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A PARLIAMENT THAT WAKES LAWS AND DOES NOT ENFORCE THEM.

The World this morning reproduces in full the official record of the debate of the house of commons on Thursday night last, dealing with the subject of the enforcement of our federal laws. The World believes that it is one of the most significant debates that have, orcurred in the house since the inauguration of the Dominion. The sum and

intended to enforce that law, his only

reply, and he was joined in the same

who has a law department and who was specially charged with the administration of railway laws in this country, and that the country looked to him and to the government for their

rights. The World therefore directs the attention of the people of Canada to this debate, and to the facts above set out, Advertisements and subscriptions are also received thru any responsible adver-tising agency in the United States, etc. The World can be obtained at the fol-lowing news stands: BUFFALO. N. Y.-News stand Eilleott-square; news stand Main and Niagara-streets; Sherman, 586 Main-street. CHICAGO, ILL-P.O. News Co., 217 Dear-born-street. and especially does it ask Hon. Mr. liam Paterson, minister of customs.

And all news stands. HALIFAX—Halifax Hetel news stand. LOS ANGELES, CAL, — Amos news stand. MONTREAL—Windsor Hotel and St. Law-rence Hall; all news stands and news-have the courage to take up the gaunt-The people of Canada, and especially have the courage to take up the gaunt-

hors. NEW VORK-St. Dennis Hotel. OTTAWA-Despatch and Agency Co.; all hotels and news stands. OTTREC-Quebec News Co. ST. JOHN N R-Raymond & Doherty. WINNIPEG-T. Eaton Co.; T. A. McIn-tosh: John McDonald; Hotel Empire against a great railway corporation that sets at defiance the laws of this country, and especially the rights of Canadians, as set out in its original

THE NEW LIGHT IN THE SKY. It is the duty of the legislature of Ontario, irrespective of all party considerations, to keep up with the best and most intelligent thought and the latest discoveries in regard to the utilization of our great pub-lic resources, so that they may be devoted in the widest way to the comfort, happiness and advance-ment of the people.

In these well-chosen words did Hor substance of it is that those who have J. W. St. John, Speaker of the Ontario been making laws at Ottawa for now legislature, outline, at Weston, on Sat-nearly forty years, dealing with the urday evening, the legislature's duty railways, with the conduct of elections, toward public ownership, the regulathe tariff and all the other subjects as- tion of corporations, the protection of signed to the Dominion, the confession public rights, and the preservation of was made by the prime minister, Sir national resources for the use of the Wilfrid Laurier, and endorsed by the people, to whom by right they beminister of justice, Hon. A. B. Ayles- longed.

charter.

worth, that neither the government nor And anyone in public life these days the Liberal party now in power con- whether minister, member or civil sersidered that the enforcement of any vant, will have to march pretty close

## THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSION-

THE TOKONIO WOKLU

Thirty-Seventh Article, The statement made thru the press of the country that the board of railway commissioners have appointed Mr. George F. Shep-ley to make an exhaustive enquiry into the necessity for a read-justment of freight rates thruout the country is but another illus-tration of the fact that the board in question has outlived its use-fulness, and that in the interests of the public a reorganization is necessary. We have no desire to cast the slightest reflection upon the ability of Mr. Shepley as a lawyer, the very fact that he has attained eminence in his profession is sufficient to prove that he is an able man, and it is no discredit to him to say that he knows less about freight rates than does Chairman A. C. Killam, and that is saying a great deal. The announcement will cause a feeling of ex-asperation thruout the country. If Chairman Killam, with the evi-dence already in his possession regarding the discrimination in rates asperation thruout the country. If Chairman Killam, with the evi-dence already in his possession regarding the discrimination in rates thruout the Province of Ontario, does not realize that an immediate revision and equalization of railway tariffs is a necessity, it is be-yond the scope of possibility that he ever will be convinced of it. In any case a commission within a commission is the height of ab-surdity. If Mr. Shepley is to be appointed a commissioner at large for the Dominion of Canada his appointment should be made by parliament, not by the board of railway commissioners, and it is ne-cessary at this time that the house of commons should make a de-claration of policy with regard to the transportation questions which are agitating the minds of the people. It is necessary that legislation should be passed at once enforc-

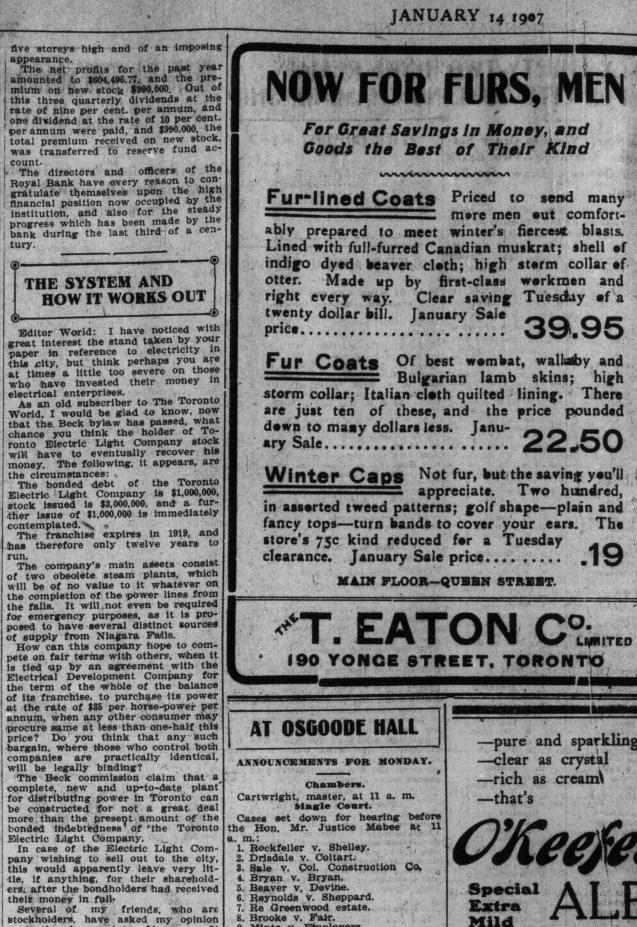
It is necessary that legislation should be passed at once enforc-ing reciprocal demurrage, or the government should explain to the public the reason for their refusal to deal with the question. It has been claimed that if reciprocal demurrage were enforced car shortage been claimed that if reciprocal demurrage were enforced car shortage would be a matter of history, and if this statement is correct it is legislation that should be passed at once in the interests of the people. There is no necessity for appointing a commissioner to en-quire into that subject, we have as much information on this question to-day as it is possible to secure. If, on the other hand, the state-ment made that reciprocal demurrage would end the car shortage thrubut the country is not correct, the people of Canada would like throut the country is not correct, the people of Canada would like to know wherein it errs. In any case it is the duty of parliament to deal with the question in view of the fact that the board of railway commissioners cannot be induced to act. They were not slow to pass an act making demurrage a legal charge when requested by the rail-ways to do so, but when the public interests are at stake they can-not see their way clear to make a move.

With regard to discrimination in rates. Specific instances have been placed before the commissioners showing that the tariffs are prepared on a most outrageous basis, but not the slightest attention has been paid to the demand for a revision. Possibly the board of railway commissioners are waiting until some individual lodges a formal complaint with them, when they will take it into their consideration, and in about a year's time hear argument on the subject. The whole thing is supremely ridiculous. If the board of railway commissioners are not in a position to order a revision of the tariffs referred to, why do they not make application to parliament for the necessary authority? There is no question as to their power to act, the whole trouble is that they are not transportation men and are hopelessly at sea when dealing with a question of this nature, conquently it is left severely alone, and the discrimination is allowed

What better service can our representatives give their constitu-ents than by taking hold of this whole transportation problem and getting it put in proper shape.

Then there is the question of the extension of the Intercolonial Railway westward, which is a matter of sufficient importance to warrant the attention of the house of commons. It has been shown that discrimination is being practiced against the all Canadian route, and the extension of the Intercolonial Railway is necessary to protect St. John and Halifax. Not only that, it would give us competition in freight rates, something that is ardently desired at this time.

There is also the question of the Intercolonial membership in the associations formed by the corporation lines. It is necessary that the government should take the public into their confidence and let them know why the Intercolonial Railway was allowed to join these organizations, and why, when their attention was called to the matter, orders were not immediately issued for its withdrawal It is simply outrageous that the government should allow the people's In a simply outrageous that the government shound which are violating line to continue its membership in organizations which are violating the laws of our country every day they are in existence. If the government cannot see their way clear to enforce the laws, the very least they can do is to observe them themselves The board of railway commissioners was created for the The board of railway commissioners was created for the pur-pose of exercising control over railway tolls. Have they fulfilled the trust imposed in them? If not, why should not an enquiry be made to ascertain the reason for their failure to carry out the work entrusted to them? The present condition of affairs cannot be al-lowed to continue, and parliament must take hold of this whole question and deal with it in a statesmanshiplike way. The people will not long be satisfied with a policy of inactivity, and the government must act if they desire to retain their confidence.



Meadows v. Austin.

Peremptory list for Monday, at 11

Toronto Non-Jury.

Peremptory list for Monday, at 11

Special Extra



ESTA

t in regard to up to this program after the signifithe above subjects rested with them cant vote of municipal election day and with the federal law officers, but that the looked to the attorneys-general of the provinces for the enforce-ment of these laws. In a word, this will never grow less, but steadily more means that if there have been gross ir-regularities in connection with life in-

surance in this country, and we know A GREAT NOVA SCOTIAN. now that there have been; if there Among the inevitable but regrethave been frauds in connection with table consequences of the vast naelections that bring the blush of shame tional developments which mark the to every Canadian, and the revelations modern age is the increasing tendenin the Toronto police court as to Lon- cy to draw material for present and

been formed against the interests of the of the greater rather than the lesser to make its perusal a real and deep the welding together of the mother public and in restrain of trade, whether states and communities. This is espe- pleasure. For Joseph Howe was a and daughter lands was either misin connection with the tariff or any cially the case for the period which is man of men, to whom his native Nova understood or decried. He was himother department of trade, and we know of particular importance to the in- Scotia was as dear as his own soul. self a typical example of the perfect that many such combines have been heritors of British laws, customs and To her welfare he devoted his remarkthat many such combines have been heritors of British laws, customs and exposed; if the railways and the tele-phone companies and the telegraph tain than that lessons of extraordincountiess cases—we have the confest of justice, that notwith standing all these exposures it does not fall upon their shoulders to institute erz. AR that is required of them, so tory perialized control test of year in the dawn of western his-ther san test of the barrier it offered not only to there san test of the barrier it offered not only to there san test of the barrier it offered not only to there san test of the barrier it offered not only to there san test of the barrier it offered not only to there san test of the barrier it offered not only to there san test of the barrier it offered not only to there san test of the barrier it offered not only to there san test of the barrier it offered not only to there san test of the barrier it offered not only to there san test of the barrier it offered not only to there san test of the proceedings against any of the offend- so largely in the dawn of western his-ers. All that is required of them, so tory pertained not to great aggrega-they say, is to make another law and a more stringent law, and—as to its en-to areas and nonviction to areas and nonviction to the set of nonv they say, is to make another law and a more stringent law, and—as to its en-to areas and populations inconsiderable to areas and populations and refuses to areas and populations areas areas areas and populations areas are al of the provinces.

to point out that in all recent legisla- played on the world stage; the briltion dealing with the kindred subjects liance of their literary and artistic offered the worth of manhood in place with his sumpathy. Had he been contented tion dealing with the kindred subjects liance of their literary and artistic offered the worth of manhood in the with his supreme position in revealed in the United States—and he quoted the genius; the splendor of their civil and Well would it have been for Canada his homeland, that province would pressly declared in these statutes that which enabled them to formulate in the attorney-general of the United anticipation much that is only now in impressing his strong opinions re- in the institution of a public States and all of the district attorneys being confirmed, must ever render the garding public ownership upon the policy of great and far-reaching effect under him are by the same statute di- annals of Greece and Rome a study rected and enjoined to enforce the law of infinite interest. On a smaller therein set out, and it is also expressly scale, but equally full of moral and stated in these laws, or in associate political instruction, are the histories construction, a policy that he adhered eration, he destroyed his influence in laws, that the funds of the treasury of the Italian city-republics, of Hol- to all his life, and the soundness of the province, without gaining influence of the United States are at the disposal land and Switzerland, and of the Brit- which all our recent history is vindi- in the Dominion. Both were, in a of the attorney-general and his assist- ish American and Australasia col- cating more and more. He contended sense, fatal mistakes, for, as Princiants to enforce the law, to engage onles.

to enter proceedings in any and every the people of Canada to-day can be railways, just as much as to had not wholly <sup>b</sup> subordinated self to sourt in the United States in order to gleaned from the chronicles of its build and own the main duty and to God." So when he entered bring offenders to justice. Mr. Maclean eastern provinces, especially during roads, and make them free if Government House at Halifax, it was was also in a position to show that at the period of their transition from possible. The roads, telegraphs, light- only to die in sadness and bitterness his moment proceedings were being dependencies of the crown to autono-instituted against Mr. Harriman for the mous and substantially independent reatest and grossest railway crimesever statehoods, is strikingly shown in a these proceedings were being directed. these proceedings were being directed by the attorney-general of the United States, and by his special agents and counsel before the interstate comcounsel before the interstate com-merce commission, and that by similar proceedings this commission, within recent weaks had fined the New York Zentral Railway an immense sum of numbers of the year 1875. Altho a policy here outlined been generally distributed throughout Canada, the noney, the sugar combine had to pay sketch in form, as in name, it is touchin immense fine and some of their ed with so light and firm a hand, is so officials personal fines to large amounts instinct with genuine, yet restrained

Mr. Maclean also referred to the special case of the Grand Trunk Railway, which was incorporated in 1852, riven a great franchise and had had the nterest on £3000 per mile guaranteed nterest on f3000 per mile guaranteed by Canada: but notwithstanding this creat franchise and the payment of his great subsidy, they have failed to bey one of the main provisions of the harter, mamely, the one giving the

(These articles have appeared daily since Monday, Dec. 3 .- Ed.)

don are proof of this; if combines have future guidance from the experiences of clear and informed judgment, as a great imperialist in the days when The member for South York was able cities. But the conspicuous part they ma. By descent a Loyalist and a Tory, he led the way to freedom, and sponsibilities and powers, he had no with his supreme position in Nova is to be made at par to the sharecess of stock watering and it does not to-day if Joseph Howe had succeeded unquestionably have been the pioneer seem at the moment that the present shareholders have reason to be dissatisfied whatever their later experiences may be. whole country. More than half a cen- upon the course of Canadian history. tury ago, in Principal Grant's words, But by entering the federal governhe "propounded his policy of railway ment, after bitterly opposing Confed-

that the true policy was for the colon- pal Grant puts it: "The one thing he counsel, to employ special agents, and How much of practical benefits for ial governments to build and own the lacked for true greatness was that he

in the May, June, July and August as faithfully as they can." Had that are 47 per cent. of its total assets. adopted and honestly pursued, how United States and Cuba, and the busidifferent would the political situation ness of its Toronto office has increased in Canada be to-day! There would to such an extent that the bank is and discriminary enthusiasm; so full be no endless struggle against the exbe no endless struggle against the ex-ploitation of the people by public ser-vice corporations; against the political and municipal corruption for which of the building and renting the upper portions. The new building will

sponsible; against the constant and ----continuing encroachments made and CASTORIA now being made upon the public do-main. Joseph Howe was a great man and of the Kind You Have Always Bought

Several of my friends, who are stockholders, have asked my opinion as to the above points. If you see fit to reply to the above queries thru your columns, I should esteem it a 9. Mintz v. Employers. 10. St. Louis v. Bell. Divisional Court. Peremptory list for 11 a.m.: Keiper v. Mills. favor.

Old Subscriber, St. George St.

run.

Sylvester v. Brown. Livingston v. Livingston. Our correspondent and his brother shareholders are like the public, vic-tims of a bad company law. The Webb v. Scott. Baxter v. Gordon. Canadian Oli Fleids v. Oil Springs. Torente Jury Sittings. quarrel The World has is not with the shareholders but with the system which has permitted franchise holding corporations to issue millions of watered stock on which a dividend Ash v. Wringer. Ash v. Shank. can only be paid by the extraction of excessive rates and charges from the Ash V. Snank. Bloor v. Toronto Raliway. Hunter v. Featherstone. Milloy v. Wellington. Matthews v. Grace Hospital. public, users and consumers. Had the capitalization of these companies been limited to the legitimate cost of their plant they would have been in a position to make a reasonable profit and proper provision for depreciation and Carter v. Toronto Gas & G. E. Co. ed, while at the same time giving the National v. Eckhardt. C. P. R. v. Toronto Railway.

with with with with

per in connection with the construc-tion of a house upon his property. Cowper has now issued a writ claimownership advocates, but with the sys-I.O.F. Wants Lands.

1.0.F. Wants Lands. The Independent Order of Foresters have begun an action against William Heron to recover possession of certain ands in the Township of Cortumination of 000 to \$100,000. At the present moment the stock of the Toronto Electric Light Company stands around 159, tho the new issue is to be made at par to the shareholders. This involves a further pro-

Duncan & Ross did certain carpen- cense for Ontario, extending from ter work upon a house erected for January. 1907, to 30th June, 1907. Thomas Ingram on Palmerston Boule-vard, in the City of Toronto. They & Lambton Loan & Investment for are claiming \$492.70 and have issued a pany has been duly confirmed by a writ to recover that amount. order-in-council.

ing it-

Oill &

liam as its attorney. Supplementary letters patent have been issued to the John McPherson Company of Hamilton, Limited, providing for the increase of the s from \$100,000 to \$500,000; to the O ee Power Company, Limited, ng i\*- stock from \$200.000 to to the Cobalt Development Company Limited, re dividing its capital stock

Biscuit Bal ficers for th lows: Presi lent, J. Goff The Columbia Insurance Company Jersey City has been granted a

venting the Bell, who is

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THOUGHT

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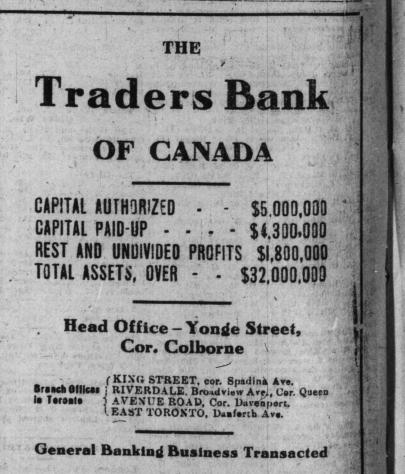
to give you a am 19 years of best of healt caught a seve watfeet. It the remedies My friends be consumption a east and see a s brought home way Pine Syru it being any co

it being any go only as a last had finished o cold left and be the next I was

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