

## The Toronto World

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THE TROUBLES OF THE UNITED STATES.

Political trouble in the United States has never been more acute than it is today.

There is no line and financial trouble in the United States as well, and this is stated by its enemies to be the outcome of Roosevelt's policies.

The election of Taft has not made a cure, nor opened the door to the long-looked-for revival in trade.

The "Big Business" outfits of the States, as Frank Munsey calls the trusts and corporations, have been dishonest, arrogant, lawless toward the public, and they were doing it all by secret interference with politics and public men.

[But] Bush's "kick to the head" of the government and blames the non-arrival of industry on the interference of the president. But "Big Business" must reform itself or accept the reform that is being forced on it by the demand for a square deal.

American politics are bad and business is bad, and a revival in business is being forced, but there must be a clean-up of politics by the withdrawal of "Big Business" from politics and "Big Business" must give the public a square deal. And "Big Business" can never see the old-time prosperity return or confidence return until the financial methods of "Big Business" as illustrated in watered stock and in the plunder of the public in Wall-street, are abandoned.

"Big Business" has corrupted politics, and it has demoralized finances. It still refuses to admit this: it still seeks to blame the situation on the men who have exposed its wrong-doing in politics and in finance. But until "Big Business" takes its medicine there will still be political discord like what now reigns at Washington, and financial disaster like that which prevails in Wall-street. "Big Business" must go straight in politics; it must go straight with the public, and it must be honest in finances. "Big Business" is in the wrong, not the men who try to make it go straight. And "Big Business" may even smother Roosevelt, but it can never convince the public that it is not the chief cause of bad politics and bad finances. They must still reckon with the people, even if Roosevelt disappears.

NEW SOUTH WALES STATE RAILROADS.

Some weeks ago The World noticed the very favorable results attending the operation of the state railways of Victoria, Australia, under the management of a commission whose chairman is Mr. Thomas Tait, a Canadian trained in the C.P.R. service. Similar in their success are the business investments of the sister state of New South Wales, whose government owns and works the railways and street railways, the harbor of Sydney, the capital city and the water and sewerage systems of Sydney and Newcastle. These undertakings during the last financial year yielded among them a gross income of no less than \$3,250,000, or nearly one-half of the total income of the state.

Altho during the year, what the special correspondent of The London (England) Morning Post describes as very large reductions were made in railway charges, the earnings showed an increase over those of the previous year. New South Wales secures a return of 4-5 per cent. on the \$317,500,000 invested in these public undertakings, on which it pays on the average 3-10 per cent., thus making the net return to the state more than 1 per cent. for services rendered for the public convenience than for profit. As in the case of the Victoria railways, these New South Wales enterprises are under the control of independent, non-political boards, and the details of administration are well out of the reach of political pressure.

Unless all appearances are belied, the question of state ownership of railroads has already become a live political topic in Britain, and the Unionist party is being urged on in influential quarters to make the issue a plank in its platform. Public opinion in Britain on this matter does not follow ordinary party lines, and the proposal has received an immense impetus from the rapid development of the tendency towards combination, now a marked feature of railroad company policy. The subject will certainly be debated in parliament during the session of 1909, and is now under investigation by the government board of trade. The standing and character of the public men

who support the proposal, and the fact that it is favored by a majority of the present house of commons, renders the situation one of great interest and importance.

BETTER COUNCIL NEEDED.

Editor World: I admire your paper, and I agree with most of your views. Your editorial are clever, impartial and just, but your "earnest" right to obtain right to buy or expropriate the T.R. Company I think is a little premature.

A whip or "club" in the hands of a city council like ours would be very dangerous to the community. Before steps are taken toward securing such right, we must put men with courage and diplomacy at the head of our city-men who have the interest of our city at heart, and who diligently devote time and energy to the cause. A whip or "club" in the hands of the council for pecuniary motives, employed by the "certain party" who uses them as tools, would certainly put the city's interests out of sight. Read most of the proceedings of the Toronto City Council for 1908. Outside of a "fanatic cry," what has a "certain party" clique now in the city hall accomplished?

The issue of "right to buy or expropriate" is of importance, and I am sure that a clear-cut view from some of our honest citizens, who unselfishly have the interest of our city at heart, will be most welcome by many.

Leon E. Worthall.

Toronto, Dec. 21.

COMPANION PIPE GIFTS.

This Form of Christmas Present Suggests the Humour.

Should the office staff like to see an appropriate gift for their relief, or for any of their confreres whom they hold in high esteem, there are exquisite gifts well worth seeking in G. W. Muller's Cigar Store. A "Companion" case of 12 different pipes, all made from selected briar-root, with gold and silver mountings. These companion cases are much in vogue as gifts in England. Other cases contain from three to seven pipes. One in particular, with seven pipes, has each day of the week marked on one pipe. The prices vary from \$5 to \$75. The last mentioned price is for the most handsome collection of pipes.

LONDON'S TRAGEDY.

W. T. Stead's London cable to New York American.

No such distressing spectacle ever has been seen in any great city of the world as that which hourly confronts the throngs of Christmas shoppers with which Regent, Oxford and Bond-streets and other fashionable thoroughfares are filled nowadays.

Bands of miserably clad men, with faces thin and lined with hunger's marks, shuffle along in the gutters shouting in unison, "We want work! We want work!" All day long the melancholy chorus fills the ears of those who are shopping in the west-end streets. No more saddening spectacle was ever seen in London, where vast masses of the people always live close to the starvation line.

SPEC'S XMAS NUMBER.

The Hamilton Spectator on Saturday issued a splendid Xmas number, the feature of which was an illustrated supplement. The general appearance and the selection of the contents reflect great credit on the "man behind" the issue.

THREE STRONG MINES.

Crown Reserve, Kerr Lake and Orlene Did Not Slump.

In the recent sharp decline in Cobalt, the three stocks that showed rotatable strength were Crown Reserve, Kerr Lake and Orlene. Kerr Lake actually advanced while the general market was slumping. The strength in Kerr Lake and Crown Reserve is due to the fact that very large quantities of rich ore are known to be already blocked out. Orlene has been strong owing to the fact that a good deal of progress has been made in being mated with the mine. The main shaft is in excellent shipping order, which is being daily worked up and stored in the ore house, pending initial shipment. The main shaft is being sunk on No. 2 level, which is midway between Nos. 1 and 4. No. 4 is the vein out of which solid slabs of silver were taken. It is 75 feet from the main shaft, and when the shaft is sunk a cross-cut will be run to tap No. 4, which is confidently expected to yield a large quantity of rich shipping ore. No. 1 vein is about 100 feet away from the main shaft, and from the 100-foot level the cross-cut will be run to tap this vein. It is now 11 inches wide, and the character of the ore is being brought down shows that it will yield high grade ore; in fact, it is expected that large quantities of rich ore will be taken from this vein. The foundations of the compressor plant are ready, awaiting the arrival of the machinery which is now at Charlton ready to be teamed in any way when the roads harden. Rapid progress will be made in the Orlene workings as soon as the air drills start to run, and there is every indication that the Orlene will be a big success in the near future. There has been quite a steady investment demand from New York for Orlene stock, the buyers being parties who are well informed as to the value of the property.

FOR LICENSE REDUCTION.

Some of the Subscriptions to Campaign Fund.

The individual subscriptions to the cause of license reduction in Toronto are not as large as might be expected.

R. J. Fleming of the Toronto Railway Company is credited with \$100, and Senator Geo. A. Cox with \$50. J. W. Flavelle contributes \$50, and F. S. Spence \$100. An interesting item is a large subscriber (\$125) from Galt.

A detailed list of some of the subscribers follows: Sherbourne-street: \$100, F. S. Spence; \$100, Knox Church; \$125, R. J. Fleming; \$100, Geo. A. Cox; \$50, J. K. McLennan; \$100, A. R. C. Vaughan; \$25, A. Carman; \$20, G. A. Wood; \$25, A. A. Williams; \$25, W. A. Kemp; \$20, W. R. Hobbs; \$25, Thos. Hook; \$25, C. S. Blackwell; \$25, A. J. H. Adams; \$25, R. H. Verity; \$25, J. A. Macdonald; \$20, John Macdonald; \$25, A. Allen; \$10, J. S. Galt; \$12, C. W. Chadwick; \$10, J. A. Charlton; \$10, Jas. Fairhead; \$15, Theron Gibson; \$10, Robt. S. Kilgour; \$10, J. W. L. Forster; \$11, Chas. E. Edmonds; \$10, T. G. Malon; \$15, Miles Vokes; \$10, Thomas Truquart; \$10, J. D. Oliver; \$5, W. M. Douglas; \$5.

Mrs. Rowland on Trial.

Mrs. Rowland on Trial: Mrs. Rowland appeared yesterday afternoon before Judge Winchester on three charges of stealing \$10.40, \$8.10 and \$7.80 from the Grace Hotel, and on a charge of being a member of the Darling Chapter of the Daughters and Maidens of England Society. She was accused of using the funds collected instead of giving them to the treasurer. The case will be concluded today.

## STILL DODGING THE ISSUE.

Some days ago The World asked The Globe, what The Globe was pleased to characterize as "a plain question" and which, it declared, deserved "a plain answer." Perhaps we should repeat the question. Here it is:

"Does The Globe favor legislation which would authorize the City of Toronto: (1) To acquire the capital stock of the Toronto Railway Company; (2) to expropriate the plant and franchise of that company?"

The Globe did not answer and say whether it favored the city obtaining the right to do either one of these things. It skated all around the question and left it unanswered. This led to our repeating the question and here is The Globe's reply:

"The World will be pleased to know that its statement that The Globe favors a new deal with the Toronto Railway is an absolute falsehood. The Globe will oppose to the utmost a single day's extension of the company's franchise, even if the proposal comes from The World itself, a thing that is quite possible."

Now at the risk of having The Globe reply that it is a cruel and inhuman practice to dock tails of horses, or otherwise evade the question, we must respectfully ask again:

IS THE GLOBE IN FAVOR OF THE CITY GETTING THE POWER TO PURCHASE OR EXPROPRIATE THE STREET RAILWAY AT THIS COMING SESSION OF THE LEGISLATURE?

Answer the question, please.

The street car situation in Detroit is complicated and loaded down by a bonded debt of \$40,000,000. The mayor-elect has called for a committee of 50 leading and fair-minded citizens to deal with the situation. They are confronted by a serious problem. How can the company carry its bonded debt, improve the service and reduce fares?

This committee has its work cut out for it, but it is encouraged by the wonderful work accomplished by the citizens' committee in Chicago. The story of Chicago is told by Miss Ida M. Tarbell in The American Magazine for November and December. It is a story of public service, which will appeal to all good citizens. A few years ago Chicago had the worst surface street railway service of any city on the continent, and the railway systems were loaded down with stocks and bonds of the aggregate value of \$123,000,000.

What happened?

A voluntary committee of leading citizens, including eminent lawyers, distinguished engineers, university professors, representatives of labor, and millionaires from the banks, transportation companies, etc., got together and mastered the traction situation. They determined to municipalize the street railway system, and, while that has not been accomplished, the following results are to their credit:

1. The city gets 55 per cent. of the net profits of the street railway.
2. The city may take over the entire system at any time at the agreed price of \$50,000,000.
3. The city has complete control over the service and extensions of the system.

Detroit has a hard proposition with \$40,000,000 of debt. Chicago had a hard proposition with \$123,000,000 to figure on. Certainly the situation looks easy in Toronto, where the indebtedness of the Toronto Railway Company, including its entire issue of capital stock, par value, aggregates less than \$12,000,000, of which no less than \$6,000,000 is represented by valuable tangible assets.

Would it not be the part of wisdom for the city to tackle the street car situation and settle it now? And nothing is ever settled until it is settled right. Every one agrees that to take over the street railway is the only ultimate solution. The World favors taking it over, now; The Globe and The Star urge delay. But what intelligent reason can be urged against the city obtaining the right to buy or expropriate? Suppose neither is done, what is the harm? The objection is not against taking over the system, but against doing it now. Yet we know what it will cost now; it will cost more in 1921.

At any rate can there be any risk in paying \$12,000,000 for a going concern that last year cleared \$1,617,961 over and above all operating expenses?

The World believes that a committee of public-spirited citizens could do a great deal. They would suggest no doubt that the city obtain the right at once to buy or expropriate. Whether that right should be exercised, they would very properly determine later on. Meanwhile in dealing with the railway company this right to expropriate would be a valuable lever. It will not cost a dollar to get it; the city needs it; and so, as The Toronto Star is certain that the Toronto Railway Company will not oppose it, why on earth shouldn't we have it?

Perhaps The Globe can also give a reason, if it decides to answer our "plain question."

DEAD, COULD NOT APPEAR.

Name of McBrien, Victim of Accident, Called in Police Court.

John Diamond, John Campbell and John McBrien were called in police court yesterday morning, charged with breaking into the Jones Bros. warehouse a week ago Sunday. The first two answered from the dock, but the other name passed in silence.

John McBrien is dead. He died of injuries sustained by falling from a ladder at the time of the alleged shop-breaking.

The two men pleaded guilty to trespass, to which the charge was reduced and were fined \$5 and costs.

WRIGHT PROVED ALIBI.

Louis Wright, a young law clerk, was acquitted by a jury at the direction of Judge Winchester yesterday, on a charge of assault on a little girl, Dorothy Douse.

The assault was alleged to have occurred on Nov. 28, the day of the Varsity-Tiger Rugby game. Wright entered an alibi, stating that he was attending the game and had witnesses to prove he was there.

Semi-Ready Open Nights.

"For the convenience of gentlemen who cannot visit the store in the day time we are going to be open at nights while the Lonely Sale lasts," said Ed. Mack, who is the high chief at the Semi-ready store, 81 Yonge-street.

CHILDREN TO GIVE \$200.

There will be no mass meeting of Sunday school children in Massey Hall on New Year's Day, in the interest of license reduction, as was planned, but, by next Sunday night, contributed \$200 to aid the reduction movement.

PROGRESS OF FORT WILLIAM.

To Expend Large Sums on Street Railway Extensions.

Notice was given yesterday at the parliament buildings of a private bill by Fort William for the validation of a bylaw to raise \$170,000 for the extension of the electric street railway system; for power to acquire fifty-eight acres of Indian reserve territory, and to complete a contract with the Mackay & Kakabeka Patis Railway Co.

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## EATON'S DAILY STORE NEWS

## "HOLIDAY CLOSING" NOTICE

For the benefit of our associate workers---8000 in number---this store will be closed from 5 o'clock Thursday evening until 8 o'clock Monday morning.

By giving our working associates the extra day (Saturday) many of them will be able to spend Christmas at HOME.

## Men's Handsome House Coats Half Price

WEDNESDAY we'll simply throw out House Jackets and Gowns of the most wantable kinds at such savings as should collect an early crowd of the most enthusiastic gift buyers this section has seen in a long time. House Coats of camel's hair effects and velours; some have revers, plaid trimmed cuffs and pockets; all have cord edges and frog fasteners. These half prices:

Lot 1, each ..... \$2.50 Not 3, each ..... \$3.75

Lot 2, each ..... \$3.25 Lot 4, each ..... \$5.00

THE DRESSING GOWNS—English and German velours and camel's hair effects, on bronze and red colorings, cord edges, revers and plaid cuffs and good girdle, half price, each. 4.25

## Christmas Bath Robes Half Price

How will he appreciate it? That's the question that comes before every woman when she is about to buy him a Christmas gift. The Bath or Lounging Robes that we are offering Wednesday are sure to be appreciated by any man and will be a lasting gift. The Robes are the heavy wool kind, with two pockets and girdle, latest patterns in red and grey, and many other combinations of colors. Small, medium and large sizes. A chance like this to procure a Bath or Lounging Robe at half price and less, especially of such excellent materials and workmanship, seldom comes, so avail yourself of this opportunity and be on hand early Wednesday morning, price 5.95

## Men's Hockey Boots, \$1.50

No one looking for a gift for a young man should overlook such an offer, and no man needing hockey boots should miss this rare chance. They're the most popular style hockey boots, many made of chrome mule hide, soft, durable, perfect fitting and strong, sizes 6 to 10; per pair 1.50

## High-Grade Neckwear .50

All our Men's High-Grade Four-in-Hand Neckwear, made of the best imported English and American silks, all new and up-to-date patterns. These ties were made especially for the Christmas trade and combine several pretty patterns. To be cleared Wednesday regardless of cost; each .50

## Special Purchase of Men's Slippers.

Exceptionally good quality, and a particularly acceptable and handsome Christmas gift; fine golden brown, Everet style, with black patent leather tongue or lap in front, specially well made and at 1.35 this price you're getting rare value; per pair 1.35

## Suspenders in Gift Boxes.

A pair of Fancy Silk Suspenders in a nice gift box is sure to please any man. These suspenders are made in neat fancy designs, elastic backs with white kid cast-off ends. To be let go Wednesday at a big reduction. Come early for best choice; price per pair .35

## Men's Black Melton Overcoats \$8.50 &amp; \$10

Fashionably cut, well tailored, of winter weight imported Melton cloths of smooth serviceable finish. Both coats are made in the single-breasted Chesterfield model, 46 in. long, full box back and loose skirt with deep vent, broad lapels and velvet collar. And in both coats the linings and trimmings are notably good; the \$10.00 garment has glassed sleeve lining; sizes 34 to 44. For a good overcoat at moderate cost this buying is not to be bettered 8.50 and 10.00

A REMINDER: We are still offering that wonderful \$2.00 Men's Trouser Value.

## Hurry to Buy Boys' Suits for \$2.69

The big price reductions on these make it a chance that you wouldn't like to miss, and to make sure of getting your choice, come at 8, or as soon after as you can get here. Imported English tweeds in many patterns, coats with box pleats and belt, knee pants, good linings; sizes 25 to 28; 2.69

## Fur-Lined Coats for Men \$65.00

Of notably good quality, style and fit, is a typical EATON value at \$65.00. High storm collar, in the new notch style of choice offer. Full box shell of smooth finished English beaver cloth, raised seams. Lining of dark workmanship; price 65.00

## A Persian Lamb Cap for Christmas

Is another choice fur gift. Our plain and military wedge caps of sleek glossy fur, lined throughout with satin, are most handsome. Prices, \$7.50, \$9.00, \$10.50 and \$12.00.

## Right Styles In Men's Hats.

Treat yourself to a New Hat for Christmas. A very gratifying assortment of the season's right styles in new felt Derbys—Both English and American types—claims your attention for good HAT buying here. Superb values at \$1.00, \$1.50, \$2.00, \$3.50, to \$6.00.

## Men's Handkerchiefs.

Extra large size, with tape borders, a small quantity left after the rush of the last few days; very popular Christmas gifts, and if you want to be sure of your share, come at 8 sharp; while this lot. .25

## 600 Men's Night Robes.

Medium weight, fine flannelette, in assorted pink and blue stripes. Felted seams, collar attached, yoke, pocket, pearl buttons, and well made, sizes 14 to 19; price, each. .37