

The Toronto World

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THURSDAY MORNING, DEC. 28, 1911

LIBERALS SHOULD BE WITH THE PUBLIC.

The World is glad to see that The Toronto Star has come out in favor of the Castle Frank viaduct, the Star opposed this bylaw in previous years. We quote its article in full in another column. The Star sees the Greater Toronto that is coming, and sees that The Globe, under its ancient management, is not respecting public opinion, nor keeping in touch with the progress that is being made, that it belongs to the days of muddy York.

Let the young Liberals of this country get together, and get behind The Star and progressive Liberal policies, and there will be something doing for the Liberals in this country within six months. Every Liberal in Toronto ought to vote for all the bylaws and progress, especially the ones that mean better homes and cheaper car fares for the poor.

THE CLERGYMEN AND CHURCHES

The World has known for some time that the churches and the clergymen of Toronto, irrespective of creed, are in favor of giving the working people a chance to get away from the crowded centres and out into the suburbs, where they can own their own house and lot; therefore they are all supporting progressive legislation, in the shape of the Castle Frank viaduct, the annexation of North Toronto, together with a single car fare on Yonge-street, and the tubes, which will give them quick traction. Everyone knows that the tubes will be self-sustaining, and the increased value in the assessment that will come from the Castle Frank bridge and the annexation of North Toronto will make them self-sustaining measures as well.

There is no burden in the tubes, the viaduct, or the annexation of North Toronto, nor is there in the Danforth street car line. It, too, will pay for itself. The Telegram has got in wrong on this question, and is absolutely against the philanthropy and Christian spirit that would help the poor and struggling to get homes of their own and cheap car fare to them in Toronto or neighborhood. The Telegram has made a god of downtown values of property.

THE AWAKENED MAIL.

The Mail and Empire has waked up editorially to the fact that there is a civic campaign going on, and has written about the tubes. One Mail and Empire argument is that the people should not allow themselves to be hurried into such a thing. Considering the length of time the matter has been under discussion and the various reports received upon it, no one but The Mail and Empire would ever dream of having been hurried. But then The Mail and Empire has only waked up to the situation.

The next Mail and Empire argument is that Mayor Geary and the civic government generally are not fit to be trusted to carry out such a scheme. "Civic mismanagement is an incurable and probably uncontrollable element," says The Mail and Empire. We will leave Mayor Geary to reply to that insinuation. When the civic officials have been permitted to do so they have proven perfectly capable and faithful in their responsibilities, and for some years there has been little aldermanic interference.

The third argument The Mail and Empire has is to impugn Controller Hocken's statement of facts. We prefer to accept the verdict of the members of the board of trade, who heard Controller Hocken, before that of The Mail and Empire, which caps its appeal against the tubes by comparing them with the National Transcontinental Railway. The Mail and Empire must have got the impression that it was Sir Wilfrid Laurier and not Hon. R. L. Borden who proposed the tube system for Toronto.

COSTLY DELAY. The Telegram's belated sympathy for the department of works will be welcome to the officials it has been clubbing for months past. These "overburdened" ones would have been less

burdened had The Telegram shown a little foresight and enterprise in past years, when it insisted on postponing the works that should have been carried out long ago. The burdens of today are the burdens of yesterday and of many yesterdays. The only questions that really burden Toronto are questions that should have been settled years ago. Like Mr. Micawber, The Telegram seems to think that if it can postpone any progressive movements on polling day it is safe for another year at least. A list of the things that should have been done in the past in Toronto, but were kept back until it was too late and the city crippled forever for want of them, would make a long black record. The Telegram seeks to add to that record by still further postponing the Bloor-street viaduct, the tubes and the annexation of North Toronto. These things would overburden the department of works, says The Telegram. This is how The Telegram reasons on the matter:

"If a department of a private business was overburdened, as the Toronto Works Department is overburdened, with greater responsibilities than it could efficiently handle, additional responsibilities would be kept off the shoulders of such a department or its power to handle responsibilities would be increased."

One might expect from this that The Telegram would want to increase the business and strengthen the staff. No, Mr. Business Man, if you take The Telegram's advice, you will refuse new business and save your present staff any additional labor. "We must protect the works department," says The Telegram, "against being tangled up in viaducts, tubes and other large undertakings."

THE HARBOR IMPROVEMENTS. While fully appreciating Mr. Coady's motives in opposing the transfer of the harbor property to the harbor commission, we believe the city council acted rightly in carrying out the agreement. The improvement of the harbor by the commission, to which the transfer is a necessary step, will add immensely to the credit of the city, and vastly more than the technical separation of the city's assets could possibly be held to diminish it. The city with a properly developed harbor will benefit thru every square foot of its area.

THE GLOBE'S LYING HUMOR.

The Globe has been endeavoring to elicit the divine quality of humor for its columns and confesses to failure. Mr. Phillips Thompson has written a letter to The Globe, which we reproduce elsewhere. It is the severest indictment of The Globe's own methods we have seen. After carefully blue-penciling anything bright or original that comes its way, it deprecates the absence of what it destroys. The Globe's sense of humor, in fact, is rudimentary. Humor is based on truth, and is nothing if not good-humored. This is a sample of The Globe's humor:

The World's statement that The Globe opposes the Teravay-street tube because it "represents opposing private interests" is an offensive and utterly unfounded lie, and the man who wrote the lie knows that he was lying when he penned it. The Globe has no interest to serve in opposing the tubes other than that of the people of Toronto, who are being hurried into a premature expenditure of millions of dollars.

Evidently The Globe is very angry. The cause of the anger is the cold fact laid on the exposed nerve of The Globe's mendacity. The tube proposal is a big public-spirited enterprise from which the whole city will benefit. The board of trade meeting, which heard Controller Hocken's statement, was enthusiastic for it. The Globe has never attempted to meet any of the arguments for the tubes, and even admits that there must be tubes "here long." We repeat, in face of The Globe's screams, that the opposition of The Globe is against the public interest, and represents private interests. There are but two sides of

the question, and The Globe is on the side of private interests. The Globe is also against the annexation of North Toronto. We pointed out last week its unscrupulous application of the city hall report on Ald. May's proposal to annex the Bloor-street territory, as the North Toronto were intended. With that annexation before it, The Globe repeats its statement thus:

The next question to be submitted in the annexation of the Town of North Toronto without special privileges. The report of the civic officials, which was against the proposal, practically seals its fate. In view of our previous correction of The Globe on this point, would it be too much to repeat The Globe's amiable phrases and say that The Globe's paragraph is "an offensive and utterly unfounded lie, and the man who wrote the lie knows that he was lying when he penned it?"

BOARD OF CONTROL CANDIDATES

Controller Hocken has been making one of the greatest fights ever put up in Toronto on a public question, and he has convinced a audience after audience of the feasibility and necessity of a tube system for the city. No man has a right to vote against tubes who has not first heard or read Controller Hocken's arguments and met them. Mr. Hocken's many years of civic experience in various capacities renders him one of the most valuable men in civic politics, and he should head the poll on January 1.

Ex-Controller Foster has been appealing to the people on the ground of economy. The fact that the city treasurer shows a surplus of \$1,000,000 in the city revenue indicates that Mr. Foster is on the right line. Mr. Foster knows that the Bloor-st. viaduct will add immensely to property values and therefore to the revenue, so that a lighter tax rate is possible. The big improvements proposed this year will all pay for themselves, so that the increasing revenue will necessarily make for a lower tax rate.

Ald. McCarthy is a general favorite as a new man for the board of control and should have no difficulty about election. He is one of the type of business men required in the council. J. G. O'Donoghue is another new candidate who will command a large vote. He is endorsed by the labor council and represents the labor men of the city.

LITTLE TORONTO.

Those "Little Yorkies" who have never been outside Toronto or farther than Hamilton, and who decry the expansion of the city on the ground that many more people can be herded together within the present limits, should study the area and population of some United States cities of proportions similar to Toronto.

Table with 3 columns: City, Population, Area in Acres. Includes Cleveland, Ohio; Detroit, Mich.; Buffalo, N. Y.; San Francisco, Cal.; Cincinnati, Ohio; New Orleans, La.; Washington, D. C.; Minneapolis, Minn.; Kansas City, Mo.; Indianapolis, Ind.; St. Paul, Minn.

It will be seen that while among these twelve United States cities Toronto would rank between the fourth and fifth (San Francisco and Cincinnati) in population, it would rank lower than the last in point of area. Kansas City, with a slightly larger area than Toronto, has only 248,331 population.

The addition of North Toronto to the city would only increase the area by 2500 acres, raising it to the tenth place on the list, while it would continue to rank fifth, below San Francisco, in population, the population of North Toronto being 7000. There is no basis, therefore, to the argument that Toronto is too large. According to the criterion of the United States cities it is much too small.

The Mail and Empire says in a caption, "Canadian Butter Gets Black Eye." Maybe it was goat's butter, however. Cheese it, old pal, cheese it!

The Mail and Empire tells the citizens to walk rather than vote for tubes. Fine enterprising spirit down along Bay and King. Of course, the citizens will vote to walk.

Why did Mayor Geary wait till he got his acclamation before he declared against tubes? If he does not want to be identified with the street railway policy, not to mention the bad taste of opposing Controller Hocken, who gave him his acclamation, he had better sit on the fence for a few days more.

Trustee McTaggart, who has served a term on the board of education, appeals for re-election and should have no difficulty in securing the seat for the next two years. His record is an excellent one, and his experience as a university graduate and a successful business man qualifies him in an unusual degree for the position.

"JIMUEL BRIGGS" ON HUMOR. To the Editor of The Globe: I note that in your issue of Dec. 20 you deprecate the lack of humorous writing in connection with Canadian Journalism. Well, "there's a reason"—in fact, more than one. Speaking from a lengthened experience, I know that humor is just about the most poorly paid kind of literary production, with the possible exception of poetry, for which the Canadian periodical press offers a market. For any writer to try to make a living by it would be simply

slow starvation; so, naturally, anyone dependent on his pen for a livelihood, turns to more profitable fields. Secondly, Canadian readers are, as a class, too narrow-minded, too conventional in their ideas, and too intolerant to allow a humorist any such scope of expression as he finds either in the United States or England. A writer of any originality, giving free expression to his opinions, very soon finds himself up against a host of prudices and down on the black list. The same considerations apply to serious writing.

The Canadian Courier, as quoted by you, is quite right in saying that Canadian writers, while growing in number, are not increasing in originality, being "somewhat inclined to follow the old-fashioned, humdrum lines." How otherwise, when the old-fashioned, humdrum lines are those that the public appreciates the best, and any departure therefrom is undertaken at the risk of giving serious offence? Men who are capable of independent thought will not pander to the enormous self-conceit, the sycophantic hero-worship, the pocket-patriotism, the hypocritical traitor or "loyalty," the antiquated theological conceptions, and the dense economic ignorance characteristic of the Canadian public, unless induced to do so by necessity. Merely the world is wide, and there are better markets for brain-work.

Phillips Thompson, 306 Garden-ave., Toronto, Dec. 23.

"RUNNING AS THEY PLEASED."

Editor World: I notice in The World a very indignant letter from a Toronto Street Railway conductor, who objects forcibly to a correspondent stating he "was told by a conductor that we (the conductors) have orders to run as we please." Now sir, I believe that statement to be true, for a friend of mine told me of being told the same by a conductor, and I was told so myself by a conductor on Thursday last. So much for that now. A word re the Dundas cars. I stood at the corner of Richmond and Victoria for forty-five minutes waiting for a Dundas car. I don't know where the one before had left, but I got there before Big Ben struck 6:45 p.m., and got on the first Dundas car at the clock tower at 6:50 p.m. The next night a friend of mine—whose veracity I can warrant—said he stopped at the corner of Yonge and Richmond forty minutes before the Dundas car. Facts are very stubborn things, Mr. Conductor, and if you poke around your theories will, I fancy, get badly mixed. The Dundas cars, as run at Keele-st., and the Rosedale-Queen cars, are to be answered for all this? R. R. Hopkins, M.D., 172 Annet-st., West Toronto.

BACK FROM SCOTLAND.

Mr. Gideon Miller Makes Record Trip—With Laurier on Program. Mr. Gideon Miller, the president of the Scotland Woolen Company, is in Toronto again, after a flying visit to the mills in old country. There were few moments wasted. Mr. Miller left New York on Nov. 13, in company with his friend, Mr. Harry Leader. He was billed to select the entire stock of spring patterns in Scotland, and a pressing business engagement in Cleveland for Dec. 23 demanded his immediate return. He was at the mills the day after the arrival of the Canadian liner, and remained there until the last train left for Liverpool to catch the Campania, the Christmas boat for New York.

Mr. Miller was not idle even on board ship. Besides being a successful business man, he is an entertainer of note, and his name figures on the Lusitania program of Dec. 2, with Edna Augustine Lorimer and "Fiona" of the Lusitania. It was a benefit concert for the Seaman's Charities, and netted something over \$1500, a record collection for the Cunard Line.

ALONE IN THE WORLD

And a Victim of Tuberculosis. That much dreaded disease consumption, it makes one lonely enough, for so often is the victim of tuberculosis, being even cast off by his own relatives and friends. "We have this fact pathetically told in a letter of application from a physician in an Ontario town, asking for admission of a patient. He says: "He (the patient) is a young man in whom I am greatly interested. He is a poor young fellow and an orphan, but of home, and without money. If we send him up, would you take him in and do the best you can for him? I know how difficult it is to accommodate a fellow who requires treatment, but this is a special case. Here it is that this poor fellow must suffer from the loneliness that has been caused thru his disease, but, alas, he is also alone in the world—an orphan."

WHERE BEST TO SPEND THE WINTER.

An increasing number of Canadians take the winter months to visit the Sunny South, and California, where flowers, fruit and sunshine abound. Others alternate between St. Catharines, Mount Clemens, Clifton Springs, Hot Springs, etc., enjoying these delightful rest cures, and last year one a number took advantage of the "Highland Inn," Algonquin Park, one of the highest points in Ontario, and revealed in the hazy air and winter sports. If you wish any advice regarding a trip, the place to obtain it is from C. E. Horning, City Passenger and Ticket Agent of the Grand Trunk, at northwest corner King and Yonge-sts., Phone Main 4208. It is needless to say that the Grand Trunk is the only route reaching all of above districts and the "Only Line" to Montreal, Toronto, Chicago, Buffalo, etc.

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ANNOUNCEMENTS. 27th December, 1911. Motions set down for single court on Thursday, 28th inst., at 11 a.m.

Before Cartwright, K.C., Master. Imperial Trusts v. Weber-H. Symons, K.C., for plaintiff. Motion by plaintiff for a final order of foreclosure. Gruer made. Leach v. Leach-A. J. Keeler for plaintiff. Motion by plaintiff on consent for an order dismissing action without costs and vacating certificates of lien and its pendens. Order made. Moore v. Moore-Lawyer (Aylesworth & Co.) for plaintiff. Motion by plaintiff for an order for the issue of a concurrent writ to serve an added defendant. Order made.

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