

The Toronto World

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THE GREATEST GRAB EVER.

Nothing quite so barefaced has been brought before the citizens of Toronto for a long time as the proposal to incorporate "The Toronto Central Terminal Co." The board of trade very properly adopted a terse resolution, expressing its disapproval of the measure. Yesterday the board of control determined to fight it.

The time for private companies to exploit the public in connection with their own perfectly obvious necessities has gone past. More or less dimly at first, but with growing conviction, the public perceive this. The corporations also perceive it, and redouble their efforts while an opportunity remains to extend their empire either by bold grabs or by sly steals. A combination of both methods characterizes the latest attempt to rob Toronto of its patrimony, under the practical slogan of "the general advantage of Canada."

The proposed grab sets out to endow Hugh Blair, of the Toronto Globe, William A. Ward, George P. McNamee, Roger Miller, James W. Wood, Fred Howard, Richard C. Steele, Lucien B. Howland, all of Toronto, and Frederick H. Allen of New York, as provisional directors with all the powers and privileges now vested in the railway companies, the wharfage and ferry companies, the hotel companies, theatre companies, park companies, street car companies, gas companies, electric light and power companies, telegraph and telephone companies, trust companies, steamship companies, warehouse and elevator companies, and if there be any other company which Mr. Blair's solicitor has omitted he will doubtless amend his bill.

This is the bold grab. The sly steal is to be noted also.

The twelfth clause of this remarkable piece of parliamentary draftsmanship specifically provides for agreements between the Terminal Railway Company and all the railways entering Toronto, including "the Metropolitan Railway Co., The Toronto & Mimico Railway Company, the Toronto Suburban Railway Company, the Toronto and Scarborough Electric Railway Light and Power Company, the Toronto, Niagara and Western Railway Company, the Toronto and Hamilton Railway Company, and the Toronto Street Railway Company."

Charter this company, let it make an agreement with the railroads and the street railway, and the city is tied up for ever.

Every member for Toronto must be ready to annihilate this infamous bill when it presents itself in the house of commons. The danger is too great to take any risks of involving Toronto further in legal entanglements of its traffic rights. The newspapers, even The Globe, must have sufficient public spirit to insist upon the suppression of such an attempt.

TRANSIT LESSONS OF PARIS.

Paris, according to an expert transit authority, writing in The New York Evening Post, surpasses New York in subway mileage and is in advance of either New York or London in the intelligent design of one large comprehensive system, which when completed will cover every section of the inner city and each subway when completed is handed over to a single operating company under strict conditions. These fix the rates, require free transfers over the whole city system, apportion the rentals and charges for maintenance and loss and secure proper protection for all employees. There are three fares in Paris—first class 25 centimes (2.5 cents), second class 15 centimes (1.5 cents), and round trip tickets, second class, good for return trip on day of purchase, sold up to 9 o'clock in the morning, 20 centimes (2 cents). For a single fare every passenger has the right to travel from any one point on the entire system to any other point.

The rapid transit system of Paris connects with circular lines serving the suburban traffic and Paris had the foresight to plan its subways on broad general principles looking to future requirements and the routes were laid down so that some could be constructed at once and the remainder later, but all dovetailing and resulting in a complete and properly balanced system. The Post correspondent remarks that Paris is a peculiarly round city and that a round city is the place of low fares. The Paris authorities aim at keeping it a round city and are linking their congested districts together by underground roads that permit easy traffic in all directions. This clear comprehension of the transit problem is providing Paris with a service properly adapted to its needs and the moral it conveys should be taken to heart by civic authorities. It is wanted in Toronto and along with it the determination to carry out the scheme finally agreed upon irrespective of any other considerations than the public interest.

PEERS AND PEOPLE.

Competent and well-informed observers on the scene of the historic struggle upon which the Conservative house of lords and the Liberal house of com-

mons are about to enter, while conceding the result to be uncertain, generally agree that the odds are in favor of the government. They point out that leading Conservative parliamentarians, including, it is said, Lord Lansdowne and Mr. Balfour, and several weighty Conservative newspapers, seriously question the prudence of the resolution to reject the budget bill. Opposition success at the polls will, of course, amply justify the determination of a large section of the Conservative peers to get rid of new land taxation, even at the risk of losing their veto powers. But the verdict of the electors cannot be ensured beforehand, and the consequences of a decisive government victory involve too grave consequences for that possible contingency to be encountered if acceptance on condition of an early appeal to the people would straighten the electoral issue.

Considerably over 300 peers were reported to have pledged themselves, whatever the advice of the party leaders, to vote against the second reading of the bill. They are largely composed of "backwoodsmen," as the peers who are never visible unless their land interests or personal privileges are in jeopardy have been nicknamed. Even Lord Salisbury, whose control was as a rule absolute, could not on such occasions bring these eccentric hereditary legislators to heel. Lord Lansdowne, with infinitely less personal influence, has perforce to submit to the tail wagging the dog. He has always been regarded as a statesman of great ability and high honor, but he was and is temperamentally a Whig. Being that, his natural place would be in a Liberal cabinet, as it was before the radical development of later days. However, the die is cast. The peers will to-day or to-morrow cross their political Rubicon and burn their boats behind them. And the end is not yet.

MEMBERS EXPLAIN HOW THEY GOT ROSS RIFLES

Idea Was to See That Experts in Their Several Districts Should Get Possession of Them.

OTTAWA, Nov. 23.—(Special.)—There was an amusing sequel to the Ross Rifle episode of yesterday, when in reply to a question put by Col. Worthington, Sir Frederick Borden read a list of twelve individuals who had received Ross rifles, double star, the majority of whom were members of the house.

As a matter of privilege, Col. Sam Hughes said that he wished to point out that an entirely wrong impression had been given by the way in which the question was answered. He had suggested to the minister that it would be a good idea to issue to each of the members of the members one of these rifles, so that the member could put the arm into the hands of an expert in his district, and thus silence the critics and slanders of the rifle. He was surprised to find that only twelve rifles had been issued to members, as he was of the impression that a more general distribution had occurred.

Incidentally Col. Hughes championed the Ross rifle in warm terms, as he was of the impression that a more general distribution had occurred. Incidentally Col. Hughes championed the Ross rifle in warm terms, as he was of the impression that a more general distribution had occurred.

W. D. Staples (Macdonald, Man.) whose name appeared amongst those who had received one of the rifles, also expressed surprise at the manner in which the question had been answered. It left the impression that he had received the rifle in an improper manner. He had been asked by a young man in his district to secure one of these rifles for him, and he had done so. If the minister wanted it returned, there would be no trouble in getting it back. Mr. Staples convulsed the house by declaring emphatically: "If the rifle is wanted, I can wire and have it here to-night."

Sir Frederick Borden said that the fact that twelve rifles had been distributed to individuals came out as a result to a question put by Col. Worthington, who, not satisfied, put another question on the order paper, asking who the individuals were. The question had been replied to in the regular way and without any intention of reflecting on anyone. The minister quite agreed with Col. Hughes that what was done was proper. As a matter of fact, the members who received rifles gave a receipt to the department for them.

UPPER CANADA BOYS IN LINE.

Taking Hold of the Little Christmas Stamp of the Muskoka Free Hospital for Consumptives.

Yesterday forenoon Messrs. Harry Muntz, W. P. Gundy and H. H. Love paid a visit to Upper Canada College for the purpose of interesting the pupils in the little one-cent Christmas stamp that has been issued in aid of the Muskoka Free Hospital for consumptives.

With the permission of Principal Auden, who expressed himself as warmly in sympathy with the proposition, Mr. Muntz, Mr. Gundy, and Mr. Love, addressed the students, pointing out that nearly \$6000 had been raised last year by this method, and that there was every reason to expect much larger results this year. The "boys" took hold energetically of the scheme and promise to give a good report from this well-known educational institution on the heights of North Toronto.

FELL 500 FEET AND LIVED

NEW HAVEN, Conn.—George Drew, a member of a party of aeronautes, has been giving exhibitions of balloon ascensions at Savin Rock. At the ascension to-day, Drew had risen fully 500 feet when he leaped out of the balloon, parachute in hand. The parachute failed to open and hundreds gazed in horror as Drew dashed downward. Fortunately the strong wind carried him into Long Island Sound, where he was picked up unhurt.

Equally marvelous have been many of the cases of those who have been saved by taking "Fruit-a-lives," the famous fruit juice tablets. For Rheumatism, Neuralgia, serious Kidney Trouble, Chronic Constipation and Biliousness, Indigestion and Dyspepsia, these fruit liver tablets never fail to give the most gratifying results.

If you suffer with any of these troubles, take "Fruit-a-lives," and be well. 50c a box, 6 for \$2.50, a trial size 25c—at all dealers or from Fruit-a-lives, Limited, Ottawa.

LARGEST WOODEN VESSEL.

Six-Masted Schooner, 350 Feet Long, Ready for Launching.

Bath, Me., Nov. 23.—The largest wooden vessel ever built in the United States and the largest sailing vessel of American registry will be launched from a local shipyard on December 14. She is the six-masted schooner Wyoming, and her official measurements give her a gross tonnage of 5730. The Wyoming is 350 feet long over all, 329 feet keel, and 34.4 feet deep.

FOR THIS, THANKS.

Editor World: I feel that as a citizen of this great country, it is due Mr. Maclean, the member for South York, to add my appreciation of his worth. Would that there were more Macleans in our parliaments. He is all right on every question, and especially re our help to old England at the present time. More power to "Billy's" elbow. My only regret is that I can't vote for him in South York. I happen to live in Toronto. We have too many "trimmers" in our parliaments, and too few men like W. F. Maclean. Grit.

Toronto, Nov. 22, 1909.

FOR THE TUBES.

Editor World: I notice that you have a lot of interviews in The World re the tube question. I don't expect to be interviewed, so just want to say that as a resident of Toronto for forty years, I am backing Mr. Hocken in this fight for a decent street railway solution of our present difficulty. I notice one of the members of the house has been sort of foolishness has been the means of keeping Toronto back more than once. I wonder how a man with such a "vacuum where his backbone ought to be" ever received enough votes to be elected an alderman. We want all the Hockens we can elect in this city. The Hockens are the only ones who are of such a size that they can see into the future a little bit and not keep everlastingly "putting off." Seventy thousand people need street cars and won't get them unless the city builds this Hocken Tube. Rah for Hocken!

H. C. F.

WOMEN THE BEST JUDGES.

Montreal Witness: "If women want to vote, we cannot join with Cardinal Gibbons in seeing dire mischief ahead. We apprehend none. Women must be assumed to be the best judges at what is good for them. All institutions are experimental, and mistake, if such be made, right themselves in time."

CLEVELAND BROKERS INDICTED.

CLEVELAND, Ohio, Nov. 23.—The county grand jury to-day indicted five brokers, accusing each of conducting a bucket shop. Their offices recently were raided.

COMMITTEE HOLDS SINGLE TAX SEANCE

Many Municipalities Seek Permission to Tax Improvements Less Than Land Values.

Yesterday afternoon's session of the special committee of the legislature on revision of the assessment act bore a distinct resemblance to a single tax seance.

Wm. A. Douglas, on behalf of the local Single Tax Association, urged that the municipalities be allowed to tax improvements at a lower rate than land values. Petitions from 19 municipalities were received to the same effect.

Paul Campbell of the Township of Trafalgar asked the committee to strike out the section directing assessors to set down the value of the real estate and of buildings in the same property in separate schedules. He also urged land as the basis of taxation.

E. H. Ambrose of the Bell Telephone Company advocated the separation of assessments of joint tenants of buildings. He cited the case of his company in Alliston, where they had to pay on a store of which only a small corner was occupied by them.

Assessment Commissioner Forman objected to the contentions brought forward by E. M. Tremblay, at the morning session. There was no use in urging reduction in business assessment, unless it could be proved that the land and buildings were overtaxed. Business taxation automatically depended on these. Yonge and Queen street properties were still assessed much below their true value.

Amendments Urged. W. C. Chisholm, K.C., appeared on behalf of the Ontario Municipal Association, which is urging several amendments, to determine the power of the court to consider the value of property for county purposes, and that in cities bylaws may be passed for the collection of business and income taxes immediately after the confirmation of the assessments of joint tenants of buildings for the then current year. They also asked that the assessment for county purposes be based on real property and not on business and income.

Stephen Grant, assessment commissioner of London, stated that vacant land was emphatically the basis of assessment in his city.

Henry Howitt, assistant city solicitor of Toronto, spoke in favor of the proposed amendment to remove the exemption from the business tax from social clubs without share capital, in which meals and liquor was sold. Luxuries, he said, should be among the first things taxed.

Morning Session.

When the committee met at 10.30 a. m. Hon. W. J. Hanna was elected chairman. About 25 members of the committee were in attendance. The chairman urged that no violent or radical changes should be introduced into the act, and this sentiment was concurred in by both Premier Whitney and Hon. A. G. MacKay. He said that railway taxation was more a question for the legislature than for a committee.

The committee decided to hear all the deputations before deciding regarding any of the proposed amendments.

E. M. Tremblay for the retail merchants' association, objected to going back to the old system of taxing retailers on the value of their stock, less what was owing on it. He also objected to the general high taxation of retail stores. Coal merchants and printers in particular were being taxed off the main streets.

A deputation from the Canadian Press Association complained that newspapers, while they only required situations on main streets for their business offices, found it impossible to

EATON'S DAILY STORE NEWS

Three of the Best in Men's College Ulsters

The college ulster can be made very dressy looking by skilful designing and painstaking tailorwork. That is made clear by these three examples, which also show a careful selection of materials. They are all fashioned with military collar, giving a much more trim appearance than the wide ulster storm collar.

At \$15 Double-breasted ulster, 50 inches long, with \$15 patch pockets and strap sleeves, material is a bronze chevot, green tinted, with colored stripes; diagonal woven lining 15.00

At \$16 Stylish single-breasted fly front design, 50 inches long, with fancy detachable cuff on sleeve; made from a dark brown 30-ounce chevot (heavy winter-weight), with woven self stripe. Particularly well tailored 16.00

At \$18 Extra heavy double-breasted ulster, tailored with raised seams; the cloth is that fashionable, medium dark grey, herring bone effect, chevot linings and trimmings of extra quality; detachable cuff. Price 18.00

Special—Men's College Ulsters 9.48

An assorted lot of very good quality coats from a leading maker, going at very close to the cost of making them up. Greys, browns and olives in striped and check patterns; sturdy wearing materials; good strong linings; some of the coats have fancy cuffs and pockets. Clearing at 9.48

Warm Winter Coats For Boys

OVERCOATS, in navy blue chevot; Russian style, double-breasted, velvet collar buttoning close at neck, Italian cloth body linings, fancy buttons; sizes 21 to 26. Price 3.50

YOUTHS' REEFER JACKETS, made from a heavy navy blue English nap cloth, double-breasted, military collar, buttoning close at throat, red flannel lining; sizes 29 to 33. Price 3.99

—Main Floor—Queen Street—

CHRISTMAS PICTURE FRAMING BEST DONE NOW "BEFORE THE RUSH"

THE T. EATON CO. LIMITED CANADA

"The Foreigner" By Ralph Connor 1.10

MEN'S CLOTHES IN THE TRUNK

Belonged to Mr. Guthrie—Miss Meeks Still Absent.

BAIRIE, Nov. 23.—At the resumed session of the Muskoka fire inquest, which is now adjourned until Friday, Miss Meeks' trunk was unpacked and were found to contain not only her own clothes but various articles of masculine attire. Nothing was learned of the girl's whereabouts.

Mrs. S. J. Guthrie, wife of the proprietor of the Crystal Moving Picture show, says she cannot tell where the girl is.

S. J. Guthrie had no explanation to offer as to how his clothes got into Miss Meeks' trunk.

Herbert McDougall, who lived with the Guthries, cannot be found.

Children's Parties Dinner Parties Card Parties

All kinds of Home Entertainments are enlivened and improved by

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LOST IN FAR NORTH

Anxiety Felt for Bishop Stringer, Now in the Yukon.

The following item from the "White Horse Star," of the 6th November, has been received in Toronto, stating that anxiety is felt for Bishop Stringer, who is still in the wilds of the far north:

"The fact that the last steamer from the lower river reached Dawson some weeks ago, bringing no word of Bishop I. O. Stringer, is the cause of considerable worry on the part of the reverend gentlemen's many friends."

"With competent guides Bishop Stringer left via the Edmonton trail last June for the mission posts in the north, Fort McPherson and Herschel Island, the latter in the Arctic Sea. It was his intention after visiting these outlying stations to return to the lower Yukon River, and come on the Carcross, where his wife and children were to join him. They having remained with relatives at Kincaid, Ontario, while he was away on his long northern voyage."

"While the bishop is long overdue, it is not thought by his friends that anything serious has overtaken him, as it is known that the Porcupine River froze up very early this year, and that travel by it was out of the question fully three weeks earlier than usual."

"For this reason," says The Star, "it is believed that the bishop is staying with the Peel Indians, until they make their annual pilgrimage from the MacKenzie River, their home and hunting grounds, to Dawson, which is usually late in December or early in January. It is to be sincerely hoped that this in the case, and that the bishop will be heard from soon. If he is with the Peel Indians, they may make their annual pilgrimage early this winter on his account."

Rev. A. E. O'Meara, of the Yukon, who is at present in Toronto, states that Bishop Stringer's plan was to return from Herschel Island to the Yukon River by the most direct route across the mountains to the headwaters of the Porcupine. Mr. O'Meara states that while it is possible the bishop has changed his plan, and returned to Peel River, it is more probable that he has been detained by the early freeze-up at Rampart House, an Indian trading post, or some other place on the direct route, and that the ice being so strong enough for travelling, he may be heard from very soon.

Archbishop Sues Bank.

MONTREAL, Nov. 23.—A suit against the Bank of Montreal for the sum of \$21,652.28 was entered in the superior court of Saskatchewan by the Archbishop of Saskatchewan. The action arose out of a legacy by N. B. Siroto, who died in New York, to the Roman Catholic episcopal corporation of Saskatchewan of all the money he had on deposit in the Bank of Montreal here.

CHUM

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