

The Toronto World

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HALIFAX—Halifax Hotel news stand.

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All Railway news stands and trains.

NEWSPAPERS THAT BETRAY THE PEOPLE WHO BUY AND READ THEM.

The soul of The Globe is disturbed over the relation between newspapers and the politicians, or, to put it more exactly, between the Liberal party and the Liberal press. It quotes an elaborate article from a Woodstock paper which might have been written in The Globe office, and it also publishes a deliverance of its own on the subject. The Globe's contention is that the Liberal papers are more and more independent of the Liberal party and that their duty goes no further than to give a fair measure of support to the Liberal leaders and politicians when they are right. That to our mind is nothing but an evasion.

The real charge against The Globe and a lot of other newspapers in this country is their lack of loyalty to the public, to the people whose subscriptions they take and whose patronage is supposed to deserve a loyal support to public interests and public rights. A newspaper, has, or should have, no standing in a community outside of the implied relationship with the public who buys its sheets—that such a paper would be true to the interests of the town in which it is published, true to the interests of the people who take it and always true to public rights generally.

Now, The Globe newspaper is not true to Liberal principles and it is not true to the rights of the people who subscribe to it and whose views and interests it is supposed to protect. The Globe newspaper when it was in the hands of men who were Liberal politicians and more actively identified with the Liberal party and leaders, like George Brown, was true to public rights and had a progressive platform. The Globe-to-day is owned and controlled by the men who are in the great electrical ring in this country now busily engaged in trying to get the people of Ontario to perpetual servitude in regard to electrical energy.

To-day The Globe is the enemy of public rights. It is the enemy of the application of the principle of public ownership as applied to the distribution of electrical energy. It is the organ of Senator Cox, of Col. Pellatt, of Frederic Nicholls, of Robert Jaffray and other electrical monopoly promoters. It covers up this work in the service of the corporations by professing every now and then a lot of generalities which it calls political principles; it raves about the higher life in public affairs; it denounces barnacles without naming the barnacles, and every Monday morning it sermonizes like any pulpit, but never does it say "Thou art the man," as did the prophet of old.

To go from The Globe to the other papers of this country, and especially to the Liberal papers of this country, the same condition of affairs is seen to prevail. The Cox-Pellatt-Nicholls interests in this city also own and control The Star, whose whole effort is concentrated in a clever manipulation of the public interests to the advantage of the electrical monopoly. For years it

has, in an underhand way, tried to boom all the stocks owned by this electrical ring; it has chronicled the fact every time some member of the ring's little dog had a pain in its stomach; it also delivers sermons on generalities; and its worthy editor makes confessions in prayer meetings and in that way tries to mislead, and certainly betrays, the public whose copers it gathers in every night. It has no loyalty—like all these papers, it is the enemy and the betrayer of those who confide in it. We ask any sensible person how a newspaper company owned by Senators Cox and Jaffray and Messrs. Mackenzie, Pellatt and Nicholls can be true to the people who are its patrons.

In the City of Hamilton the same things happen to be the case to-day. The professed Liberal newspaper there and the Independent Liberal newspaper there and even The Spectator, which is supposed to be a Conservative newspaper and which boasts every day about its loyalty to Premier Whitney, are, the three of them, in the service of the Gibson power monopoly. The owners of The Times and the owners of The Spectator are owners of shares in the electrical power and street railway combines in Hamilton, and The Herald is doing the service of Col. Gibson every day in the year. We never read a more determined article in the service of the corporations as against the interests and rights of the people who subscribe and sustain a professed newspaper, than we did in The Herald of Saturday night. It is willing to turn the whole community of Hamilton and neighborhood over to the Gibson power interests; it scouts the idea of any municipal and public distribution of electrical energy throughout this province; it is enraged to think that anybody in any portion of Ontario should get power as cheap as the people of Hamilton may or may not get it from the Gibson interests. In other words, its contention is that if Hamilton is tied up to Gibson, then all the rest of the province should be tied to the Gibson or some other electric interest.

From Hamilton we go to Ottawa and find there very little support of public rights in its newspapers any more than there is in Montreal. The Montreal Star, which, by reason of the great support it has from the general public, ought to be the protagonist of public interests, is constantly the enemy of public interests; it serves the Forget power and light monopoly in Montreal and it goes out of its way to misrepresent, to misquote, to ridicule and to humiliate whoever attempts to fight the battles of public rights in this country; yet where would The Montreal Star be today were it not for the support of the people whom it steadily betrays? For two or three years now it has been persistently, in an insidious way, doing its best to induce the council of the City of Montreal to extend all the gas, power and street railway franchises for a period of 50 years—15 years before the present ones expire. We do not know of a more wretched betrayal than this one. And yet every person who takes The Star thinks it is true to the people who buy it.

The significant fact then is not that the Liberal papers are more independent and less inclined to support Liberal politicians, but the significant thing is that they have absolutely gone into the service of monopolistic corporations. They seek to enslave the public to these monopolies and at the same time to betray those who support them. All this talk about a newspaper's relation to a party is a red herring drawn across the scent of their relation to corporations.

On top of all this let the public read the confession made by the parliamentary correspondent of The Montreal Herald in regard to public reforms, and especially in regard to the regulation of railways in this country, and let them also read the effort as outlined in The Toronto News on Saturday night, that is being made by certain of the younger Liberals, to associate themselves in earnest with more progressive ideas in regard to public affairs and in regard to public rights.

Again The World makes the statement that the men who make up the rank and file of the Liberal party of this country are well disposed to serve the interests of the people, but the Liberal party has fallen into the hands of leaders who are associated with corporations, and of newspapers who, at one time they professed to reflect the views of the rank and file, yet have gone into the service of monopolies and have become enemies of public rights.

The people of Canada to-day are being betrayed by newspapers whose only title to life and income and profit is based on fidelity to their subscribers. There never was so bad a political situation in Canada before. It is worse than the Family Compact ten times over.

THE PRESIDENT'S MESSAGE.
Citizens of the United States should regret the strident democracy of Thomas Jefferson that led him to abolish the "speech from the throne" and to substitute therefor the written message to congress. If President Roosevelt had to deliver orally his annual message would he dare to emit some 20,000 words?

Still it must be remembered that not only is "Teddy" not a candy-boy, or a figurehead executive, but that he is the leader of a great political party and, in effect, the prime minister of the country. And a prime minister without a seat in the house! Is it strange that once a year he greedily seizes the opportunity to influence the

THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

The board of railway commissioners has now been in existence for a period of three years, and in that time should have been able to accomplish a vast amount of good. A review of the work done by the board will show that they have entirely neglected the most important feature of the duties outlined for them by the minister of railways, viz., supervision of railway tariffs, and that they have never undertaken to dissect or analyze any of the tariffs submitted to them for approval. True, they have dealt with a few cases of individual complaints and have rectified some of the abuses brought before them, in so far as the individual interests of the complainants were concerned, but, during the whole period of their existence they have only dealt with one general question affecting the country at large, and in that particular case, the decision handed down by the board of railway commissioners was entirely in favor of the carrying companies and absolutely against the interests of the people of Canada.

We refer to the decision of the board making demurrage, or car service, a legal charge, and for the first time in the history of Canadian railways, they are able to produce legal authority for the collection of demurrage.

It will perhaps surprise the members of the board of railway commissioners to learn just how the railway companies appreciate their position to-day in this respect, as compared with their situation prior to the legalization of car service charges, and, for the information of the board, we will give a sample circular of instructions to agents, issued by the railways shortly after the board handed down their judgment. The wording of this circular is given in full in the past, but in effect it is as follows: "While there may in the past have been some doubt as to our legal right to collect demurrage, the board of railway commissioners have now placed the matter beyond dispute and have made car service a legal charge. You are, therefore, expected to see that the rules laid down by the board of railway commissioners are strictly observed, and that every dollar of revenue which we can properly assess for demurrage is collected from the public."

Interesting, is it not, Mr. Chairman and members of the board of railway commissioners? You should feel proud of the way in which the carrying companies are using the power you have given them to extort additional revenue from the people of Canada.

If the board of railway commissioners, or any of the officials of the Canadian railways, will answer satisfactorily one question, we will justify the judgment rendered on the subject of demurrage, we will have nothing further to say on that subject, but until such time as this question is answered, we have no hesitation in saying that the decision handed down by the board of railway commissioners on the subject of car service charges was absolutely and entirely in favor of the carrying companies and prejudicial to the interests of the people.

The question is: "If it is right and proper to make the railway for delays to rolling stock, is it not equally fair to make the railway for delays to the people for delays to traffic en route?" The companies compensate the people for delays to traffic en route, and the people are entitled to an equivalent for the tolls exacted by the carrying companies in the shape of car service charges, and that equivalent should take the form of "reciprocal demurrage," which is the only fair solution of this vexed question.

The failure of the board of railway commissioners to fulfil the expectations of the government in the matter of regulating transportation tolls, is due to the fact that the members of the board have not the knowledge of railway questions necessary to enable them to deal intelligently with the issues brought before them. It is true, the government has appointed a staff of experts to act in an advisory capacity, but what is the use of a staff of experts giving an opinion to a body of men who are not thoroughly conversant with the questions at issue, and who may, or may not, act upon that opinion as the fancies seize them?

If the board of railway commissioners is to be made useful to the country at large, there should be a thorough and complete reorganization. Instead of having traffic experts as an advisory body, the place for such men is on the board itself, where they can use the knowledge they possess and give judgment in accordance with the powers that be. The board of railway commissioners is too important a factor in our national life to be the sport of any political party, and appointments should be made entirely on the basis of merit, without reference to whether the individuals in question have been of service to any political party.

In view of the fact that the present board of railway commissioners have failed to perform the duties entrusted to them and have entirely neglected the most important portion of their work, viz., the regulation of railway rates, is it not rather absurd to keep on enlarging the scope of their work? It is time for the people of Canada to assert themselves and insist upon a proper adjustment of transportation tolls.

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

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In a word, Roosevelt, born of conservative Dutch ancestry, always rich and well-to-do, always faithful to the party's platform, sees that public ownership is looming big on the horizon and tries to ground-current the lightning's stroke by the lightning rod of "government regulation." Inheritance taxes, income taxes and other direct taxation, that would not be tolerated in the United States, except during war time, are suggested with a recklessness bordering on socialism when we reflect that the American States are "sovereign" and that the federal government, in theory at least, is one of "delegated powers."

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Mr. Roosevelt's most likely successor is Judge Taft of Ohio, now secretary of war. It was his fortune, or misfortune, to originate the use of the writ of injunction as a weapon against strikers. On the other hand, as a trial judge, he leaned towards plaintiffs who sought to recover damages for personal injuries.

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of labor value with the food producers without regard to the capital invested by either party. Which perhaps would be the most just method. A solution of the puzzle is desirable.

J. R. B.

IT AND THAT.

These days the Toronto Electric shareholders get an increased dividend and the consumers a decreased light.

TO-DAY IN TORONTO.

Dec. 11.
Police commissioners, city hall. 2.
Class Leaders' convention, Central Methodist Church, 230, St. George's.
Cat Show opens, Broadway Hall. 3.
Canadian Household Economical Association—J. L. Banks, on "The Necessity of Art," Normal School, 5, Harbord St. 1. ex-pupils, St. Charles Cafe, 630.
Intercollegiate debate,Varsity at McMaster, 8.
Service of Pralse, Church of the Redeemer, 8.
Army and Navy Veterans, annual meeting, Occident Hall, 8.
Caledonian Society, St. George's Hall, 8.
Cat Show—Broadway Hall, 8 to 10 p.m.
Toronto Dental Society—St. Charles, 630.

BRITISH MAILS.

The British mails this week close in Toronto as follows:
Tuesday, 11 a.m. Celtic, New York.
Wednesday, 11 a.m. Kaiserin Augusta Victoria, New York.
Thursday, 3 p.m. Empress of Britain, Halifax.
Friday, 11 a.m. Crown Prince William, New York.

J. P.'S ADDRESS.

"Nein" is informed that J. Pierpont Morgan's New York address is 219 Madison Avenue; and at present he is believed to be in his home city.

OSGOODE HALL.

Chambers.
Cartwright, master, at 11 a.m.
Judge's Chambers.
The Hon. Chief Justice Meredith, at 11 a.m.

Divisional Court.

Peremptory list for 11 a.m.:
1. Crown Bank v. C. J. Clark.
2. The King v. Gagnon.
3. Brenner v. Toronto Railway.
4. Suffer v. Brown.
5. Kent v. Bertram.
6. He Wilson and Toronto General Trusts.

Remove the Fence.

The Union Trust Company yesterday, in single court, applied to Chief Justice Meredith to restrain William E. Dobson, his servants, and the contractors or workmen, from building a fence across a certain lane adjoining the new postal station on Yonge-street, and obstructing the right of way or passage over the land in question. The motion was adjourned to the trial, but the plaintiffs were given liberty to amend his proceedings and add the property-owners as defendants.

Dispute Over Stone.

Azariel Elsher and the municipality of the Township of Muskoka, had some differences as to the quantity of stone supplied for the approaches to a bridge the township were building. Elsher brought an action in the county court, but the action was dismissed. An appeal was taken to the divisional court yesterday and the appeal allowed.

Action for Slander.

Brian Linton of the Township of Whitby has begun an action against E. E. Fugh of the Township of Pickering to recover damages for slander, for illegal and excessive distress, and for assault and misconduct on the part of the defendant, caused by the death of the plaintiff's daughter, Annie Linton.

Election Judge.

In the divisional court yesterday Chief Justice Mulock announced that the court had nominated and elected Mr. Justice Anglin, to be placed on the list of judges for the trial of election petitions.

Ing Kon's Medicine.

The action of the King against Ing Kon was argued yesterday before the divisional court. The motion moved upon return of an order nisi calling upon the police magistrate of Toronto to show cause why his conviction for the illicit sale of liquor should not be quashed. The court dismissed the appeal as far as the conviction is concerned, but allowed it in so far as it directs the destruction of the goods in question, which were sold as medicine.

ENGINEER NOT IN POLITICS.

Brantford, Dec. 10.—(Special.)—The investigation at the Institute for the Blind was continued this morning by Commissioner J. Russell Snow.

A. L. McIntyre, engineer, who was charged with partisanship in the Brewster-Preston election of 1905, was on the stand in his own defence. He made a complete denial of the story of three witnesses, who had previously sworn that he was actively engaged in political work on election day. Wm. Kelly swore that McIntyre had canvassed him for the Liberal candidate in North Brant. Witness Asse- in corroborated McIntyre's testimony that he was not participating in the election on polling day.

Investigation into the workings of the institution was then resumed. Five pupils were called. The evidence adduced failed to substantiate charges laid by Truss. The use of tobacco, according to pupils, was not nearly so prevalent as in the time of the former principal. The charge that improper conduct had taken place was proved by pupils concerned. Thomas Kennedy, one of the pupils whom Principal Gardner discovered in the laundry, swore that he had been chastised by the principal for his breach of the rules.

All of the pupils swore that they had received rough treatment from one of the teachers, Mr. Romney. It is not likely he will call any witnesses. All of to-day's witnesses were called by Mr. Brewster, who has charge of the prosecution.

U.S. Comptroller of Currency.

Washington, Dec. 10.—The president-to-day sent to the senate the nomination of William B. Ridgely, Illinois, for comptroller of the currency.

Socialist Leader Drowns.

New York, Dec. 10.—J. K. Kinnearly, the socialist labor candidate for mayor in the campaign of 1906, was drowned yesterday.

THE T. EATON CO. LIMITED

STORE CLOSSES DAILY AT 5 P.M.

Startling Price Inducement In Men's Fine New Suits

Not in this season of record values have you been offered such an irresistible money saving chance.

Best of it is, every garment is of the latest cut and tailored perfectly.

Never mind the how or the wherefore. See the suits: you'll buy, and say, with a hundred others, that they make a new record of values that makers can't equal at first cost.

All-wool stylish tweeds and fancy colored worsteds—neat color mixtures with checks or overplaid; single and double-breasted long sack coats with centre vents and well built shoulders. Best quality trimmings. Sizes 36 to 44.

Price..... 4.80

Heavy Long Ulster, Wednesday, 2.95

Should mean a throng of early buyers, for such value is exceptional.

Good warm coats, and long; dark Oxford gray frieze; strong linings, deep storm collar.

The price..... 2.95

MAIN FLOOR—QUEEN STREET.

Furriers

To H. M. H. R. H.

Queen Alexandra. Prince of Wales.

For Christmas, Give a Pair of Snowshoes or Moccasins.

Snowshoeing and tobogganing will be more popular than ever this winter, so the gift of any article used in these sports is sure to be greatly appreciated.

Our snowshoes and moccasins are made specially for us by the Indians. We carry all styles and sizes, as well as blizzard toques, snowshoe socks, skis and toboggans.

Boys' Snowshoes \$2.25
Ladies' Snowshoes \$2.75
Men's Snowshoes \$3 to \$6

Moccasins \$1 to \$3.50
Toboggans \$1 to \$4

MOLT, RENFREW & CO.

5 KING STREET EAST

WINTER TERM OPENS JAN. 2nd

ELLIOTT

Cor. Yonge and Alexander Sts., Toronto

A Superior School. Arrange now for next term. Catalogue free.

W. J. ELLIOTT, Principal.

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

Michie & Co., Limited

FROZEN TO DEATH.

Halifax, N.S., Dec. 10.—(Special.)—A young man named Dewoit was found frozen to death at Arichat, C.B., to-day. He was last seen on Saturday.

CRUSHED TO DEATH.

Glace Bay, Dec. 10.—J. W. Morrison, landing tender at Reserve colliery, died to-day, as a result of injuries received by being jammed between two boxes of coal.

S. of E. Mass Meeting.

St. Catharines, Dec. 10.—(Special.)—Union Jack, Sons of England Lodge, Merritt; Victory Lodge, this city, and Norwich Lodge, Niagara Falls, held a mass meeting at Merritt Town Hall to-night, when the following supreme lodge officers were present: Supreme President J. Boxall of Lindsay, Past Supreme President J. Aldridge of Toronto, Supreme Vice-President T. H. Smith of Chatham, Supreme Secretary J. W. Carter of Toronto and Past Supreme President Thos. Hancock of Hamilton. A large contingent was also present from the Falls, and in all over 200 Sons of England were present.

LEG SHATTERED.

Stratford, Dec. 10.—(Special.)—While shooting in the woods yesterday afternoon, George Humphrey, aged 24, had a portion of his leg shot off by the accidental discharge of a gun. He will likely recover.

The Advisory Council.