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PUBLIC POWER POLICY ALONE PROTECTS.

One of the chief advantages the public ownership movement in Great Britain has brought with it is the high standard set in the matter of municipal services. In all the cities that have undertaken to conduct their public utilities the passing of these from company to city council control has been marked by reductions in rates and improved efficiency in all departments. This has reacted on the corporations that still hold public franchises and they have been compelled to protect themselves against expropriation by approximating as closely as they can to the precedents set by the publicly owned and operated service and utility franchises. But they complain that at the rates they are forced to charge it is impossible to earn more than a moderate profit and this with them is a standing grievance against the municipal enterprises. Public ownership in Britain has thus not only directly benefited the cities favoring it, but has been a valuable protection for those other municipalities whose franchises are still entrusted to company operation.

The people in Southern Ontario are just now witnessing the similar effect produced by the prosecution of the Whitney-Beck power policy. In Hamilton, Brantford and other cities, the electors are being tempted to throw over the government's hydro-electric proposals by the offer of reductions in price and other inducements made by the electric companies, which, before the public scheme was launched, were in uncontrolled possession of the field. Up to that time, the citizens are well aware, concessions of any kind could not be obtained and they were continually in peril of being sewn up to the gigantic electric monopoly it was sought to create. That means just what similar combinations have done and are doing throughout this continent. The services would have been made to carry all that it could bear, and by means of holding companies and other high financial devices huge profits would have come to the controlling interests out of provincial industries and the public generally. From all that the power policy of the provincial government has provided a ready means of escape and one that will safeguard the people for all time. If the electors are now foolish enough to knive the Whitney-Beck power scheme they will deprive themselves of their only protection and they will find, as other cities have found, that monopoly-holding corporations cannot be trusted to give the public a square deal.

Under a public power scheme Niagara white coal cannot be used for private profit, but will remain the property of the people. As its use increases the ratio of cost of production to earnings must fall and will be followed by reductions in price, by improvements in service, by extensions that will make its benefits more and more available for the masses who would otherwise never have had a hope of sharing in them. Cheap hydro-electric light and power means everything for the province and for the people of the province, but it will never be got from monopolists who are out, not primarily to serve the public, but to make all the profit they can out of the greatest provincial natural resource—a resource that is the property of the people of the province and should be administered strictly in the public interest. Let it be remembered by every citizen who has the good of the province and of his own city at heart, that the public power scheme was compelled because of the actions of the electric companies themselves, because of their attempt to form a gigantic monopoly and to make the people subservient to private gain. If they are offering concessions now, it is to regain the position which they have nearly lost. Once freed from the fear of a service on a straight cost basis a time will assuredly come when they will plead that the prices they now offer are insufficient and the old game will be played. Adhesion to the Whitney-Beck power policy is the only guarantee of safety for the municipalities interested in cheap light and power.

THE HOSPITAL BY-LAW.

One of the by-laws to be submitted to the popular vote is that authorizing a grant in aid of the city hospitals. As no grant and up-to-date city can be without hospital accommodation for those who are unable to pay for it, the provision now asked is of much

OPINIONS OF MEN

Opinions of men who are large employers and are in a position to know both sides of the liquor question:

T. C. Irving, Manager of Bradstreet's, said that from a commercial standpoint it would be unwise to reduce the number of hotels in Toronto. The further concentrating of the trade would not reduce drinking to any extent, would prove a hardship to visitors and others and a big loss in revenue to the city.

Mr. Hugh Blain, of Eby, Blain & Co.: "I have always held strong temperance views, but the reduction of 40 hotel licenses without compensating the men so deprived would, in my opinion, be unjust."

Mr. C. W. Bongard, of C. W. Bongard & Co., said he was quite convinced that the hotel accommodation in Toronto was not any more than adequate for the normal needs of the city. He could see no good results that would be derived from the reduction of the number of licenses. Toronto, in his opinion, was a fairly temperate city now and the line to work upon was not to reduce the number of hotels, but to give those in the business such assurance that the trade would not be interfered with, so that they would be encouraged to improve their properties and give the city a uniformly fine class of hotels.

Importance to Toronto and ought to be generally supported. The city is admittedly deficient in this respect and if the hospitals are to extend their present accommodation, assistance is absolutely necessary.

The by-law authorizes a sum of \$50,000 to be given to each of the Home for Incurables, the Western Hospital, Grace Hospital and St. Michael's Hospital. And it is a condition of the grant that the money shall be expended in providing accommodation for poor patients. This is the class of accommodation that is most urgently required, and the hospitals concerned are willing that the city council be represented on their boards. With this safeguard the citizens of Toronto should accept without hesitation this opportunity to have proper provision made for the necessities of the sick poor of the city.

LAW AND LABOR.

Are the sentences imposed upon Gompers, Mitchell and Morrison, the labor leaders, just?

These men, it may be remarked in passing, were not tried for boycotts, but for contempt of court. Technically, Judge Wright is correct in saying that they had no right to violate an injunction, even though it was issued improperly or even unjustly. But the wayfarer man will not linger upon this distinction. He will pierce to the heart of the question and demand to know why laboring men should be punished whom they believe to be innocent of the cause of labor. Neither will he be satisfied with the statement that all blacklisting should be prohibited. He will answer, at once, that the blacklist used by employers is a secret weapon and beyond the reach of legal process, while the boycott, as used by the labor unions, is based on publicity and those who direct it are easily apprehended and as in the Gompers case, severely punished.

All questions respecting the rights and wrongs of workingmen are usually approached with considerable bias, and, even to the most fair-minded, they appear kaleidoscopic. Now and then innocent third persons—often the general public—are penalized for wrongs

with which they are in no earthly way responsible, and then we are apt to hear a great deal about the "tyranny of the labor unions." At other times, when we consider how those who toll have been uplifted during the past half century, we feel that too much can not be said in praise of the men who have welded the workmen into compact and powerful organizations.

Are the labor unions in the United States, justified in their general complaint of the federal courts? They aver that the judges, appointed for life after training at the bar as corporation attorneys, associating in daily life with the rich and powerful, have little sympathy with the common people. They say bitterly, and perhaps justly, that in the struggles between capital and labor, all the wrongdoing can not come from one side. Yet, while injunctions and contempt proceedings are frequently launched against laboring men, no such proceedings are ever heard of with wealthy employers and corporation magnates in the dock. Lawyers may understand how this is, but the labor leader who finds himself in jail does not.

The common law of England, by which the courts in this country and in the United States alike are guided, was framed when ideas were prevalent which would not be generally entertained now. It is not so many years ago that the late E. F. Clarke was subjected to prosecution for quitting his employment as a printer on "The Toronto Globe." That case did much to revolutionize the law, or at least its application, in Canada.

Will the Gompers case have any such effect in the United States? Gompers and his associates are in a false position, in so far as they wilfully and defiantly disregard the judgment of a court. But assuming that the court interpreted the law correctly, should congress amend it? Should it remain unlawful for any combination of men to do what any one of them might do on his own part, without offence? Much may be said on this subject in support of Gompers' contention, but undoubtedly the blacklist is unpopular and the boycott seems like a tree from the same root. It is more easy, however, to declare by law that capital and labor shall be subject to the same restrictions, than it is to bring this state of affairs about, in the everyday administration of justice.

STREET RAILWAY PROBLEMS IN DETROIT

The World last week sent a special commissioner to Detroit to investigate the street railway situation at first hand with the express object of getting information which might be of value when applied to the situation in Toronto. He found conditions pretty bad in Detroit, but he also found that that city has one sure hope for the future, which Toronto does not possess. Under the constitution of Michigan no street

railway franchise granted by a city council goes into effect until ratified by the people; and at this plebiscite, not a mere majority, but five-eighths of the vote, is required to adopt the franchise.

Here, then, is a good point, not only for Toronto, but for all Ontario, to consider. Why should the law of Ontario be any less solicitous for popular rights than the law of Michigan? We are continually calling for plebiscites, but can any issue be so pre-eminently one for the people to decide as the granting of a street railway franchise?

It may be objected that the majority of the people are not competent to pass judgment upon so complicated a problem as the traction situation; that it is largely an engineering question; that the people are apt to be excessive and unreasonable in their demands. This is an echo of the old cry that the people are not to be trusted. The fact is that the people know good service when they get it, and if they get first-class service they are never known to grudge a first-class profit.

But, in any event, why are they not as well qualified to pass judgment upon a matter so vital to them, as are the men who sit in the council?

How is the ordinary grocer, mechanic or physician who happens to be an alderman, to decide upon the fairness of a street railway agreement any more correctly than his fellow citizens in private life? He is supposed, it is true, to get the opinions of experts and to study the question. But why cannot his fellow citizens do the same thing? This is the position taken by Philip

Breitmeyer, mayor-elect of Detroit. He comes into office with an open mind and he proposes to study out the street railway problem and to invite the people of Detroit to study it out with him. He has therefore appointed a committee of fifty representative citizens who are to employ their own experts, apply their own experience, consult with the people and arrive if possible at a fair and just conclusion. Here is what Mr. Breitmeyer has to say about it:

"My committee of fifty is for the purpose of getting the will of the people on the street car question. I have nothing to say relative to the interviews credited to some of the aldermen except that they have no ground for complaint. Any private citizen has a right to call a public meeting, and certainly the mayor has the same right. That is exactly what I am doing. I am calling a public meeting of fifty citizens to learn from them what the people want."

"Do you think you could get the sentiment of the people as well from the aldermen as from the committee of fifty?"

"Not as well as I can get from the aldermen and the committee of fifty together."

The situation in Detroit is peculiar. Some franchises held by the Detroit United Railway expire next November; others, including the three cent fare lines, have sixteen years to run. But the franchises which expire in November are important enough to make their extension a matter of life and death to the company. Some of these franchises are burdened with heavy bond issues, which have years to run and are not provided for at this time. Unless the street franchises are extended the condition of the company will be absolutely desperate. But, as has been already pointed out, there are other franchises, some of them with sixteen years to run, which provide for a three cent fare. Shall all the outstanding franchises be given up by the D.U.R. and a new franchise (covering all the present lines) be granted to it by the city? It would seem desirable that all the outstanding franchises be surrendered and that the one contract should define the rights of the city and the railway company, but this would mean injustice to some of the citizens, unless a universal three cent fare be adopted.

To adopt the three cent fare, according to the company, would mean confiscation. This claim may require the citizens' committee to examine the books of the D.U.R. and to arrive at some estimate of what is its real investment, earning capacity, etc. They are not likely to recommend that interests and dividends must be paid up on \$40,000,000 of securities mainly water. The Free Press urges the committee to remember:

"That under the new constitution, which will be in effect on Jan. 1, before the committee could possibly arrange a settlement, all public utility franchises must be approved by a five-eighths vote of the people."

"That all the existing lines of street cars in Detroit are operated by a great many different franchise grants, are operated under only two different sets of general conditions or terms. One set prescribes that patrons shall be carried at the rate of eight cents for 25 cents during the principal portion of the day. The other prescribes five cents for each ride except during a limited period of the morning and afternoon. The five-cent rate prevails may have the benefit of a cheaper rate, it is the right of the city to operate the way lines in the city shall be operated on the same terms and conditions."

"That the franchises under which eight rides are given for a quarter, still have more than 16 years to run. Any arrangement which for the sake of uniformity takes away from the patrons of those lines the cheap rates they now enjoy would not be a fair or an outrageous betrayal of the interests of the city in a matter in which advancement, not retrogression, is to be looked for."

There seems to be a general impression that the D.U.R., if it can do no better, will accept a franchise for all lines on the basis of eight tickets for 25 cents and universal transfers. But mere cheapness is not the only, nor, indeed, the main requirement. New lines must be built, old ones connected up, and a general rerouting insisted upon. But how is the company to give proper service and make large improvements—weighted down with this burden of \$20,000,000 in bonds with stock? Will the citizens' committee require the company to scale down these securities, and how can this be done without a receivership?

Another important thing to be determined is this: How long shall the franchise run, if one is granted to the D.U.R.?

It would be easy for Detroit to deal with her problem, were she situated like Toronto. But under the American system, the legislature can pass no law impairing the obligations of a contract, however unjust or imprudent they may be. Detroit therefore cannot obtain the power to expropriate. This disposes many who favor public ownership to temporize, and the railway company is in a position where it can not afford to refuse a franchise on any terms. The principal contest may be as to the term of the grant, which many leading citizens insist must not extend beyond fifteen years from November.

It will be seen that the committee has no easy task and the members must give up valuable time to public service without reward. The result will be awaited with interest by all students of municipal affairs in Canada and the United States. Perhaps we may yet have such a committee in Toronto!

EATON'S DAILY STORE NEWS

100 Men's Stylish Winter Suits

English tweeds, with a scattering of fancy worsteds, dark colors, striped and neat checked patterns, three-button, single-breasted, sacque coat, with strong linings and trimmings; sizes 35 to 42-inch chest measure; the suits are well tailored and stylishly cut; this extraordinarily low price for an extra business suit; Tuesday, per suit 4.69

THESE FANCY VESTS—In assorted reds, greys and browns, with colored spots and checks, are especially marked at a price that offers money-saving of the largest kind; fancy flap pockets; pearl buttons; sizes 34 to 42; each 1.29

High-Class Fashionable Overcoats

In materials, careful tailoring and all that makes for good fit, they are most satisfactory; broad lapels with "buffed" edge, velvet collar sewn on by hand; material, a fine all-wool cheviot cloth in Oxford grey or black; lined with Italian cloth; sizes 35 to 44; consider the remarkably low price and come for a good overcoat Tuesday 11.97

WE'RE SELLING TROUSERS FOR \$1 AND \$2 A PAIR THAT YOU'D SCARCELY THINK COULD BE MADE FOR THE MONEY.

An Ideal Reefer for the Small Boy

Made from a heavy navy blue nap and lined throughout with red flannel; cut good length, double-breasted, buttoning close up to the neck; velvet collar, brass buttons, emblem on sleeve; very handsome and stylish; exceedingly warm, sizes 21 to 25; priced down to 3.79

A Fur-lined Coat "Word" to Men

If you want to spend your fur coat money to the best advantage this particularly good value is well worth attention.

A Pure-Wool Smooth Finished English Beaver Cloth Coat, 50 inches long, lined throughout, Canadian muskrat (full furred whole skins), new notch style high storm collar of extra quality otter; collar, pockets and front well stayed with strong canvas; offered at big price-saving to clear; each 55.00

Boys' Neglige Shirts Made from fine quality material in fancy colored designs with laundered bands and cuffs, neat patterns, sizes 12 to 14; a shirt that is sure to please the boys; price44

Boys' Worsted Stockings Boys' Heavy Ribbed Worsted Hose, with double ply yarns in heel and toe, seamless finish, correct for mid-winter service; an exceptional value, but size range is limited: 8 to 10 only; per pair19

Men's Underwear Clearance Tuesday

This clearance combines balances of special lines of both shirts and drawers, in Scotch wool, fleece lined and wool and cotton mixed; fawn or Shetland shades, sizes 34 to 40; Tuesday, while they last 29

Men's "Way" Mufflers 19c.

This popular muffler continues to be a fast seller; it is made in plain and fancy stripes, with dome fasteners; affords splendid protection for chest and throat; price 19

THE T. EATON CO LIMITED 190 YONGE ST. TORONTO

Michie's Teas are regular in their superior quality and flavor.

The English Breakfast Blends at 40c. lb. and 50c. lb. are favorites, but there is variety to suit all tastes.

Michie & Co., Ltd.

7 KING STREET WEST Telephone Main 7591 Private Branch Exchange Connecting All Departments

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RIDGEWAY, Dec. 27.—Last night burglars entered the general store of H. Box and stole about \$200 worth of goods.

Smoke
Old Gold
Cigarettes
Sweet and Mild
5c

INCORPORATED 1885.
The TRADERS BANK
of Canada.
Capital and Surplus \$6,350,000 Total Assets \$34,000,000
DIVIDEND No. 51
Notice is hereby given that a dividend at the rate of Seven Per Cent. For the current quarter, and that the same will be payable at the bank and its branches on and after Saturday, 2nd January, 1909. The transfer books will be closed from the 15th to the 31st December next, both days inclusive.
The annual general meeting of shareholders will be held at the Banking House, in this city, on Tuesday, 26th January, 1909. Chair to be taken at twelve o'clock noon.
By order of the Board.
Toronto, Nov. 16, 1908.
STUART STRATHY, General Manager.

O'Keefe's
Special Extra Mild PORTER
Extra mild, mind you. Brewed for those who find that ordinary Porter is too heavy.
Order O'Keefe's, remember.

JOHN G. From we Vigor of Lad prices have Coats Suits to a point w Dre also will be ously be CA Mail Or JOHN C 55-57-59 RED PEP JEWIS Conti a martyr to t presiding a "Phagocytosis" morning! He kept the but he could stand what he whether they or mark ball make out w The meeting a multitude i dead. Then I Cuddy to we the goats." Threw this juncture per of red pe a such a d and wheee Wheelers n and hais door wasn't the tide, so t it. Sgt. Cro Montgomery fresh air by thru a little of platform like Lawyer W half way in and coughed strained do Detective M Cuddy got the ressource to help the Hebrews thruffs of the mus: have be and was it's—ha-a—me Three was Upon the Cuddy. Messrs Louis Rotten disputed pres bstration com fumble for th and Rottenbu In higher that the Hou exist long. It is compo of the McCa avenue Synag Mr. Rottenbu in the la a massed con business, wh He has, how the Elm-stre ration, and it said to be th parties to gi house. Mr. Rottenb considerable great many congregation agents of th bitterness of Two M Two youth capped from School. Mimi and the for them, whose paren avenue, and at 111 Nassau P. G NORTH B Edgar Cahill employed in is under ar of a postoff of W. Black endorsed and Cahill is a letter contain He was rel appear Jan. W. McGarry, hill. The (Yonge a CHOIC in Fancy Coffee, Co Japan For Aftern SPECI Every da Try it. Oper