

## THE TORONTO WORLD

A Morning Newspaper published every day in the year.  
Telephone—private exchange connecting all departments—Main 222.

**SUBSCRIPTION RATES IN ADVANCE**  
One year Daily, Sunday included ..... \$5.00  
Six months, Sunday included ..... 2.50  
Three months, Sunday included ..... 1.25  
One month, Sunday included ..... .40  
One year, without Sunday ..... 4.00  
Six months, without Sunday ..... 2.00  
Three months, without Sunday ..... 1.00  
One month, without Sunday ..... .30

These rates include postage all over Canada, United States and Great Britain. They also include free delivery in any part of Toronto or suburbs. Local agents in almost every town and village of Ontario will include free delivery at the above rates.

Special terms to agents and wholesale rates to newsdealers on application. Advertising rates on application. Address THE WORLD, Toronto, Canada.

**HAMILTON OFFICE—**  
Royal Black, North James and Merrick streets. Telephone, 536 Main Street. Walter Harvey, Agent.

Advertisements and subscriptions are also received through any responsible advertising agency in the United States, etc.

The World can be obtained at the following news stands:

**BUFFALO, N.Y.**—News stand, Elliott square; news stand, Main and Niagara streets; Sherman, 536 Main Street.

**CHICAGO, ILL.**—P.O. News Co., 217 Dearborn Street.

**DETROIT, MICH.**—Wolverine News Co., and all news stands.

**HALIFAX**—Halifax Hotel news stand.

**LOS ANGELES, CAL.**—Amos news stand.

**MONTREAL**—Windsor Hotel and St. Lawrence Hall; all news stands and news boys.

**NEW YORK**—St. Dennis Hotel and Hotel Kings news stand, 1 Park Row.

**OTTAWA**—Despatch and Agency Co.; all hotels and news stands.

**QUEBEC**—Quebec News Co.

**ST. JOHN, N.B.**—Raymond & Doherty.

**WINNIPEG**—T. Eaton Co.; T. A. Mela; John McDonald; Hotel Empress news stand.

All Railway news stands and trains.

## BUILD UP ONTARIO.

Build up Ontario is an object worth the attention of the provincial government and the consideration of all citizens. Old Ontario is fairly well supplied with the means of transportation. New Ontario has its railway. But what is being done for Northern Ontario? Stories of unrest among the residents of the north come down to us. What is the matter? Where there is so much smoke there must be some embers. The only matter that vexes them is the lack of railway accommodation. In this their complaint is just, and it should be made right by the government. Another thing the Northern Ontario would be the solution. If not a government road, then, as an alternative, a guarantee for the Algoma Central to enable it to finish its line, and Northern Ontario will thus be in a measure appeased.

## THE PUBLIC OWNERSHIP LEAGUE.

Supporters of public ownership and operation of service and utility monopolies should make it a point to attend the meeting in Cumberland Hall, convened to-night for the purpose of organizing a branch of the Public Ownership League in North Toronto. Recent events in the city have demonstrated the need for organizations which will voice the demands of the people for cheap and efficient public services. Citizens who favor this should not be content with the belief that, because this is so generally favored, no active support on their part is necessary. Public opinion to be effective must be evidenced and strong district organizations are the best evidence of popular sympathy and support. Success can only be achieved by concerted action, and the Public Ownership League is intended to focus and stimulate popular opinion. If every branch is made a success from its inception, the future of the movement is assured.

## DELAY IS DANGEROUS.

The World believes and hopes to continue in the belief that the White government has a definite and well-considered policy for ensuring the people of Ontario cheap electric energy from Niagara Falls, and that it intends to give speedy effect to that policy. We would greatly regret were this faith shaken or lessened in any degree, but it is a fact that one of the power companies is now, and has been for some time, busily engaged in getting contracts signed by prospective users of power, and has corps of surveyors throughout Western Ontario surveying locations for prospective cheapness of power, but reports and speeches turn no wheels and light no lamps. So far as the public have been informed not a rod has been surveyed for a government line, and no plans have been made for the erection of one. It was reported some time ago, and the report appeared to be well founded, that some kind of an offer or proposal had been made to the government, either by one of the companies, or by capitalists connected with them, which, if accepted and carried out, would have ensured power to the people at cheap or at least

reasonable rates. If such an offer was made, was it rejected by the government because it had a better plan? If so, when is the public to be informed as to that policy, and when may we expect to see it put in operation? Is it likely that the same offer or one as good can be obtained now that another company has been given time to pre-empt the field, securing by contracts the cream of the business? Is it not certain that further delay will render increasingly difficult the inauguration of a system based upon public ownership or control?

## BRITISH MUNICIPAL SECURITIES.

Opponents of municipal ownership and operation of public utilities, for lack of other argument, have for some time been contending that its remarkable extension in Great Britain has been the cause of the decline in the market price of municipal securities. It matters not to them that all gilt-edged securities—even government stocks—yielding a low rate of interest, have fallen in price, and that the official quotations show that municipal bonds have suffered a smaller ratio of decline than any other investments of that class. In the same way the increase in the rates of most British cities, due to the requirements of national health acts; the provision of improvements of all kinds, and the cost of the higher standards of education attributed to municipal trading enterprises, despite the fact that large sums are earned from their operation in relief of rates. But there is no end to the ingenious misrepresentations of the interested critics who desire to maintain public monopolies as a preserve for private profit. The trouble is that the great in generalities they never descend to offer detailed proof—for the very good reason, indeed, that it is not to be found.

An interesting sidelight, bearing on the assertion that the credit of the cities of Great Britain has declined in consequence of the prevalence of municipal ownership and operation of public franchises, has just been afforded by the Board of Trade's Return of Life Assurance Companies for 1906-7, just issued by the department. It shows, says The Municipal Journal of London, Eng., a considerable increase in the amount of funds invested in municipal loans. The total sum secured on mortgage of the rates has increased by over \$10,000,000, or over 5 per cent., the amount held by life companies now standing at over \$220,000,000. The proportion investments in municipal securities bear to the total assets of the companies is 11.65 per cent., as compared with 11.52 per cent. in 1904-5. Not less than eight offices have each more than \$5,000,000 of their surplus funds out on loan to municipalities, the aggregate amounting to upwards of \$134,000,000; six have between \$5,000,000 and \$3,750,000 each, and eleven have each between \$3,750,000 and \$2,500,000 secured on rates. The annual report of the charity commissioners, also just published, shows that close on \$10,000,000 or 73.4 per cent. of the total, is invested in the bonds and stocks of local authorities.

British life companies are admitted on all hands to be among the most conservative in the world, and to be exceptionally well managed. When it is found, therefore, that so large a percentage of their assets is invested in municipal securities, and that the percentage increased during 1906, the only possible conclusion is that this class of investment, far from declining, is increasing in credit. The directors of the life companies of Great Britain certainly do not appear to regard the popularity of municipal ownership and operation of public franchises as affecting the standing of municipal securities. Why, indeed, should it, when the citizens of the great provincial centres, irrespective of their political affinities, are practically a unit in its favor? This, as The World has frequently affirmed, is the strongest possible argument that can be advanced, with regard to the results of public ownership in Great Britain. When the movement in Canada can bring forward instances of British cities that have enjoyed the benefits of the public operation of their franchises, handing them back to a private corporation, they will have something more tangible to present than the assertions and assumptions that now do duty as arguments.

## You Will Delight

In the Fine Flavor of

# "SATANA"

TEA

SOLD ONLY IN SEALED LEAD PACKETS.

25c, 50c, 40c, 50c and 60c Per Pound At All Grocers.

HIGHEST AWARD, ST. LOUIS, 1904

may be claimed at the age of 65, after 25 years' residence, and the system is administered by the police magistrates without boards, at trifling cost. There are 11,000 pensioners and the total cost

## AT OSGOODE HALL

## ANNOUNCEMENTS FOR MONDAY.

## ANNOUNCEMENTS FOR TUESDAY.

## Chambers.

Cartwright, master, at 11 a.m.

## Judges' Chambers.

The Hon. Mr. Justice Mabee at 11 a.m.

## Divisional Court.

The Hon. Chief Justice Meredith, at 11 a.m.

1. Mitchell v. Colonial.

2. Griffiths v. G.T.R. Co.

3. McCann v. Puritan.

4. Elliott v. Butcher.

5. Re Hickey and Marlborough.

6. Gallagher v. Toronto.

## Toronto Spring Assizes.

Hon. Chief Justice Falconbridge, at 11 a.m.

McGuigan v. Kelly.

Bank of Hamilton v. Distributors.

Misner v. Toronto and York Radial.

Franczuk v. Simpson.

Heath v. Wythe.

## Peremptory List for 10.30 a.m.

Copeland v. Lyman.

Johnston v. Marsh.

Kennedy v. Kennedy.

Parker v. Tain.

Deary v. New Ontario.

## C. P. R. Company Settles.

The action brought by T. P. Puddington against the C.P.R. Co. for damages resulting from an accident has been settled. The railway company pays \$10,000 and \$250 costs. Of this the two adult children gets \$2000, and each of the three infants \$2000.

## Killed by Over Excitement.

Robert Atkinson had an annuity accident policy in the Dominion Guarantee and Accident Insurance Co., which provided for \$5 per week against loss of time thru accident and \$1000 at death. When Atkinson died the company claimed his death resulted from voluntary over exertion caused by hitting and that the policy did not cover such an accident. The widow was refused \$925 and costs. The company are appealing to the divisional court.

## Settlement by the C. P. R. Company.

Mr. Justice Mabee in single court approved of the settlement of the action of Jones against the G.T.R. for damages resulting from an accident on the railway. The company pays \$1000 to the widow, \$900 to the infant daughter, and \$250 to each of the two boys.

## Carried Away the Earth.

Henry Davis has issued a writ against Henry Butwell claiming damages for wrongfully entering Davis' property and carrying away quantities of earth. Davis is also asking for an injunction to restrain Butwell from crossing the land in question.

## Wants the Land.

Joseph Simpson Case has begun an action against Mary J. Scott of Toronto claiming specific performance of a certain agreement for the sale of land on Cleveland Avenue.

## Lost the Cheque.

George Sturgis of Saranac, Mich., applied to the court for the payment of his bill for legal services. He has been standing in the accountants' office, Osgoode Hall, for over 17 years.

## The credit of his father's estate.

A cheque for \$1412.12 was issued in 1890 for \$1412.12 but Sturgis being dissatisfied with the amount refused to accept it, and nothing was held by a solicitor. The cheque was lost, and the cheque has been declared cashed, and one will be issued for the original amount with 3 per cent. interest.

## Appeal Portended.

Walter Deely, while in the employ of the Canadian Westinghouse Co. of Hamilton, sustained serious injuries to his arm when he was working on a defective defective rip saw. He recovered \$900 damages. The saw was on loan to the divisional court, and the appeal has been put at the foot of the general list.

## The action brought by the Canadian General Electric Co. against the Keystone Construction Co., claiming \$15,000 damages for the breach of a certain contract, has been dismissed. Upon the consent of both parties an order was obtained from the court to that effect.

## CITIZENS OF THE WORLD.

Toronto is fast becoming a cosmopolitan centre, as the hotel registers show names from Egypt, Japan, Buenos Ayres, Germany, China, England and nearly every other civilized country.

## Law in Two Cases.

Editor World: A man who is being assaulted wounds his assailant with a small knife. The wounded man's injuries are so trivial that he goes back to work the same day. The man who used the knife, purely in self-defence, is condemned to six months in the Central Prison.

Another man, armed with a loaded revolver, pursues a man who is trying to get away. He has him at his throat, apparently with every intent to kill. The wounded man is taken to the hospital, where he has been for the past six months, and as a matter of fact, is still there, with a certainty that he will be crippled for life. The same judge condemns his assailant to only one year. Is that justice?

Francesco Nicoletti, Toronto, April 8, 1907.

## Tile Layers Satisfied.

The tile layers of Toronto are not to strike for higher wages as reported some time ago. Members of I. U. Local No. 37 are satisfied with the present wages of 25 cents per hour.

## EXPRESS CRASHES INTO REAR OF STALLED FREIGHT

Brakeman is Killed and Two Other Train Men Injured on G.T.R.—Depot News.

Dead: Brakeman Nelson Richardson, Midland.  
Injured: Duke Wellington, Allandale, conductor, badly scalded. Brakeman T. Myers, Allandale, seriously injured.

Huntsville, April 8.—(Staff Special.)—The North Bay express, which left Toronto at 11:30 Sunday night, crashed into the rear of a stalled freight train three miles north of Huntsville early this morning, killing the brakeman of the freight and seriously injuring his assistant and the conductor.

When the collision occurred the three men were in the van, the escaping steam from the express locomotive causing the death of Richardson and the injury to the other two.

The van and several other cars were smashed to pieces, and the scattered ashes from the stove set fire to the debris. The engineer of the express, J. Firman, and his fireman, jumped from the cab of the engine just in time.

A few passengers in the smoking car were given a shaking up, one man having his face cut with the glass from a broken window.

Richardson leaves a widow and child in Midland, where he was a member of the I.L.R. and his widow will receive \$1500 from the society. The two other injured men were conveyed to the General Hospital at Huntsville, and latest reports ensure their recovery.

A miscarriage on the part of the officials is held as being responsible for the smash. The express was 10 minutes behind when the freight left Huntsville, and it was thought that the latter could reach the siding at train a clear right of way.

The wrecking crew from Allandale had five hours' good work in clearing the tracks.

## RAILWAY NEWS.

The official announcement of Terminal Superintendent H. H. Brewer's resignation by the officials of the Grand Trunk Railway was made yesterday. His successor is W. H. Farrell, who has been appointed acting superintendent, taking up his duties yesterday.

Early Farrell joined the Grand Trunk in 1887, and he served as conductor for three years. Since then he has been yardmaster at Montreal, Toronto, Hamilton and London. He is succeeded by J. McDonald, who has also had twenty years' experience with the company.

Superintendent H. H. Brewer, together with Frank McGuigan, are the first two of the Grand Trunk men to fall into the hands of James Hill and to die by the statements of various other railroad men they will be followed by a few more. Rumor has it that another Grand Trunk official at Montreal will shortly join in the procession to the Hill camp.

Nothing doing until Hays' return. Nothing will be done until Mr. Hays' return, said this morning Vice-President P. L. Hughes of the Grand Trunk when asked yesterday, to name Mr. McGuigan's successor. It is almost a bygone conclusion that Superintendent Browning of the middle division will fall into the blief. He has demonstrated his railroad ability on innumerable occasions, and has also had many years of experience to back him up.

The Grand Trunk freight handlers did not strike last night, as they are ranged to do last week. The promise of the officials, that the matter would be adjusted to their satisfaction, has evidently appeased them.

W. P. Hinton, the newly-appointed assistant general passenger agent of the Grand Trunk at Montreal, was in town yesterday, visiting the local passenger men.

I. N. Sutherland, who has just returned from the C.P.R. freight service, passed thru yesterday on his way to Oakville, where he has acquired some property. He intends to settle down in the rural wilds far away from the strenuousness of the railroad business.

Mr. Sutherland was general freight agent of the C.P.R. at St. John, and has a record covering over twenty-five years.

The Petticoats Win. After many years' denial, lady telegraph operators have been admitted into the service of the C.P.R. Two ladies are now at work in the Union Station offices handling trains on the London and Windsor branch of the system.

An announcement was made at a meeting of the Canadian Pacific Railway Company's telegraphers at the Labor Temple yesterday afternoon, that the company had decided, after consideration of their petition to grant an increase of their pay to \$5 per month, to increase all around of \$5 per month.

C. N. R. News. W. H. Spar, general traffic manager of the C.N.R. western lines, is in the city, looking over new equipment and other improvements on the James Bay line.

L. C. Thompson has been appointed superintendent of supplies and material at Parry Sound. He takes up his duties right away.

C. F. A. to Meet. The annual meeting of the Canadian Freight Association opens in Montreal to-morrow. In addition to the routine work, reports of the various committees will be read and officers elected for the ensuing year.

G.P.A. in Session. The general passenger agents are in session in Montreal to-day, arranging the summer schedule for the coming year.

Changes. Several changes are about to take place in the G.T.R. staff at Belleville. J. R. Donnelly, for some time locomotive foreman of the G.T.R., has become superintendent of motive power for the Central Atlantic. Edward Fisher will take his place. Robert Ivers has been appointed locomotive foreman at Turcotte, near Montreal.

## NEW SATURDAY CAR SCHEDULE.

Next fall the street railway will adopt the plan of collecting fares as the passenger enters the car door.

The company is now arranging a new schedule for Saturday afternoons, in which the rush hour will be negotiated from noon instead of 5 o'clock, and extra cars will be added for the purpose.

## Cravenette Raincoats Clearing

Each 4.95

Correct full Chesterfield style, with seam down back. Sizes 34 to 44.

English cravenette cloths: plain dark grays, and a colored checked pattern on dark gray ground.

Urgent need for a raincoat now, and this going-to-save-you - dollars - price should be sufficient reason for any man to get his on Wednesday, each—

4.95

—MAIN FLOOR—QUEEN STREET—

THE T. EATON CO. LIMITED

## Public Ownership League

A Public Meeting to organize a Branch of the League in North Toronto will be held in

**Cumberland Hall,**  
(Corner Yonge and Cumberland)

—ON—  
**WEDNESDAY, APRIL 10th,**  
AT 8 O'CLOCK P.M.

All friends of Public Ownership are invited to attend.

Our stock-rooms are overflowing with the finest collection of

## Wall Papers

we have had in years. Many exclusive designs of rare excellence have found their way to our shelves this season and are already calling forth expressions of delight from pleased customers. Samples on request.

**ELLIOTT & SON**  
LIMITED

79 King St. W., Toronto

## OBITUARY.

Rev. Sister Curran. Ottawa, April 8.—Rev. Sister Curran of the Grey Nuns is dead. She was for twenty years secretary of the general council of the order, and was 63 years of age, having been in the convent since the age of 6. Justice Curran of Montreal is a brother.

Duncan Dempster. Brantford, April 8.—Duncan Dempster, a well-known merchant, died on Sunday. He leaves a widow and four children to mourn him.

Rev. John Johnson. Charleston, S.C., April 8.—Rev. John Johnson, D.D., LL.D., rector emeritus of St. Philip's Church, major of engineers in charge at Fort Sumter during the siege of the fortress, and author of "The Defence of Fort Sumter," is dead, aged 78.

George Swinbank. Clinton, April 8.—George Swinbank of London-road died on Sunday of pneumonia, at the age of 81.

James Curtin. James Curtin, son of James Curtin

Wood's Rasophodine. The Great English Remedy for Tons and Inflammation of the Throat, Nasal and Sinus, and all other Affections of the Head and Throat. Sold by all druggists or mailed in plain wrapper on receipt of price. Write for sample. The Wood Medicine Co., (formerly Windsor) Toronto, Ont.



The brewers in Pilsen, Bohemia, use the same formula as is used in brewing the famous



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

Michie & Co., Limited

## COWAN'S CAKE ICINGS

PREPARED—READY FOR USE

Chocolate, Pearl Pink, Lemon, Orange, Maple, Almond, White, Coconut Cream. READY TO USE AND PERFECT.

**THE COWAN CO.,**  
Limited, Toronto.

Mr. Toronto, died recently from yellow fever contracted at St. George, Grenada, near Trinidad. Mr. Curtin left Toronto last December and established a lucrative practice as a dentist at Port of Spain.

Grenville Benedict. Burlington, Vt., April 8.—George Grenville Benedict, editor in chief of the Burlington Free Press, is dead at Camden, N.C.

Trouble With Ice. Buffalo, April 8.—The steamers Robins and Epiphany, which sailed from this port on Saturday, are reported fast in a big field of ice opposite the Erie dock. Eleven steamers ahead