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Twenty-Fifth Year

The Toronto World

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ONE CENT

MAXIMUM RAIL PER MILE OF RAILWAYS RAILWAY COMMISSION KNUCKLING TO COMPANIES PUBLIC MIND BEFOGGED IN MAZE OF FIGURES

Board of Railway Commissioners of Canada Approve of Standard Passenger Tariffs Submitted by the Railways in the Dominion, Exactly One Month After the Elections—Parliament Will be Asked to Take the Clear Cut, Straight Way and Make a Maximum Rate.

OPINIONS FROM COMMISSIONER MILLS AND GENERAL PASSENGER AGENT BELL

Old Railway Act, 1888, 223, subject to the provisions of and reductions of this, and in the special act contained, the company may, by bylaws, or the directors, if thereunto authorized by the bylaws, may from time to time fix and regulate the tolls to be demanded and taken for all passengers and goods transported upon the railway.

227. No tolls shall be levied or taken until the bylaw fixing such tolls has been approved by the governor-in-council, nor until after two weekly publications in The Canada Gazette of such bylaw and of the order-in-council approving thereof.

Canada Railway Act, 1903 (creating the Board of Railway Commissioners). 263. The tariffs of tolls which the company shall be authorized to issue under this act for the carriage of passengers between points on the railway shall be divided into two classes, namely: The maximum mileage tariff herein referred to as the Standard Passenger Tariff.

And Reduced Passenger Tariffs, herein referred to as Special Passenger Tariffs. 262. The Standard Passenger Tariff shall specify the maximum mileage tolls to be charged for passengers for all distances covered by the company's railway; such distances may be expressed in like manner, as provided herein in respect of Standard Freight Tariffs.

264. A Standard Passenger Tariff shall be filed, approved and published in the same manner as required by this act in the case of a Freight Standard Tariff. The "like manner" called for in paragraph 2, clause 263, is thus covered:

260. Such distances may be expressed in blocks or groups. The "same manner" called for in 264 is set out thus: 261. Every Standard Freight Tariff shall be filed with the Board, and shall be subject to the approval of the Board.

2. Upon any such tariff being filed and approved by the Board, the company shall publish the same, with a notice of such approval in such form as the Board directs in at least two consecutive weekly issues of The Canada Gazette.

274. The company shall deposit and keep on file in a convenient place, open for the inspection of the public during office hours, a copy of each of its tariffs, at the respective places mentioned as follows: A Standard Passenger and Freight Tariff at every station or office of the company, where passengers or freight, respectively, are received for carriage thereunder.

3. The company shall post up in a prominent place at each of its stations, where passengers or freight, respectively, are received for carriage, a notice in large type, directing the public attention to the place in such station where the Passenger or Freight Tariffs, respectively, are kept on file for public inspection during business hours, and the station agent, or person in charge at such station, shall produce to any applicant, on request, any particular in use at that station which he may desire to inspect.

The succeeding paragraph (4) allows the Board to modify this paragraph as to how any tariff may be published or kept open for public inspection.

311. This act shall come into force on a day to be named by proclamation of the governor-general, and notice thereof shall be published in The Canada Gazette. But, in order to allow time for the companies to comply with this act in respect of tolls, tolls may be charged under the law as it stood immediately before the coming into force of this act, until three months after this act comes into force, or until such later date as the Board may by order in any case, or by regulation, fix and allow.

Acting under these provisions, The Canada Gazette of last week, in a supplement, contains the "Standard Passenger Tariffs" of the railways (also the freight), set out in "blocks or groups" that are not intended to be very instructive.

Here are the Canadian Pacific and Grand Trunk passenger tariffs: GRAND TRUNK RAILWAY COMPANY OF CANADA. Notice is hereby given that Standard Passenger Tariff C. R. C. No. E. 1 has been filed with and approved by the Board of Railway Commissioners for Canada, as required under section 264 of The Railway Act, 1903.

Table with columns: Between, And, Rate per mile in cents. Lists various routes like Boundary to Eastern End of Victoria, Point Levee to Richmond, etc.

DR. MILLS AND AGENT BELL TALK

Dr. Mills of the railway commission was seen by a World man in his private car at the Union Station, while en route from Guelph to Ottawa. He said: "There has been no railway tariffs yet approved of by the railway commission. The publication in The Canada Gazette is simply to comply with the law which required that they be filed by the end of the year. You can count upon it that no increase in rates will be considered by the commission. The tariffs as filed will not be considered until after the appointment of a new commissioner. The board, as it is, could do so, but we think the matter important enough to await the third appointment. Then the tariffs will be gone over with the railways being represented by counsel. But there is no need to be frightened at any nubance about increased rates."

G. T. R. AGENT SPEAKS

G. T. Bell, general passenger agent of the G.T.R., who was in the city yesterday, stated last night to a World reporter: "The notice in The Canada Gazette of Dec. 3 will absolutely not make any increase in the present maximum mileage tolls, and no such increase is contemplated. The notice is published as required by the Railway Act of 1903. The maximum mileage tolls have been in effect for a great many years in some instances for fifty years more, but the actual fares charged are in thousands of instances much less, and there is no thought of increasing such fares. In fact, the prevailing tendency of railway passenger fares is always downwards. As an illustration, Mr. Bell quoted the passenger fare between Toronto and Montreal, which today is \$10 for the distance of 233 miles, although the maximum mileage toll provides for 3-1-2 cents a mile, or \$11.10. But the railways, he said, had voluntarily made the fare \$10, and have made similar reductions in thousands of other cases."

NOT ONE QUARTER YET TOLD BLAIR BOSSSED BY RUSSELL MANY NOW NEED TO EXPLAIN

Electors Due to Be Astonished When Full Measure of Means Used to Make Tools of Political Parties by Daring Group of Men is Revealed.

Newspapers that branded The World's account of the Russell-Blair plot as a fraud or a phantasmagoria have taken to the woods under stress of overwhelming evidence from new and authoritative sources. It has been clearly shown that The World did not launch a concoction on the public, but that it opened up the most remarkable political conspiracy in the history of Canada. And The World has not told one-quarter of the truth. It will tell more in due time. The electors of Canada will be startled when they learn the full measure of the means employed to turn both political parties in Canada into the service of a daring gang of politicians and promoters. The man who stands out in the most unfavorable light is Hon. A. G. Blair. He is the most discredited man in Canada today. His statement to the public, which is done with deception and evasion does not affect the evidence of guilt which are multiplying against him. Mr. Blair, as chairman of the railway commission, occupied a high judicial position. He was supposed to be strictly impartial, to be free from influences directly or indirectly related to cases which might come before him. Yet we now see that Mr. Blair was not free. He seems to have been the mere creature of David Russell, and David Russell is the ready ally of any group, railway or otherwise, with which he may find a community of interest that may assist him in his schemes. It is fairly evident that in the political conspiracy which is now the talk of Canada, Mr. Russell, the chief conspirator, was assisted by one of the largest railway companies in Canada. Mr. Blair may deny, and no doubt will deny that he had knowledge of this alliance, but what a humiliating spectacle it is for Canada to witness the retirement of the chief justice of one of its highest courts in the land at the beck and call of a man like David Russell. "I persuaded him to resign," are the words used by Mr. Russell in his statement to the public. Mr. Blair has not repudiated this astonishing assertion, which would be more appropriate in the mouth of a boss or a trainer than in the speech of a promoter to the chairman of the Railway Commission of Canada.

Is Everyone Mad? Mr. Blair saw fit to describe The World's story as the product of a "disordered or malicious mind." He has found out by this time that there are a large number of "disordered or malicious minds" in the country, among them strong supporters of the government, like The Montreal Herald and Le Nationaliste newspapers, and Senator Dandurand of Montreal. Mr. Blair, in his published statement, says that he "found his position on the railway commission more uncomfortable than he feared he should when he accepted the appointment." How does this explanation harmonize with Mr. Russell's intimation to the public, conveyed in the following words: "It is only fair to Mr. Blair for me to state that when I persuaded his St. John organ that Mr. Blair would take the stump within 48 hours. He says he was not to receive \$100,000 cash, was he to receive a smaller or a greater amount? He says he did not receive \$20,000 as a first payment, but he does not say that no payment of any kind was made. He says he was not asked to accept a cancelled debt of \$65,000. Perhaps it was a cancelled debt of \$60,000. Mr. Blair is studiously indefinite."

Mr. Blair has a lot to explain, and Mr. Russell has a lot to explain. Mr. Russell had other associates who were more of the equal and less of the servant than Mr. Blair. These associates have explanations to make, both to the public and to the party in whose service they professed to be engaged. A glance at the list of charges made and now generally accepted as substantial shows what a vital interest the country has in having the whole conspiracy unscathed. Le Nationaliste, a supporter of the Laurier government, asserts that two ministers (it mentions Mr. Fitzpatrick and Mr. Prefontaine) were led into a great construction company promoted by David Russell. According to the same authority this company's demands were refused by Sir Wilfrid Laurier, and a daring conspiracy was at once hatched, with the object of defeating the government in the general elections.

Sir Wilfrid Laurier, it is said, tore up the documents in which the demands were made of him. The public has a right to know the nature of those documents. Three ministers were to have received \$100,000 apiece as the price of their resignations. Who are the ministers, and who are the men who approached them? From \$100,000 to \$200,000 apiece is said to have been paid or offered a number of Liberal candidates in Quebec for the purpose of securing their resignations the day after nominations. If there are any members of the house of commons who were approached or who entertained corrupt propositions the public has a right to know who they are.

Hon. Charles A. Fitzpatrick, in reply to a threat from the exploiters, sent back the message: "Do your damndest." If that threat concerned Mr. Fitzpatrick's public conduct the country must not be refused particulars of the deal.

Emmerson Has the Floor. Hon. H. R. Emmerson says he was approached by a man in New York with a corrupt offer. Who to this man and what are the details of his proposition? It is significant that no member of the Dominion government has attempted to deny The World's charges. What Mr. Emmerson has placed on the record is strongly confirmatory in its character. The denials given by Mr. Russell and Mr. Blair are negative alibi evasive. In several features they are discredited by the rapidly accumulating evidence. At all events the conspirators had their scheme well advanced when something happened to throw it down. They then took to shelter and there they might have remained if they had not left so many evidences of guilt behind them. In view of the unmistakable traces of an attempt to corrupt ministers of the crown and candidates for the house of commons; in view of the suspicious intimacy that existed between a gang of promoters and men professing to act in the interests of a political party there must be no turning back from the duty forced on the Dominion parliament of laying bare the facts in a searching investigation.

THOMAS W. LAWSON



Boston Millionaire Broker Who is Hammering Amalgamated on the Market.

LAWSON'S HOT SHOT TELLS NEW YORK MARKET BREAKS

Toronto Operators Not Concerned to Any Great Extent in the Slump, But One Man Had a Narrow Escape From Being Hard Hit.

The advance in the New York stock market, which has been practically uninterrupted since the first of June, was sharply turned on Wednesday, with an exhilarated downward movement yesterday, Thomas Lawson, the Boston millionaire, who has lately been hammering the Amalgamated Copper, which he holds in large quantities, on the market, was so impressed with the value of the security that on Monday, when a friend of his sold out his holdings at \$2 he bought him a bag of "for God's sake" to take back his stock, as it would go to \$6. The friend did not take his advice, and is consequently ahead of the game to the extent of a big wad.

The objects at New York had a depressing effect on purely local issues, and brought realising from the more timid holders. C.P.R. in the Standard stocks, suffered the heaviest, the decline at New York bringing the price to 128, while the Erie, which had been at 125, fell to 123. General Electric broke rather severely during the morning, opening at 170 and receding to 164 1/4. This stock was carried by the pool to 175 recently, but without attracting the attention that the issue held a few years ago. Wall-street financiers came to the support of values at noon and a rally ensued between that and the close. Among the declines from recent high prices are: Amalgamated Copper, 83 1/2; Erie, 123; Pennsylvania, 140 1/2; Atchafalaya, 89 1/2; C. P. R., 123; Southern Pacific, 65 1/2; Sugar, 112; People's Gas, 112 1/2; C. E. L., 68 1/2; The Central, 184 1/2; B. R. T., 70 1/2.

FUNERAL OF BERKLEY SMITH

A large number of the members of the University turned out yesterday afternoon to attend the funeral of Berkeley Smith, Canon Sweeney of St. Philip's conducted a private service at the house, at St. Philip's Church, where the canon, assisted by Rev. Fr. G. M. Wong and Rev. G. A. Kuhring of the Church of the Epiphany, conducted a public service. The remains were then taken to St. James' Cemetery.

UP-TO-DATE SQUARE FEET

About eight thousand square feet of most modern office accommodation will be ready for occupation in THE NATIONAL LIFE OFFICE building, corner Toronto and Adelaide-streets in May. Applicants should apply at once, as the plans for reconstruction are now in preparation, and space can be allotted by flats or otherwise to suit applicants.

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Corporations or individuals requiring modern office accommodation should apply at once to THE NATIONAL LIFE ASSURANCE COMPANY of Canada, for space in their building, corner Adelaide and Toronto-streets. Plans for the rebuilding are now in preparation and offices can be arranged to suit applicants.

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OFFICE FURNITURE "ASK ADAMS"

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Fire Hose Rubber and Cotton rubber lined. Our hoses are used by all leading fire departments in Canada. Write us for particulars. THE GUTTA PERCHA & RUBBER MFG. CO. Of Toronto, Limited.

ANY TRADER MAY OBJECT AS APPROVAL OF BOARD IS ONLY MATTER OF FORM

C.M.A. Transportation Expert Explains the Position of Railways and Powers of the Commission.

W. H. D. Miller, manager of the transportation department of the Canadian Manufacturers' Association, was seen by The World last night in respect to the announcement in The Canada Gazette. Mr. Miller does not care to enter into the matter very fully at present, pending the issuing of a statement by the railway commission, but had no hesitation in affirming that the published statement, devoid of all its circumstances, and mass of details, meant an advance, a positive one, of one-fourth of a cent a mile. "From what we are to understand," said Mr. Miller, "the commission has given its approval and all that remains is for the notice to be published a second time on Saturday. On Monday next it will then be fully in their power to exact the new rates."

Mr. Miller intimated, however, that he did not think the railways would be quick to demand their pound of flesh. They would probably go about it in a "laurey manner," some of the lines, for instance, between Toronto and Montreal, he did not think it likely that the extra rate would be asked for between one way station and another, would suffer most.

Doesn't Accept Its Approval. While the statement would make it appear that the commission had given its approval to the new rates, Mr. Miller is not prepared to accept this as absolute certainty, and he is awaiting an official pronouncement with interest. The C.P.R. and Grand Trunk freight tariffs, he replied, to a question, were filed with the board on Nov. 1, the board accepting them on an agreement to register its approval on Jan. 1, or a two months' extension, in the meantime the standard tariffs, as required by the act, are being published with as much explanation as possible in The Canada Gazette, the act requiring that such standard tariffs should be published in two consecutive issues.

Public Can Object. The general public, Mr. Miller states, has had full and sufficient opportunity to state objections to any tolls proposed to be charged. "Any trader has the right at any time if he considers tolls excessive, to state his case for hearing by the board. The fact that the board has accepted its approval to a tariff must not deter him, the approval being merely a matter of form and generally speaking indicates that the tariff is issued in the manner provided by the act, and possibly also in the form required by the commission."

Commission Has Power. "Has the board power to alter or reduce any of the tolls after the tariff, or must such alteration come exclusively from the railway commission?" "The board has the right at any time, except on the main line of the C.P.R., to alter or reduce any of the tolls, but it is not subject to the jurisdiction of the committee, to alter or reduce any tolls which are excessive or discriminating in their character. The power of the board in regard to discriminating tolls applies to the main lines of the C.P.R.; at least this is the view of Hon. Mr. Blair and the commission. Under the board's right in this connection has been, however, challenged by the C.P.R., and it is likely the question will be submitted to the supreme court for a decision."

"Must the railway companies, in addition to the standard tariff file a special passenger tariff, specifying the tolls actually intended to be charged?" "All tariffs must be filed."

"Anyone has the right," concluded Mr. Miller, to bring before the board a protest regarding excessive rates or discrimination in so far as it affects him, and in so far as it falls within the jurisdiction of the board to deal with the matter."

NO REVISION TILL 1905. Washington, Dec. 8.—It has been pointed out to the president that it would be nearly impossible for the committee of congress to prepare a tariff measure for presentation to the house before July 1 next. While no decision has yet been reached regarding the revision of the tariff, it is pretty well understood now that a revision should be decided upon, an extraordinary session of congress will be called, to meet next fall.

Harvey P.O. Robbed. Winnipeg, Dec. 8.—(Special.) News was received here today that the postoffice at Harvey was robbed last night. It is thought that the robbers got about \$50.

Two Men Injured. Winnipeg, Dec. 8.—(Special.) Two men were seriously injured while working in the Leas Lane power plant yesterday.

"Ask Adams" about Filing Cabinets. The White Fox. The pelt of the white fox lends itself to excellent fur suits and muffs suitable for skating costumes, etc. Spotlessly white in color with thick fur it makes a splendid contrast to a dark winter dress. The white fox is hunted principally in Northern Labrador and is, therefore, an essentially Canadian fur. The Dineen Co., Canada's leading furrier, have this year made a specialty of these garments. They are most suitable for Xmas presents.

"Ask Adams" about Filing Cabinets. DECIDEDLY COLD. Meteorological Office, Toronto, Dec. 8.—(8 p.m.) A pronounced change to cold weather has occurred in Manitoba and Ontario to-day, and temperatures below zero are reported from portions of both provinces. Light snow falls or drizzle have occurred in the eastern portion of the Northwest Territories and in Ontario, and local showers in British Columbia. Locally mild conditions continue over the extreme west.

Minimum and maximum temperatures: Winnipeg, 28-48; Kamloops, 34-39; Calgary, 22-38; Port Arthur, 2-8; Toronto, 8 below-12; Port Huron, 2-8; Port St. Joseph, 8-12; Toronto, 11-26; Ottawa, 6-16; Montreal, 6-12; Quebec, 2 below-10; St. John, 14-20; Halifax, 10-22.

Braconidae. Lower Lakes, Georgian Bay, Ottawa and Upper St. Lawrence.—Northwesterly winds; fair and decidedly cold; local snow buries.

Lower St. Lawrence and Gulf.—Fresh but strong northwesterly to westerly winds; fair and decidedly cold; local snow buries. Maritime.—Fresh westerly and northwesterly winds; fair and much colder; local snow buries.

Southern.—Fair and quite cold. Manitoba.—Cold, with light local snow falls.