Dominion. It will mean a great thing to Canada to have these thousands of messengers bear the tidings of Canada's prosperity thru the length and breadth of the British Isles. The fact it will have on increasing the immigration to the Dominion will be incalculable.

Great Surprises.

Mr. Proctor of the Grand Trunk passenger department here said the increase in the number of those returning for Christmas this year was causing the greatest surprise, even among those who had many years' experience in the passenger business. In addition to the special from Toronto the Grand Trunk are running two special trains from the Canadian west and also two from Chicago. "Just think," he said, "what it means to take a journey across the continent from as far west as Edmonton and then across to England, following it up with the long journey back again. It shows those who have gone west are able to place themselves in a position where an expensive journey may be taken without seriously affecting the state of their finances. Steamship men say that those returning are excellent examples of Canada's prosperity and are well supplied with ready money."

The Canadian Pacific Railway are experiencing the same condition of affairs and report their Christmas business on their steamships to be the heaviest in any year. District Passenger Agent G. Morphy of Toronto assured The World that not only was the business to the old country very great this year, but that all indications pointed to the Christmas passenger business on the side of the water breaking all records. "Nothing ever seen before could even approach it," he said.

Canadian Northern steamship officials report the Christmas business to the old country as extremely heavy. The accident to the Royal George has thrown all the traffic on the Royal Edward, but even with both the C. N. R. steamships in commission, they would have found it difficult to handle all the business offered.

NEW HAVEN TO AID PROBERS

Vice-President Buckland Gives Assurance That Inquiry Into G.T.R. Deal Will Not Be Obstructed.

WASHINGTON, Dec. 11.—(Can. Press).—Hearings were concluded tonight by the house rules committee on the O'Shaughnessy resolution to provide for a congressional investigation of a proposed traffic agreement between the N. Y. N. H. and H. and the Grand Trunk, which is alleged to have resulted in suspension of work on the Southern New England Railway. Chairman Henry announced when the committee adjourned that a report on the matter would not be ready for several days.

About a score of New England state and city officials and members of congress today added their names to what was said yesterday in favor of the enquiry. When they had concluded, Vice-President E. B. Buckland of the New Haven road made a statement in which he promised that his company would give such aid as it could in any investigation of its relations with the Grand Trunk or Southern New England lines.

HOW RATTLES PROTECTS YOUNG

"During my ten years' stay in Montana I had some experience with the rattlesnake," said an old hunter of Seattle, discussing this poisonous reptile and some of its characteristics. He continued:

"In Montana many have been killed by the rattlesnake. The most dangerous period is between the months of July and August. In those months the reptiles are blind and always collect for food. They are very people ever recover if bitten during either of these months, as the rattlesnake is more poisonous at this period than at any other time. The rattlesnake is very savage in its blind condition and will strike at all sounds that appear near him."

"Also we are kind of all animals. We hate to meet Mr. Snake. The people of Washington should be thankful to have such a prosperous state, splendid climate and to be entirely clear of the poisonous pests that people in many countries dread. I have been informed by good authority that plans are underway to start a big rattlesnake farm near Seattle, the object of the enterprise being to furnish the market with snake oil, which brings a high price the world over."

"In the first week of September, 1885, I had a queer experience with a rattlesnake family. This is a true story. I was on a hunting expedition in the South Crow Creek country in Montana."

"The morning was cold and chilly. I was in a hurry to cross the Quartzite divide, which is the home of the dreaded reptiles. In seeking my way over the rough surface I generally followed old game trails, especially when they led anywhere near my direction. I just reached the first big butte close to the summit when a flat rattler jumped from a flat boulder and challenged me to fight. He almost struck me before I succeeded in getting away from her rear. She was more than five feet long and as large as the tail. I think it was the most vicious snake I ever met during my travels in various mountain countries."

"I was looking around to see what I could find in the nature of a weapon to kill this 'venomous enemy' I nearly stepped on a large bunch of baby rattlers. The little fellows were huddled up close together. They were about five inches long, brownish in color, 14 in. all, and certainly were true

counterparts of their mother, who was only a few yards away."

"Looking down on this reptilian family, I was about to get a step closer when the old snake made a peculiar noise. I had no idea what it meant, but I was soon informed by the wise ones; they knew the call and made a dash for mother. She received them with open mouth, swallowing her little darlings as fast as nature allowed her to give them transportation. It was a real case to see those little reptiles hurrying over the rough ground to obey mother's call when she gave them the signal of danger."

"After storing her babies she looked twice her former size, expecting trouble, coiled herself for battle. At this moment a thought struck me. I could kill the reptile with my rifle. Altho I had never heard of any one shooting a snake. Drawing a fine bead on the body of many rattlers, I penetrated her center with four shells from my 40-48 Winchester rifle." Seattle Post-Intelligencer.

"The Only Cure for Piles"

Writes Mr. Taylor In Telling His Experience With Dr. Chase's Ointment.

Because Dr. Chase's Ointment brings almost immediate relief from the dreadful itching, burning, stinging sensations of piles, it is well worth the attention of everyone suffering from this annoying disease.

In most cases, even after years of standing, Dr. Chase's Ointment makes a thorough and lasting cure of itching, bleeding and protruding piles.

Mr. Maxwell Taylor, Charlotte, N. C., writes: "To all sufferers from piles in any form I would recommend Dr. Chase's Ointment as the only cure. Over a year ago while in Boston I became afflicted with a dreadful itching. I went to a doctor, who gave me some ointment which made me no better. A friend advised the use of Dr. Chase's Ointment, and by the use of two boxes I was entirely cured. You may publish this statement in order that other sufferers may profit by my experience."

Dr. Chase's Ointment can better prove its value by the relief it affords than by all the words we could use in its praise. 50 cents a box, all dealers. Edmondson, Bates & Co., Limited, Toronto.

WESTERN CANADA FREIGHT RATES

More Comments by Western Papers on W. F. Maclean's Speech at Ottawa.

The papers of the Canadian west, as a rule, published full reports of the speech of W. F. Maclean in the commons at Ottawa last week dealing with western freight rates. We have already published the comments of approval from The Winnipeg Free Press, the leading paper of the west. Here are some others just to hand:

A Western Policy.

The Alberta (Liberal), Calgary, Dec. 11.—The paper of the west must recognize a strong and able champion in W. F. Maclean, proprietor of The Toronto World and member in the Dominion House of Commons for South York. He has not yet recognized the most serious grievance of western Canada, which is the need of more extended markets for the produce of the farms; but he seems more clearly than perhaps any other eastern member the just grievances which the western farmers have.

In his address in parliament on Monday afternoon he referred in a masterly way to the railway oppression in western Canada. In reference to the discrimination in rates, he said that the west had contributed as much as the east to the building of the roads, something which is often forgotten by the average easterner. There should be no such thing as territorial division of railway matter. Freight rates should be uniform throughout the country.

"If we want to do justice to the west we should put in the Railway Act that this discrimination should cease," declared Mr. Maclean. "It was all the more unjust to the west that it should exist when the western railways were overburdened with freight. They have been built for less money than the eastern lines, and that was another reason why there should be no discrimination."

Mr. Maclean understands more clearly the needs of the west than most eastern politicians and is very forceful and persistent in voicing them.

Regulating Freight Rates.

News (Conservative), Moose Jaw, Dec. 11.—W. F. Maclean, M.P., who is one of the most consistent and vigorous advocates of western freight rates reduction, has, it would seem, made a mistake in proposing to take the rate regulating power, partially at least, out of the hands of the railway commission and place it in the hands of parliament. The proposal savors too much of politics, and the less freight rates have to do with politics the better.

Whether rates are equitable or not is a matter that can be determined only by scientific investigation. This is not the work of parliamentarians, but of experts who are capable of approaching the subject with unbiased minds, and whose conclusions will be unaffected by the politics either of the railways or of the party in power. If rates are unreasonable no sound argument can be advanced why the railway commission should be unlikely to reduce them; whereas were the rate reducing machinery taken into the hands of parliament it is not improbable that political exigencies would have to do with the action of that body as any other factor.

Railroad influence in politics is undesirable. The interests of Canadian and American politics shows this to be true. The odor of the Pacific coast still smells in the nostrils of our people. It is reasonable to think that in later days railroad influence has indirectly been quite as pernicious. Unreasonable rates have held state legislatures in their grip and have also influenced appointments to office. Apparently the grip is being loosened, one of the explanations being that railroad control is passing from political to non-political hands.

For once it would seem that W. F. Maclean is on the wrong track. He has said that the railway commission should have the power to regulate the rates, but he has not said that the commission should have the power to regulate the rates. It is not the work of parliamentarians, but of experts who are capable of approaching the subject with unbiased minds, and whose conclusions will be unaffected by the politics either of the railways or of the party in power. If rates are unreasonable no sound argument can be advanced why the railway commission should be unlikely to reduce them; whereas were the rate reducing machinery taken into the hands of parliament it is not improbable that political exigencies would have to do with the action of that body as any other factor.

Why Should the West Be Discriminated Against?

News-Telegram (Independent), Calgary, Dec. 11.—Mr. W. F. Maclean, the member for South York, has come out boldly as a champion for the west. He is in favor of the question of the decision of freight rates being placed in the sole control of parliament rather than under the jurisdiction of the railway commission; and he put in a strong plea for the equalization of freight rates throughout the Dominion.

There is no reason, in his opinion, why the isolation of the west should be used as an excuse for the imposition of higher freight charges than those prevailing in the east; for, as he justly pointed out, the west has contributed just as much to the cost of railway construction in this continent as has the east, while in many portions of the prairie the cost of building and maintaining lines was less than in the east.

The western provinces are undoubtedly suffering from discriminatory freight rates. Our railroads are national assets, and the companies owning them are common carriers, existing, supposedly, for the benefit of the public, and not solely for the purpose of exploiting the people in order to enrich themselves at any cost to everybody but themselves. In the transportation, as in other forms of business, there should be equitable dealings as between carrier and patron; but as matters are at present, the railway companies are despots, making slaves of those whom they serve rather than co-operating with them on reasonable lines.

The time will come when competition will naturally level these discrepancies; but there is no reason why meanwhile the public should be continually and continuously bled so that the controllers of a great monopoly should be able to keep their pockets full.

The railway commissioners have done good service to the west, but they have not done all that they might have achieved, or nearly all that was expected of them, and it rests with the people to render their efforts more effective in its work for their benefit. The action runs the same direction the better for the west.

This Week in Parliament.

Winnipeg Telegram (Conservative), Dec. 11.—In the evening W. F. Maclean occupied the time of the house with a careful and informative speech on transportation questions and upon the development of

HOLIDAY

THIS CHRISTMAS GIFT FOR YOUR FRIENDS

So many of our readers want this Bible for their friends that The World induced the publishers to grant a renewal, allowing therefore a limited edition. So readers are urged to present the coupons as early as possible and get the books while they last. Nothing could be more useful or appropriate for Christmas gifts. Get them for your friends, and rest assured that none of them will get a present more highly appreciated.

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Magnificent Illustrated \$5 Edition of the Bible (Like illustration in announcements from day to day) is bound in full flexible limp leather, with overlapping covers and title stamped in gold, with numerous full-page plates in color from the world-famous Tisot collection, together with six hundred superb pictures graphically illustrating and making plain the verse in the light of modern Biblical knowledge and research. The text conforms to the authorized version, is self-pronouncing, with copious marginal references, maps and helps; printed on thin Bible paper; flat opening at all pages; beautiful, readable type.

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THIS BIBLE WILL FIND A HEARTY WELCOME IN EVERY HOME

PAID HIGH PRICE.

It is common knowledge that beautiful hair is very valuable, but for a small fortune to be vested in one head is quite exceptional. However, this has just happened in Sicily, where the women are noted for their beautiful hair. The particular Sicilian woman who has just secured the record prize was a young girl to whom nature has been almost prodigal in her liberality. She was possessed of a head of hair that was the envy of every woman in the island. Not only was it remarkable for a generous abundance, but the perfect black color and graceful waviness were commented on by all who saw her. Many gentlemen of position and wealth offered to escort her to the theatre for the sake of being seen in the company of one who was so gracefully adorned; but Sicilian etiquette forbade such matters to be somewhat severe, and the signorina remained under the watchful guidance of her parents in a little village outside Palermo. There she revealed in the sunshine, amidst groves of oranges and lemons, helping at times to gather the crop, and occasionally using an old-fashioned press to make olive oil.

Quite unexpectedly there appeared one day a well-dressed stranger whose accent at once disclosed him to be a Neapolitan. What could be his mission? At first he spoke of lemons, or lemons, or lemons, and so forth, it being the custom in those parts never to get to the point without a certain amount of irrelevant preamble.

At length he ventured, "Would you like to sell me your hair?" The reply was quickly forthcoming, with a laugh: "Yes, if you will give me 100,000 francs." It was a high price, nearly \$20,000, but the young dealer from Naples was prepared to pay even that figure for the unique head of hair, and eventually expressed his willingness to put down the money and take out his scissors.

There was much discussion before the girl consented. Her parents had a little; numerous relations and friends, including the parish priest, were consulted, and eventually \$20,000 francs were paid over, and the Sicilian

beauty was tearfully bereft of her crowning glory. With a keen commercial instinct she wished her head that every dealer must report when it is doubtful if ever the hair will grow again to its original length.

County Tuberculosis Hospital.

In the planning of county hospitals the number of beds are estimated as two-thirds of the average of tuberculosis deaths in the county; the cost of construction in the State of New York is about \$125 per bed for each patient. These expenditures are to be met by the taxpayers of the respective counties, and they would seem to add a new and heavy burden to that which the taxpayers already bear; but they are insignificant, says the Journal of the American Medical Association, in comparison with the sum the public pay for good roads and the erection and maintenance of armories, orphan asylums, jails and prisons. Besides, money put into the county tuberculosis hospital will help to close up many an almshouse and many an orphan asylum; for this disease (the most deadly in the most productive period of human existence) is one of the greatest causes of pauperism, and probably the greatest single cause of orphanage.

New York, in 1909, passed a law authorizing the establishment and maintenance in each county, by its board of supervisors, of its own hospital for the tuberculous. The New York State Department of Health, in conjunction with the State Association of that commonwealth, has since been striving to make this law effective, with gratifying results. It is hoped that, by the end of the present year thirty will be projected, representing action by more than half of the counties in the State.

The New Jersey law, passed this year, is much more aggressive. It virtually compels each county either to build a tuberculosis hospital of its own, to contract with any regularly incorporated hospital for the care of its tuberculous patients, or to unite with one or more other counties in building a joint hospital. And these

are not for incipient or curable cases only, but for all sufferers from tuberculosis in any form. Further than that, every doctor must report when a case of tuberculosis, and the State Board of Health must examine each patient and make rules for their treatment, either in the hospitals or out of them.

The expense incurred cannot be light, even when patients who are able to pay for treatment are required as persons without the ultimate effect of building tuberculosis hospitals is to reduce the number of almshouses, orphan asylums, jails and prisons, and to correspondingly reduce their cost of maintenance. It is great financial wisdom to build them for the sake of economy, to say nothing of the invaluable conservation of human health, energy and life.

A MOVING SIDEWALK.

New York has adopted the moving sidewalk as an essential part of its transit system. The route selected for the experiment is under 24th street, from Second avenue to Ninth avenue, one of the busiest sections of the city. The moving platform is by no means an experiment. Visitors to the world's fair at Chicago in 1893 will recall the one that occupied the long pier on the lake front, and that carried 2,700,000 persons without an accident. The moving platform usually consists of three continuous lines on platforms of tuberculous steel plates. The first line runs at a speed of three miles an hour, the second at six miles an hour, and the third at nine miles an hour. The platform is considerably wider, is provided with transverse seats. The great advantage of the moving platform is its enormous capacity, which is far greater than that of any other form of transit, and makes it an ideal system for operation where traffic is greatly congested.

Natural gas production in the United States now amounts to 550,000,000 cubic feet annually, valued at first hands at \$10,000,000.