

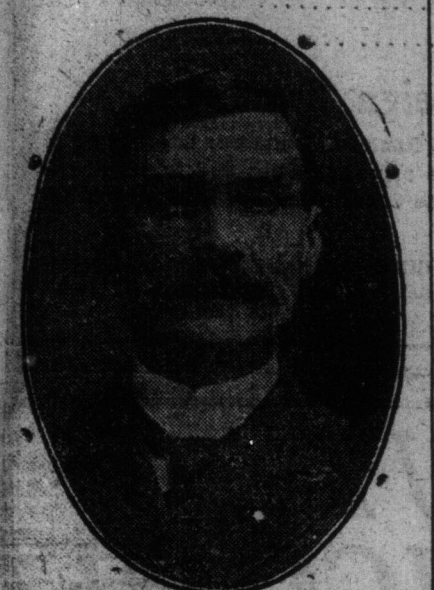
on Cards.

ROLLER

Election Cards.

WARD 3

FRED HOGG will see to the proper administration of the



BOARD OF EDUCATION
affairs if elected as
TRUSTEE FOR WARD 3.

WARD 3 1914

Vote For...

FRANK W.

JOHNSTON

Successful Business Man.

FOR BOARD OF EDUCATION

Polling Day, January 1st. 71234

WARD FOUR

VOTE FOR

MILES VOKES

FOR

Board of Education

1914

WARD 4

VOTE

MILES VOKES

For Board of Education

In response to the request of a large number of citizens, I am a candidate for the Board of Education in Ward 4.

As nearly one-third of the city's taxes are expended by this board, it is essential that the best business ability be enlisted in the conduct of its affairs. For the following reasons I solicit your support:

1. I have had several years of municipal experience as alderman.

2. My business undertakings in Toronto have not only been extensive, but successful.

3. Having no personal ends to serve, I shall be able to see that the business of the board is transacted without fear or favor, with such economy as is consistent with efficiency.

4. Being free to act independently, I will always be alert and watchful in the upbuilding of our educational institutions.

I shall be pleased to receive your vote and influence on Election Day, January 1st, 1914.

Yours faithfully,

MILES VOKES.

WARD 6

Your Vote and Influence requested for the Re-election

-OF-

W. W. HODGSON

For BOARD OF EDUCATION

Vote For

Hospital Bylaws

SIR THOMAS SHAUGHNESSY DENIES M. C. R. PURCHASE

Pointed Out That C. P. R. Line Will Run in Competition With Other Road.

MONTREAL, Dec. 30.—(Can. Press).—Sir Thomas Shaughnessy, president of the C.P.R., this afternoon denied the rumor of the purchase by his company of the M.C.R. line in Canada, which has been put into circulation by despatches from Montreal to Toronto morning papers. It is pointed out by the C.P.R. officials here that the company's line from Montreal to Detroit is being doubled and will run in competition with the M.C.R.

An official denial is further made of the rumors published here yesterday that the C.P.R. was behind the proposition to build a line in Maine, from Carleton Place to Bangor, as a part of a new short line from Halifax to Montreal.

BOOK ROOM IS RUN AS A MONEY-MAKER

Correspondent of Christian Guardian Calls It a Capitalistic Concern.

REV. ERNEST THOMAS

Advices Methodist Ministry to Renounce Commercialism in Publishing House.

Once more the Methodist Book Room is under fire, and this time from an entirely new angle. The indictment is made in The Christian Guardian of this date, by a Methodist preacher who made himself prominent by his unflinching loyalty at a critical time to Rev. Dr. Workman. He is Rev. Ernest Thomas, now of Regina.

Why a Book Room? In a letter discussing the question "Why have we a book-room?" Rev. Mr. Thomas says:

"Gradually the manufacturing, which was incidental to the mission of the church, became itself the chief end of business. No longer, according to accepted facts, is the purely commercial aspect of the mission of the church. It has been notorious for a decade that we have had to endure an inadequate manual of public worship mainly out of regard to these commercial interests which the church would denounce if made supreme elsewhere. And now it is clear that with the coming of the crown printing and with certain other manufacturing works incidental to the mission of the church, the Book Room is primarily a capitalistic concern run for the production of dividends.

Spiritual Death. "In saying this no criticism is suggested of any officials or boards—they have interpreted the mind of the church, so far as that mind was made articulate. I am a man of unclean lips and dwell in the midst of a people of unclean lips, but mine eyes have seen, and I ask others to see the issue, and, having seen it, honestly and in the fear of God to review it. Is the church committing itself more and more to a great entanglement in a system which will soon become a matter of spiritual life or death? Already we have become involved in a real estate deal which, in its private appropriation of unearned increment, is in accordance with the law of the land, but is out of harmony with the growing conviction and widening conscience of great masses of citizens. Can we, in view of the accession of industrial democracy, thus flout the democracy and its most cherished convictions; can we afford thus to ally ourselves to a system which is condemned by almost every serious student of social problems?

Renounce Profits. "Is it too late for us to renounce commercialism and to make the Book Room what it is meant to be—first, last and all the time—a medium for the propagation of spiritually valuable literature and supplies for the work of the church? I know this involves an economic problem, but the economic problem must soon or later be faced, and now is a good time to face it. It is absolutely certain that the essential primary work of our Book Steward has to take secondary place as compared with the great work which, under the present conditions, the church is called to do. That is not incumbent upon him. That is not the duty of the Book Steward. It is not for him to determine that he will renounce the commercial profit; it is for the ministry as a whole, who are the beneficiaries, and for the church as a whole to face the issue."

FURNITURE FIRMS GET OFF EASILY

Cartage Men Say Present Rates Do Not Pay for Driver's Time.

Local shippers expressed themselves to The World yesterday as fairly well satisfied with the railways' new cartage schedule, to take effect Jan. 1, and which grants Toronto a rate of three and one-quarter cents per hundred pounds. Some objection was raised, however, to the new regulations which have been made in the tariff, and which were made without notice to the shippers. These exceptions are furniture, empty boxes and baskets. For these a special rate is to be arranged.

It is claimed that this will impose a hardship on the furniture manufacturers, and it is quite probable that this exception in the tariff will be taken before the Dominion Railway Board for adjustment.

Toronto cartage officials declared yesterday that it would have been unreasonable to expect them to continue the present system of carrying furniture, empty boxes and baskets at the same rate as other freight. The present rate was not even enough to pay for the time of the driver. One of the Toronto cartage companies is expected to The World the case of delivery of empty baskets to a Toronto firm, the total time in getting a load from the train and delivery taking three hours and the price received being only fifteen cents.

Winter Tourist Trips

Are becoming more popular every year, largely owing to the increased transportation facilities and modern luxuries of equipment, making the journey to California, Florida and other resorts a pleasure instead of a hardship. With one change of cars, you can travel from almost any point on the main line of the Grand Trunk Railway System to your destination in the sunny south or the Pacific coast, where the flowers bloom and warm, balmy breezes blow. Meals served in dining cars make it unnecessary to leave the train en route. Travel is made easier, and it is delightful to get away from the everyday grind, the monotonous or strenuous life to mingle with successful, happy people, and, besides, it pays. Round trip tickets are issued by the Grand Trunk Railway System at exceptionally low rates, giving choice of all the best routes,

Passenger Traffic

ALLAN LINE

To LIVERPOOL, GLASGOW, LONDON, HAVRE

The memory of a voyage on the Allan Line is one of luxury and happiness. On these fine steamers comfort and convenience exceed the expectations of the most blasé globe-trotter. For rates, sailing dates, and beautiful descriptive booklets apply to local agents or,

THE ALLAN LINE, 95 King St. West, Toronto.

CANADIAN PACIFIC

NEW YEAR EXCURSION FARES

Between all stations in Canada, For William and East, and to Saint Ste. Marie, Mich.; Buffalo and Niagara Falls, N.Y.

SINGLE FARE FARE AND ONE-THIRD

Good Going Dec. 31, Jan. 1. Return Limit, Jan. 3, 1914.

Minimum Fare, 25c.

Full particulars from any C. P. R. Agent, or write M. G. MURPHY, ed77t, Dist. Pass. Agent, Toronto.

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For the Round Trip.

Going December 31st and January 1st. Return Limit, January 2nd, 1914.

Fare and One-Third

For the Round Trip.

Going December 29th, 30th, 31st, January 1st, 2nd, 3rd, 1914. (Minimum fare 25 cents).

To all points on Canadian Northern Ontario, Central Ontario and Bay of Quinte Railways.

All information City Ticket Office, 52 King St. E., M. 5179, Union Station, Ade. 3485.

INTERCOLONIAL RAILWAY

THE ONLY ALL CANADIAN ROUTE To the Atlantic Seaboard

Are You Going to Europe

HALIFAX

Canadian Pacific Expresses Allan Line

The best way is via the Government-Owned Road.

The INTERCOLONIAL RAILWAY

2 THROUGH 2

MONTREAL AND HALIFAX

Ocean Limited

7:30 p.m. (Daily)

Maritime Express

8:15 a.m. (Daily, except Saturday)

On European Steamship sailing days

L. C. R. trains with Passengers and Baggage run alongside ships, saving transfer.

STEAMSHIP TICKETS

ALLAN LINE, CANADIAN PACIFIC S.S. LINE.

CANADIAN NORTHERN S.S. LINE. DONALDSON LINE.

For further information concerning rates, reservations, etc., apply to E. TIPPIN, General Western Agent, 51 King St. E. (King Edward Hotel Block) Phone Main 554.

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