Monday.

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news stand. All Railway news stands and trains, ······

IN MEMORIAM Conspicuous success in any walk of life, when it comes as the reward of independent, individual effort, earnest labor and high principle, is always honorable, and will never cease to be held in honor. To build up a vast commercial and trading enterprise from a lowly beginning; to establish novel rules for its conduct; to render it not only profitable to its creator but beneficial to the community, demands extraordinary capacity, abundant faith, clear vision and resourceful tenacity. As it grows it elicits the possession of other and even rarer qualities. The sound judgment of character required in the choice of responsible lieutenants; the evolution of a system permitting of constant supervision without discouraging the sense of responsibility; the correct estimation of the

Mr. Eaton, in numerous and various ways, demonstrated his constant consideration for all dependent upon him. He believed in reasonable leisure, and it was his desire that Saturday should be available for recreation, and Sunday reserved for attention to higher needs. His, too, was a charity that

The proper and reasonable price nor afford to treat its employes with that doctors forbid evening engagements, he intends to preside at dinner at the componant to the extraction for all dependent upon him. Hamilton Brickyard Sold.

Hamilton needs. His, too, was a charity that never failed, but overflowed in varied channels, and Toronto will be fortun- truth. ate if, in days to come, it can boast of citizens equally devoted to the exercise of a genuine altruism. And if any- not the legal experts employed by the thing can mitigate sorrow, it is the Dominion government. So far as the assurance that the great captain of crown was concerned, its interests were trade and industry, whose loss the city represented, and its cause was presentmourns, is to-day represented by sons ed by one man, who speaks with auwho, inspired by his noble ideals, can- thority as a member of parliament. not fail to emulate his example.

CAR OVERCROWDING-A COMPARI-SON.

Fourteen months ago Charles Edward do this work. Russell, author of "The Greatest Trust in the World," on behalf of Everybody's Magazine, started out to investigate economic conditions in foreign centennial of peace between the two sages is a comparison he institutes between the city transportation systems even the unable to imitate. of America and Britain, and the kind of Is it not time for Canada to hold a service they give the public. As a world's fair, and could a more appropritypical case, Mr. Russell takes Chi- ate occasion be suggested? A fair celemal capacity. Men, women and acter.

THE TORONTO WORLD shops, clerks and day laborers are huried and forced together and jammed A Morning Newspaper published every day in the year.

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until hardly can they breathe for the pressure around them, a fourth of the company sitting down, the rest standdepartments—Main 252.

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Second texts against it as a thing intolerably offensive, and every instinct of common decency revolts in disgust." These are Special terms to agents and wholesale the scenes, he adds, that are enacted rates to newsdealers on application. Advertising rates on application. Address
THE WORLD,
The work of the scenes, he adds, that are enacted every week-day in almost every American city. In its measure, they are enacted in Toronto, and the citizens are

> In striking contrast to this repulsive spectacle, under the rule of private gain, Mr. Russell presents his experience of the street railway system of Manchester, England. In his own

"Now, in the light of what we have observed in these travels, let us recall how these things are managed under the idea of the common good. We are in Manchester, England, let us say, at the close of the working day. Here is again an immense working population, men, women and children, to be transported guidely and simultaneously. ported quickly and simulta The great traction system of Manchester, one of the most wonderful and admirable of the works of men, radiating to every part of the great human hive, is the property and chiefly the creation of the city. It is operated for the people, not for a combination of stock gambiers and highwayman. There is a planty of highwaymen. There is a plenty of cars everywhere; there is no rush, no crowding, no rioting, no fighting, no jungle. Every person has a seat; no one is allowed to stand. The cars are spaciously clean and well-lighted. The employes, being decently paid and decently treated, instead of being kicked about like dogs, are courteous and obliging. All the apparatus is of the latest design and efficiency. The track is perfect; the cars move without a jar and almost noiselessly. The people go comfortably and sanely to and from their employment, and they know that of the money they pay for their transporting the profit is returned to them thru the public treasury.

That is Manchester under the idea of the Common Good, and it is practically every city in Great Britain or on the continent where the Common Good has a chance."

In further elucidation and accentua-

tion of the contract between Manchester and Toronto, a few figures referring appropriately can it be held as in To- wages or shorter hours. On the conessential for the creation of a vast chester has a population of 750,000 ous to the United States and accessible prevailing. The quarrel is entirely of commercial and industrial organiza- against Toronto's 300,000. The mileage from all parts of Canada? tion.

Rarely have the essentials for success
Rarely have the essentials for success
Rarely have the essentials for success
In Dusiness been more happily united than they were in the person of the late Mr. Timothy Eaton, whose sudden and unexpected demise the city mourns to-day. Among its many centures of attraction, none is more widely known than the great departmental known than the great departmental known than the great departmental store, which probably for generations

The Manchester Street Railway is 33.91, and it carried in 1906, 67.831.

The mileage of the Toronto Street Railway is in Toronto to form a corporation with tis end in view? It would, no doubt, this, and to do it at once, unless it is beneon against W. J. Terney of Rosomon, Mich. and the Gordon Benson against W. J. Terney of Rosomon, Mich. and the Gordon Benson against W. J. Terney of Rosomon, Mich. and the Gordon Benson against W. J. Terney of Rosomon, Mich. and the Gordon Benson against W. J. Terney of Rosomon, Mich. and the Gordon Benson against W. J. Terney of Rosomon, Mich. and the Gordon Benson determined in the course pursued. It is used in this, and to do it at once, unless it is more out the files of the surer. Elias Rogers; honorary serving the largely financed by the Dominion government. It would bring to Toronto.

The mileage of the Toronto Street Railway is in Toronto to form a corporation with the double, the double, and to do it at once, unless it is more out the files of the surer. Elias Rogers; honorary serving the current of the double, the largely financed by the Dominion government. It would bring to Toronto.

The Manchester Street Railway is in Toronto to do this, and to do it at once, unless it is more out the files of the surer. Elias Rogers; honorary serving the detendants moved for an order for lib.

The mileage of the City of the Gordon Benson and the Gordon Benson which, in older countries, alone n- watered stock, fictitious bonds and cognizant of the nervous and physical pany must be taught that the citititled their makers to lasting remem- baseless securities for their sole profit, strain which the work involves, that zens will not stand for a public ser-

The committee was supposed to in-

Who appeared for the people? Not the attorney-general of Canada; It is fortunate for the crown; and for the people of Canada, that the member for South York is willing to

A WORLD'S FAIR IN TORONTO. In seven years we shall witness the lands. Accounts of his experiences in great English-speaking nations of the the various countries visited have been western world. The suggestion by Secgiven in a series of articles entitled retary Root is worthy of thought, that "Soldiers of the Common Good," and so memorable an achievement is worthy in the last of them he sums up the results of his observations. One of the great nations to live side by side withmost interesting and instructive pas- out fortress or battleship is an object

cago and describes in graphic terms the brating this anniversary would attract crowds waiting at the street corners; great crowds from the United States, the fight for the car when it comes; the and no doubt the government of that overerowding "The car," he says, "is country would so co-operate as to lend filled to three times, four times its to this enterprise an international char-

oung girls from the sweat- If such a fair is to be held, where so

THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSION-

THE TORONTO WORLD

We have already given convincing proof that the board of rail-way commissioners is utterly incapable of carrying out the work en-trusted to them, and now Chairman A. C. Killam comes forward to substantiate our statements. In a letter to the premier regarding the proposed reduction in passenger fares, he says:

"Our traffic officer has already on his own responsibility and without instructions from the board, suggested to gen-eral passenger agents of the Canadian Pacific and Grand

eral passenger agents of the Canadian Pacific and Grand Trunk Railways that they should lower the rate to three cents per mile on tariffs in Eastern Canada, but they object to this, claiming that their average rate is about two cents per mile, and at the request of the traffic officer they have promised to submit statements in support of their contention.

Here is what the minister of railways laid down as the law when introducing the bill creating the board of railway commissioners: "The company will propose their tariff and the board may say, we will not approve of that tariff, but we will approve of such and such a tariff, and they may prescribe what that tariff shall be. We have given it that power and that tariff as I have said will be a standard."

So far as this particular question is concerned the matter ended with the suggestion of their traffic officer to the passenger agents of the railways, and apparently the board does not propose to take any further action at this time. Now what would happen if the traffic officer in question were actually a member of the board of railway commissioners instead of being there in an advisory capacity? Would he not act upon the authority vested in the board by the Railway act and instruct the railways to prepare their tariffs in accordance with his suggestion? It is quite evident that he appreciates the propriety of reducing the rates, otherwise the suggestion would not have been made, and realizing that the tolls should be lowered, if he were a member of the board of railway commissioners he would insist upon the changes being made.

It is not necessary for the board to go to the railway companies hat in hand and beg them to do so and so-they have the power to

order that it shall be done; why do they not exercise it? The weakness of the board is clearly shown in their handling of this case, and even more so in the following paragraph taken from the same letter: "I would therefore respectfully urge that the government should not at the present time countenance the proposal to refer the question; that the whole matter should be left over until the next session of parliament, and that the board be left in the meantime to exercise its discretion, unfettered by any order or reference." This latter has reference to the proposal to instruct the board to make an immediate investigation into the general question of passenger rates

The board of railway commissioners claim that they are overworked. Certainly they are for the simple reason that all the work placed in their hands from the very beginning has yet to be done. They have never yet attempted to perform the first duty placed before them, viz., supervision of railway tariffs-according to the minister of railways the most important portion of their obligation to the people, most assuredly the most important from a public standpoint Is it any wonder that they are behind in their work when they have

not yet reached the starting point after being in existence since 1903? The need for placing the work of the board of railway commissioners in the hands of competent traffic officials could not be more clearly shown than by a comparison of the action of the traffic officer as compared with the inaction of the board itself.

If the board of railway commissioners will not act, will not the government undertake to do something? The whole situation is one demanding immediate attention in the interests of the people of Can-

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

to the population, mileage and pas- ronto, the Queen City of the Dominion, trary, they are prepared to continue sengers carried may be given. Man- and the only great city easily contigu- on the terms and conditions

of the Manchester Street Railway is Have we the money and enterprise is on its management to justify the

tions on its part which involves serious other self-governing colonies, shall be with the motherland as co-ordinate, vestigate, to learn and declare the truth.

With the motherland as co-ordinate, not subordinate, states.

Tisk to the young ladies on whose and subordinate, states.

To mark the occasion a group of invice so vitally depends.

STANDARD

WORLD

OF THE

1.—Kingswell v. Wiley. 2.—Johnston v. Marsh. 3.—Bertram v. Jaques. 4.—Sullivan v. Truste & the company's making and the onus

will be associated with the name of its with celerity, and in absolute comfort. pied in preparing our first vast "at manding from its Toronto staff more Rennie and John Rennie to recover on appropriate to place in it the epitaph inscribed on the tomb of Sir Christopher Wren within the cathedral which was the crowning glory of his career:

"Si monumentum requiris; circum-spice"—"If you ask his monument, spice"—"If you founder. Indeed it would be entirely In face of facts such as these, who can home," to which to invite the nations than should be asked with proper remonumentum requires, circuit spice"—"If you ask his monument, look around." And it is not surprising that in this age and on this continent the triumphs of peace in trade, in commerce, in industry, should be no less which, in older countries, which, in older countries, which, in older countries, alone negligence of the defendants' servants. Improper Treatment of Horses, lic trust placed in their charge, and to injury—possibly permanent injury—to telephone operators who have refused injury—possibly permanent injury—to the health of its employes. That is against the Veterinary Specialty Company, claiming \$500 damages sustained by her on the breach of contract timposing duties imported to sign a contract imposing duties imported to sign a contract imposing duties imported to sign a contract imposing other tentment of the health of its employes. That is against the Veterinary Specialty Company, claiming \$500 damages sustained by her on the breach of contract to the health of its employee. That is against the Veterinary Specialty Company, claiming \$500 damages sustained by her on the b

fluential Anglo-Canadians are present-This labor dispute is peculiar. It ing Sir Charles with an excellent oil painting of himself by a painter name is not consequent on a demand on ed Turner, who has been at various the part of the operators for higher times commissioned by Queen Victoria and King Edward to paint portraits

CIVIL ENGINEERS.

annual Meeting in Montreal-W. McLea Elected President. Montreal, Jan. 31.-(Special.)-At to-

day's session of the annual meeting of the Canadian Society of Civil Engineers, the following officers were elected for the ensuing year:
Presidentfi W. McLea. Walbank
chief engineer of the Montreal Light,
Heat and Power Company; vice-presidents, J. Butler, chief engineer railways and canals, Ottawa; Prelps Johnson, manager of the Dominion Bridge Company, and J. S. Dennis, chief en-gineer of the C. P. R. irrigation works, Calgary. Council—G. A. Keefer, Van-colver; D. McPherson, assistant chief cc. ver; D. McPherson, assistant chief engineer transcontinental railway, Ottawa; G. H. Duggan, second vice-president Dominion Coal Company, Sydney; C. E. W. Dodwell, engineer public works. Halifax; C. H. Rust, city engineer, Toronto; W. McNab, assistant engineer G. T. L.; W. F. Tye, Montrell, F. V. Lebrason Cottages. Montreal; E. V. Johnson, Ottawa; H. Breithaupt, Berlin; J. A. Jam'eson, R. S. Lea, R. A. Ross, G. J. Desbarats, John Kennedy, F. P. Gutelius, assistant chief engineer C. P. R.; W. H. Laurie, Prof. R. J. Durley, L. J. Papineau and H. Hardman, all of Mont-

real, and A. A. Dion, Ottawa.

AT OSGOODE HALL

ANNOUNCEMENTS FOR FRIDAY.

Chambers.

The Hon, Mr. Justice Teetzel, at

Divisional Court,

Peremptory list for 11 a.m.: 1.—Crown Bank v. Brash (continued).

Toronto Non-Jury Sittings.

Peremptory list for Monday at 11

Mining Action.

Peremptory list for 10.30 a.m.: Royal E. Co. v. Ham. Elec. L. &

Cartwright, master, at 11 a.m. Judge's Chambers.

Peremptory list for 11 a.m.: 1.—The King v. McGill. 2.—Re Miles estate.

3.—Livingstone v. Copeland.
Court of Appeal.

2.—C.P.R. v. Toronto. 8.—Lee v. Totten & Murray.

Co. (to be concluded).

brickyard property in Hamilton to James Dickson for \$2500. An order was granted directing the sale.

Claims to Own the Mine.

On account of the death

of Mr. T. Eaton the

store will be closed until

T. EATON CO.

Hugh Bell Munro has begun a suit against Absolom Gibson, Frank E. Shoonmaker and The Coin Silver Mining Company, to have it declared that he is the owner of a certain mining lot in the Township of Bucke.

in-Chambers Cartwright in the action principal Mycliffe College; Rev Be brought by Florence Ethel Appleyard and Bryan; Rev Wm Frizzell, Ph. against Mulligan Bros. Yesterday the defendants moved for an order for lib-

Work of a Year Reviewed,

were circulated by the society's colporteurs. Bequests have been received brance.

In Mr. Eaton's life there were no discordant elements. As the head of a yest business enterprise, he was all that could be reasonably expected. As it was, breakdowns were frequent, and this, The word is informed, can be amply substantiated. This is undoubted, never forgot to render the due meed of taustice between man and man. Many successful business men have ignored thus falled to command the personal thus falle W. D. Scott has instituted an action porteurs. Bequests have been received against Hamilton B. Wills and R. E. by the society to the amount of \$5075;

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

Michie & Co., Limited

ing Company, to have it declared that he is the owner of a certain mining lot ir the Township of Bucke.

Promissory Notes.

Joseph Brash. surviving partner of the firm of Brash & Campbell, who carried on the business of buying and seiling agricultural implements at Woodstock, prior to October, 1905, is appealing to the court of appeal from a judgment of the divisional court, allowing the appeal by the plaintiffs, the Crown Bank of Canada, from the judgment of Mr. Justice Teetzel, who dismissed the plaintiff's action with costs. The divisional court ordered that a new trial should not be held, but ordered that judgment should be entered for the plaintiff's as against Brash for the amount claimed. The bank's action was on certain promissory notes, amounting in all to \$934.85. The argument is not finished.

Appleyard v. Mulligan.

For the sixth time an interlocutory application has been made to Master-in Chambers. Castavicist, it the

more case of smallpox broke out to-day in the Indian reservation at



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