

THE TORONTO WORLD

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THE FOWLER EPISODE

Tuesday, Feb. 19, 1907, will always remain the blackest of days in the history of the Parliament of Canada. Not so much for the intervention of George W. Fowler, Liberal member for Kings and Albert, New Brunswick, nor for the gross nature of the charges he hurled at the heads of ministers and members, but because the instant challenge and repudiation which ought to have followed upon them were not forthcoming. This is the humiliating part of the episode, which no subsequent action on the part of those directly interested can altogether remove. Silence under threat of exposure is never associated in the public mind with honest innocence, and in the case of men holding representative and responsible positions, was a lamentable and reprehensible confession of weakness.

This scandal cannot rest in its present position. The honor of the Dominion Government and Parliament of Canada—indeed, of Canada—is directly involved. An attempt has already been made by the chief government organ to divert public attention from the vital issue to the course followed by Mr. Fowler and the methods he has pursued. This is an entirely subsidiary matter involving personal, not public, issues. Whatever Mr. Fowler's motives may have been, and whatever censure he may have incurred, the fact remains that on the floor of the House of Commons of Canada, he made grave allegations against members of the government and members of the house, and that those remained unanswered and unrepudiated. That is not a condition under which the Parliament of Canada should remain inert, nor will the people be satisfied if steps are not taken immediately to vindicate the honor and reputation so directly assailed.

CIVIL SERVICE REFORM

Civil service reform is one of the most pressing requirements of Ontario to-day. The arguments in its favor are irresistible, and its accomplishment will do much to purify provincial politics. For with it must depart the shoddy and vicious system which places patronage in the hands, either of party committees or of individuals representing local party interests. Positions in the civil service of Ontario should not be dependent on party affiliations now used for party purposes. The province is big enough to establish a service which in its main branches at least should be open to all aspirants, and the door should not be personal pull but competitive examination. It should be strictly safeguarded against active interference in political affairs, and indeed should follow, with such modifications as circumstances require, the British system which has proved so admirable in working and whose excellence and neutrality it is the settled policy of both political parties to maintain unimpaired.

When Mr. Graham declared his platform, The World commented on the fact that civil service reform was conspicuously absent from it. It may, perhaps, be invidious to enquire why so notable an omission occurred, but the reason possibly would not be far to seek. That omission Mr. Graham has intimated his intention to repair, in a practical way, by the introduction of a measure designed to effect a drastic reform. It cannot be too drastic and complete for The World, and we trust it will prove to be of such a character as will provide the province with an independent and thoroughly efficient civil service. If that be its character, the bill should receive the cordial support of the government and of every member of the legislature who has the interests of the province sincerely at heart.

Attempts have been and are still being made to associate Premier Whitney with the introduction of the spoils system into the civil service administration of the province. The charge is a preposterous one when the record of previous Liberal governments is remembered. It has been proved beyond the shadow of a doubt that the civil service of Ontario was habitually used by these governments for party purposes. Positions in the service were the reward of party services and promotions were the reward of further party services. For years the service was utilized to maintain the dominant party in power and it would not have been surprising had the weeding out process applied to the more flagrant cases of interference in party politics been more widely extended by the present government. But Premier Whitney can afford to be magnanimous and to further a reform which, by removing the civil service of the province from all improper influence, cannot but increase the efficiency of the administration.

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WIDEN THE LICENSE INVESTIGATION

Dr. Wilson very reasonably wants the license investigation to show how it was that so many people got the idea that the commissioners could be wrongly influenced.

It goes without saying that Dr. Wilson and his brother commissioners can see no reason within themselves why this impression got abroad. Nor will anyone suggest for a moment that it could have arisen from any action of the license commissioners, who held office previous to Dr. Wilson and his colleagues. But that the idea has got abroad that license commissioners may be influenced, is amply shown in the evidence so far adduced before the Commission.

It is just possible that the solution of the puzzle that is perplexing Dr. Wilson may have its root in times past, when the license laws of the Province of Ontario were administered by the Liberal party under George W. Ross and others. The World knows nothing of this matter other than that it is the popular impression that many years ago, let us say, influence was brought to bear upon license commissioners in Toronto and perhaps elsewhere.

The World suggests to Commissioner Starr that he dip a little into history and go back a few years, and see if there is anything that will give an indication of a clue that will lead to the solution of Dr. Wilson's puzzle. Any way, now that the investigation is on, let the scope be widened and let everyone who has a complaint now or whose complaint was fresh years ago, come forward and tell what he knows of the work of past license commissioners. It may be that we have fallen upon happier times than those that were brought to pass under a former regime.

LET IT GO ON

Last year the council of the City of Toronto decided that James-street should be extended south of Queen-street to Richmond-street at a width of 66 feet. Since that time a number of property holders, believing that the city council of 1906 knew what it was about, drew up plans and made arrangements for building on property that would be opened by this extension.

At that time, as now, the assessment commissioners were not in favor of the extension, but the city council believed the extension would relieve the congestion on Yonge-street and assist materially in the convenience of pedestrians along Queen-street. The board of works of the present city council has decided that the extension of James-street should go on, in spite of the fact that the assessment commissioner remains of his original opinion that the extension is not necessary.

In view of the fact that one city council has already passed favorably upon this extension, in view of the fact that the board of works of the present city council has approved of the action of the city council of 1906 and in view of the fact that the matter has been as good as settled for over a year, enabling property holders to make extensive plans for building purposes on the extended street, there seems to be no reasonable reason why this necessary work should not go on.

THE TORONTO GENERAL TRUSTS CORPORATION

Twenty-Five Years' Record.
The 25th annual meeting of the shareholders of this corporation took place on Wednesday, the 20th inst., and was held on Wednesday evening next, in Victoria Hall, has been received with satisfaction by the public. A number who have expressed a desire to ally themselves with the organization have called on The World to say that they will be on hand and that they will be living advertisements.

place on Wednesday, the 20th inst., and the report of the directors to the shareholders, together with the annual statements and the proceedings of the meeting, will be found in another column.

As this meeting of the corporation marked a quarter of a century in its marvelous progress, quinquennial periods, its proceedings will be of interest to the large number of persons having dealings with the corporation. Commencing 25 years ago, the management of estates and trusts in a cordial, the General Trusts has steadily worked its way into public favor, until it now ranks as one of the strongest and most popular financial institutions in Canada. Certainly the establishment of such an organization has amply shown the wisdom and foresight of its founders.

The result of the year's operations must be satisfactory to all concerned. The net profits, after payment of all expenses, and after making provision for all known or estimated losses amount to \$156,088.55. Out of these dividends at the rate of seven and one-half per cent. were paid to the shareholders, amounting to \$75,000, and after writing off \$17,247.24 from vaults and other assets, \$50,000 was carried to reserve and \$18,441.31 brought forward to credit of profit and loss.

ONTARIO ALLIANCE TO-DAY

The executive of the Ontario Alliance met last night in preparation for the convention which opens to-day in Bond-street Church.

The premier will receive a big deputation from the Alliance this morning when he will probably announce the government's intentions respecting the three-fifths clause. Inquiries are not looking for any change in this respect.

WINDSOR SALT—ought to cost more—so pure, fine, well-savoured. Goes further, too. But not a cent dearer.

THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSIONERS

Sixty-fourth Article.
One of the weakest editorials we have yet read in connection with the shortage of cars is that published in The Globe yesterday and which was evidently written in an attempt to defend the board of railway commissioners in their failure to take action which would have the effect of relieving the stringency.

The editorial in question points out the fact that numerous complaints have been sent in to the board of railway commissioners with conclusive proof that the transportation lines have been providing a very inadequate service and that apparently the railway companies have not been able to rebut the allegations. The following are some quotations from the editorial in question:

"It does not seem at all clear from the terms of the Railway Act that the commissioners have, in dealing with the shortage of rolling stock, including engines as well as cars, all the power it is desirable they should have. It is satisfactory to learn that the board of railway commissioners is inclined to assume that it has some measure of regulatory authority in this matter, for it has notified the companies that it is their first duty to equip properly the lines they are now operating, instead of extending their lines for the purpose of capturing the traffic of new territories. The railway managements are warned that if they fail hereafter in this respect there will be no delay on the part of the commission in exacting the penalties provided by the Railway Act. This is obviously not a threat, but an intimation, and the railway companies will probably take it seriously. Those who have been assuming that the railway commission is a tribunal without power, or without the courage to use it, will find themselves mistaken."

It is clear to everybody but the board of railway commissioners themselves that they have power to compel the carrying companies to comply with the terms of the Railway Act and there is not the slightest doubt regarding the power of the board of railway commissioners to compel the carrying companies to provide the equipment necessary for the proper conduct of their business. The Railway Act states explicitly that the railways must provide proper equipment for the business of the companies and it is the duty of the board of railway commissioners to enforce the act, consequently we do not understand how they can claim that it is necessary to obtain further powers before they can deal with this matter.

The notice served upon the railways by the chairman of the board of railway commissioners undoubtedly due to the demand of the press thrust the country for immediate action with regard to the car shortage. The board of railway commissioners have shown clearly that they do lack courage to deal with the transportation difficulties in a practical way, and this want of courage is undoubtedly due to the fact that they have not the necessary experience and knowledge required to enable them to deal with these matters intelligently.

The shortage of cars, as already pointed out, is more apparent than real. If the railways had sufficient motive power to move the cars promptly there would not be any car shortage. If the locomotive works on the continent of America are unable to supply and purchase them. They are not competent to use engines built in this country or in the United States. The whole difficulty originates from the fact that the railway officials are financially interested in the locomotive works and they will not place orders outside of their own companies unless they are compelled to do so.

If the board of railway commissioners will enforce reciprocal demurrage and do it promptly, Canada will have heard the last of car shortage. If they had power to enact legislation giving the railway companies power to charge demurrage, they have an equal right to enforce reciprocal demurrage. The carrying companies contempt. They have disregarded complaints made to them and have refused to improve their facilities. It is useless suggesting to them that they should do so and so. It is necessary that the board of railway commissioners should issue an order that certain things must be done, and if they do so the railway companies will be compelled to act upon such an order.

The present board will not issue instructions of this nature, because they have not sufficient knowledge of the transportation business to be sure of their ground, and they are mortally afraid of making a mistake. Expert train men would know exactly what should be done, and if the board of railway commissioners were composed of competent men they would have no hesitation in dealing with the discrimination and disabilities under which the people of Canada are laboring. The Dominion Government cannot afford to allow the board of railway commissioners to continue its past policy of doing nothing. The transportation must be placed in the hands of the most competent train men who can be secured in this country, otherwise it will in the future, as in the past, continue to be a useless expense to the public. It is absurd with the questions of the board of railway commissioners taken up and other matters which should be settled directly between the railway companies themselves, or between the railways and the individuals, or towns interested.

The work of the board of railway commissioners, as outlined for them by the minister of railways, has been completely neglected, and it is about time that they followed out the line of action laid down for them by the minister of railways when the board of railway commissioners was created. The vision of railway tariffs should be their first consideration, as it is the most important question before the people to-day. Next to that the shortage of equipment is the most serious matter to the business men of Canada, that should in turn be handled promptly, and so on down to waste in connection with matters which should have no time only, neither should they be compelled to settle disputes between the railway companies themselves, unless it can be done at a time when other and more important duties are not demanding their attention.

PUBLIC OWNERSHIP LEAGUE.

I approve the formation of a public ownership league and am prepared to give the movement my earnest and personal support.

Name

Address

The announcement that a meeting to organize a Public Ownership League will be held on Wednesday evening next, in Victoria Hall, has been received with satisfaction by the public. A number who have expressed a desire to ally themselves with the organization have called on The World to say that they will be on hand and that they will be living advertisements.

place on Wednesday, the 20th inst., and the report of the directors to the shareholders, together with the annual statements and the proceedings of the meeting, will be found in another column.

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AT OSGOOD HALL

ANNOUNCEMENTS.
Chambers.

Carlwright, master, at 11 a.m. Single Court.

Cases set down for hearing before Mr. Justice Tordoff at 11 a.m.:
1. Re Sanders Estate.
2. McCausland v. Spears.
3. Re Frost.
4. Matheson v. Robb.
5. Re Duncan and Midland.

Divisional Court.
Toronto, Non-Jury Sittings.
Peremptory list for 11 a.m.:
1. Re Petrakos.
2. Ross v. Township of Bucke.
3. Reigle v. Edgar.
4. Whitley v. Peirle.
5. Munce v. Waterford.
6. Youhill v. Hyland.

Peremptory list for 10:30 a.m.:
1. Howland v. MacDonald.
2. Goldie v. Casper.

Crow's Nest Pass Coal Co. v. Heyl and Patterson Incorporated are plaintiffs in a suit brought against the Crow's Nest Pass Coal Co. in which claim is made for \$122,222.22 balance due, under a certain contract made between the parties.

Libel and Slander.
Elizabeth McLeod and her husband are defendants in a slander action at the instance of Herbert C. Lewis, who is claiming \$2000 damages for libel and slander.

Toronto Casket Co.
An order winding up the Toronto Casket Co. was obtained from Mr. Justice Tordoff. E. R. C. Clarkson was appointed interim liquidator and a reference was directed to the master-in-ordinary. The application was made on behalf of the Dominion Bank.

Promissory Note.
Kata Acranman of Toronto has begun an action against William Smart, claiming \$742.50 as principal and interest of a certain promissory note.

The W. E. Sanford Manufacturing Co. of Hamilton have an action pending against Charles E. Kinney and James M. Brown, for a building allegedly conducted by the defendants in the same building at Owen Sound as the plaintiffs occupy. The defendants made application to the master-in-ordinary for a commission and to postpone the trial of the action. The motion was refused by the trial judge.

Animals Killed.
James Yeates, a farmer of Lambton County, in September last had three cows and a horse killed on the G.T.R. Co's tracks. He claims it was the company's negligence in not keeping the fences and gates enclosing their tracks in repair that the animals got out of the pasture field and were killed.

His action against the company in the county court claiming \$300 was dismissed. Judgment on his appeal to the divisional court has been reserved.

Must Answer.
W. Wallace Morency has an action pending against Arthur T. Wilgess, for libel. On the plaintiff's examination for discovery he refused to answer certain questions. Upon application to the county court the defendants have been ordered to answer, and an order has been made to that effect.

Designs the Best.
John Henry Boulter, merchant of Brampton, has filed in the court a disclaimer of the office of town councillor for that town. Proceedings for his qualification had been begun by W. E. Milner, mayor of Brampton, on the ground that Boulter had an action pending against the municipality.

THE LONDON AND CANADIAN LOAN AND AGENCY COMPANY.
In another column will be found the report of the thirty-third annual meeting of the London & Canadian Loan & Agency Company. From the returns made it will be seen that the result of the year's operations has justified the directors in describing them as very satisfactory. The gross earnings, including the balance brought forward from last year, amounted to \$211,009.05, and after deducting the cost of management and other charges, a net profit remained of \$71,185.64. Out of this dividends at the rate of 6 per cent. on the balance of \$25,290.64, their estate account of the extent of \$20,000 and the remainder of \$15,895.00 was carried to rest account.

For the property of a company of this class much depends on the management, and it was the privilege of the directors to assure the shareholders that the operations of the company during the past year had resulted very satisfactorily. That the loans made have been thoroughly sound is shown by the fact that borrowers have met their engagements promptly, and with the prosperous conditions prevailing in

the chief business centres, where the company operates, the results of its business will certainly improve. The excellence of the management is shown by the fact that the total assets of the company now amount to \$2,623,812, and their net account to \$245,000. This is an excellent showing and certifies to careful administration, which in a company of this kind is the assurance of prosperity.

A Royal Patron of Art.
George IV. was in very way a contrast to his parents. He was no mean judge of the pomp and circumstance of royalty, and was as well a competent connoisseur of art. He set to work at once to furnish the British Crown with a suitable abode. Windsor Castle was taken in hand by Wyatt in 1824, and not only encased externally in its present magnificent shell, but transformed internally into a palace suitable for the reception of the sovereign and his court, and also for royal guests. Buckingham House was placed in the hands of Nash, and almost entirely rebuilt. Money flowed in streams, but the nation raised no definite objection. George IV. aspired to be not only the first gentleman in Europe, but the first sovereign, and it is strange, on looking back thru history, to see that the monarch in Europe who could be said to be seated safely on his throne. Meanwhile the royal collection of pictures was temporarily dispersed, and in some cases went to the wall; that is to say when Windsor Castle and Buckingham House were dismantled, when New Palace and Carlton House

were also abandoned and demolished, the pictures were either sent to Hampton Court Palace to be hung on the walls, where possible, or stacked away at Kensington Palace, or elsewhere, until the new palaces were completed.

O. & P. Beachall Clients.
Cleveland, Feb. 20.—The members of the Ohio and Pennsylvania Baseball League decided to-day not to ratify the sale of the Youngstown franchise to Jamestown, Erie and Sandusky were not admitted.

FREE TO RUPTURED
A QUICK NEW CURE
I have made new and important discoveries in the cure of Rupture, and for the next thirty days will give every ruptured person who follows these directions a chance to win this remarkable prize. FREE. Mark on the picture the location of your rupture, answer the questions, and mail this to DR. W. S. RICE, 81 Church St., Block 11A, Toronto, Ont. Age..... Time Ruptured..... Does Rupture pain?..... Do you wear a Truss?..... Name..... Address.....

Money cannot buy better Coffee than Michie's finest blend Java and Mocha, 45c lb.

Michie & Co., Limited

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THE T. EATON CO. LIMITED

MEN'S BARGAINS

February about over—this Friday the last Bargain day—so we're picking out winter goods and all lines that should go out with the month and are pricing them down so that you can't help seeing the money saving, and the advisability of coming early Friday.

10.00 Stylish Tweed SUITS, 5.69
Browns and grays—neat patterns with colored overplaid; single-breasted cut; sizes 36 to 44.

5.00 and 6.50 OVERCOATS, 2.98
Black and navy blue beaver cloth, and Oxford gray frieze; three-quarter length; sizes 34 to 38.

11.00 and 12.50 ULSTERS, 8.50
Pure-wool Oxford gray genuine Irish frieze; pure-wool tweed lining; deep stern collar; sizes 36 to 44.

1.25 and 1.50 TROUSERS, 98c
Serviceable neat dark tweeds; sizes 32 to 42.

90.00 FUR-LINED Coats, 67.50
Beaver cloth shell—muskrat lining—otter collar.

1.50 to 2.50 Felt HATS, 79c
Derby and soft shapes—correct styles; about 300.

75c and 1.00 Fancy SHIRTS, 59c
Neat blue-and-white and black-and-white patterns.

25c Silk NECKTIES for 15c
Medium-width four-in-hands; satin lined.

Linen COLLARS Still 5c Each
All styles; men's and boys—sizes 12 to 18.

MAIN FLOOR—QUEEN STREET.

THE T. EATON CO. LIMITED

190 YONGE STREET, TORONTO

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O. & P. Beachall Clients.
Cleveland, Feb. 20.—The members of the Ohio and Pennsylvania Baseball League decided