

## THE TORONTO WORLD

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ALL RAILWAY NEWS STANDS AND HOTELS.

A MINING TAX IS A FAIR TAX.

A good deal of kicking is going on in connection with the proposed mining tax. Public opinion outside of those engaged in mining will support Mr. Whitney in this proposition, for the reason that it is possible to tax rich mines, like those at Cobalt in aid of the further development of the country and at the same time do no injury to the investor.

MINING TAX MEANS AN EXACT AND CAREFUL SYSTEM OF STATISTICS BY GOVERNMENT OFFICERS, and these statistics will furnish the best evidence of the value of all the investments in mining. NO MAN, TO-DAY, OUTSIDE OF THE OWNERS, KNOWS ANYTHING OF THE VALUE OF THE NICKEL DEPOSITS. NOW BEING WORKED WITH GREAT SECRECY AT SUDBURY. There is, we believe, at Sudbury, THE RICHEST MINE IN THE WORLD, no matter whether it be diamond, gold, silver or copper. That is a startling statement, if true, and we believe it is true. A royalty tax will let us know whether this is a fact or not. And if it is true surely the people of Ontario have a right to re-appportion the taxes of the state in a way that will make the richest property in the state take its fair share of the burden.

The World believes in fair play to and fair treatment of all men, and capital engaged in mining, but it also believes in equality of taxation, that the richest should certainly bear their just proportion of it, and that the roll of taxpayers in the country should include the capital and income of investors as well as of the every-day citizen.

Most likely more than half of the protests made are made so as to get the owners off as easily as possible.

EVEN THREE CENTS A MILE.

The next battle in regard to passenger rates in this country is likely to come up in the commons next week, Dr. McIntyre, M.P., at the head of the western members, has a resolution on the order paper, which declares that notwithstanding anything in the Railway Act, the board of railway commissioners shall not sanction any maximum passenger rate above 3c. a mile. The western press have come to see, since the speeches in favor of two cents a mile, rate have reached the west, that they must get busy, and to their credit let it be said, they are now busy, and are insisting on a maximum of not more than three cents for their country; and if a three-cent rate is made, it will be a substantial advantage, not only to the west, but for all the people of Canada.

As the member for South York and Mr. Turill, one of the members of the west, pointed out in detail the other day, THE BULK OF THE RAILWAYS IN CANADA TO-DAY ARE CHARGING MORE THAN THREE CENTS A MILE. The World has pointed out time after time that the rate on the Grand Trunk, east of Toronto, is three and a half cents, and three and one-third cents, and west of Toronto three cents; also that the Canadian Northern and the Canadian Pacific charge three cents in Manitoba and three and a half and four cents west of that province; also that some lines in the east have been charging four cents a mile. Substantial progress will be made if Dr. McIntyre's motion is accepted, because it will mean for the first time that parliament has made a maximum rate, and will make the way for another reduction later on. But not for one moment does the member for South York propose to abandon his demand for a two-cent rate all over Canada, or to consent to relieve parliament of the responsibility of legislating on this question. Fifteen states of the American union are now putting their two-cent-a-mile bills and are putting them thru by almost unanimous

vote, and in all the discussions for the bills it has been shown that no railway up to date has lost anything by such reduction, but that the earnings of every road that has adopted the two-cent rate have increased.

The public will wait, with a great deal of interest the debate that may be reached next week on this matter, and notwithstanding any decision that may be reached, the two-cent-a-mile proposition will also be before the members and they will have a chance of voting on it this session.

Cheaper passenger rates are coming and coming fast, but they would have had a mighty poor show in this country were it not for The World's publication of the debates in parliament on the question. Outside of three or four papers this reform has been slighted by the Canadian press, and were it not for The World few people would have known what the issue was.

KEEP ON BAY STREET.

The Toronto Telegram does not want James-street extended south of Queen to Richmond on a 66-foot basis.

The Toronto Telegram is also opposed to cars running on Bay-street. Bay-street, as all the world knows, is the Toronto Telegram's pet thoroughfare, and its eternal attitude is one of "Hands off, except by our leave." Had The Toronto Telegram its own way, every man who walked down Bay-street would be a car gum shoe.

The World is kind enough to be persuaded that The Telegram's ideas regarding Bay-street are all right. We are prepared to leave Bay-street in the hands of The Telegram, but James-street extended is a necessary move to relieve the congestion on Yonge-street at the corner of Queen.

We do not want other streets added to The Telegram's protectorate.

THE PUBLIC OWNERSHIP LEAGUE.

On Wednesday evening next, in Victoria Hall, will be held the organization meeting of the Public Ownership League, which, it is hoped, will prove the central and motive force of a national movement for the liberation and preservation of all public franchises from the control of private corporations. It is the twentieth century is to be Canada's, and not the nineteenth century's, and it is the duty of the United States, no secret foundation can be laid for securing the full benefits of the expansion which is coming, and, indeed, has now begun, than the safeguarding of all public utilities and services from private exploitation. To-day the best statement of the neighboring republic, from the president downwards, are striving to regain for the people the vast national resources and the many and great public franchises which a short-sighted policy permitted to pass from their rightful owners. If Canadians are wise they will profit by the experience of the republic and avoid the errors which have imposed such heavy burdens on that nation and are proving so hard and difficult to retrieve.

Already, in every province of Canada, the people are feeling the galling effects of corporation domination. Public services which ought to be both cheap and efficient, are dear and inefficient. Stock watering, in the case of franchise holding companies, has anticipated and eaten up the increased earnings due to the expanding population and the energy and enterprise of the citizens. The practice of over-capitalization on the part of public service corporations is a direct breach of their duty to the people, whose franchises they hold. It is the efficient cause of their failure to fulfill their agreements and of the unending struggle to compel observance of their undertakings. Public ownership and operation affords the only real remedy, and by withdrawing the element of private gain, enables service and utility monopolies to be conducted with a single eye for the common good. At one and the same time, it provides relief for the citizens and a higher standard of living for its employees. This has been its effect in Europe, and it will be equally beneficial in Canada.

Ownership and operation of monopolies, actual and practical, by the people for the people, is the most important question before Canadians to-day. It is not a party question in the true sense, because the issue it raises is vital for Canada and sharply separates its supporters from its opponents. What the electors of the Dominion and its provinces have to decide is whether the national and provincial utilities and resources are to be conducted and administered in the public interest alone, or primarily for private gain and only secondarily for common good. The Public Ownership League will exercise a salutary educative influence in the evolution of the campaign for popular rights. If it is to do its best service it must strive to consolidate public opinion and to direct it wherever it can act most effectively. The corporations stand together when any individual interest is assailed—so must the advocates of public ownership. Let everyone then who favors public ownership attend the organization meeting of the league, and lend their influence and support to a cause that promises so much for the future welfare of Canada and her people.

THE MALLEABLE IRON INDUSTRY.

Oshawa has reason to be alarmed at the rumormongering of the malleable iron industry, thru the proposed amendments of the tariff, substituting for the words "rolled iron and rolled steel" the words "malleable iron casting," and placing "malleable sprockets" or link

## THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Sixty-fifth Article.

The duties imposed upon the board of railway commissioners are greater than they can possibly attend to, but notwithstanding that fact the government is constantly placing additional work in their care.

It is a physical impossibility for the present board of railway commissioners to deal with the transportation business of Canada, and it is necessary that the government should realize that, in order to give the people of Canada effective service, a complete re-organization must be made.

It has been found that in the United States the interstate commerce commission have all they can attend to in dealing with interstate traffic, and the control of local rates and regulation of local questions in connection with transportation companies is dealt with by boards of railway commissioners appointed by the different state governments. If the people of Canada are to receive any benefit from the work of a board of railway commissioners the same course should be pursued in this country.

In view of the fact that the carrying companies are working under charters granted by the Dominion government it is perhaps necessary that provincial boards of railway commissioners should be appointed by the Dominion government. It is equally evident that provincial boards are necessary if the transportation problems of the country are to be dealt with on a comprehensive basis. So long as matters are left in their present shape it is useless to expect any real benefit from the work of the board of railway commissioners as at present constituted.

We would respectfully suggest to the Dominion government the advisability of dealing with this whole subject on a business basis. They must realize that a change is necessary, and, as business men, they must know that the only way in which effective work can be done is to appoint men with a knowledge of the local conditions throughout the country. It is beyond the power of any one board of railway commissioners to have a thorough and complete knowledge of the local conditions in each province of this broad Dominion, and it is essentially necessary that the government should appoint a local board of railway commissioners for each province, giving them jurisdiction over all questions which are of purely local interest, and, if necessary, the decisions handed down by these local boards can be made subject to review by the general board of railway commissioners, whose duty it would be to deal with matters affecting more than one province. In other words the general board of railway commissioners, with authority over the whole Dominion, could be made a supreme court in connection with transportation questions. It is unlikely that any decisions handed down by a local board of railway commissioners would be seriously questioned by the different interests concerned, but in case such decisions were disputed they could be referred to the general board of railway commissioners for approval or otherwise. This would relieve the general board of all the detailed work in connection with matters of purely local interest, and would give them time to deal intelligently with questions of a broader nature affecting the welfare of the people as a whole.

We believe there is only one way to handle matters of this kind, and that is to deal with them on a purely business basis, and the suggestion we have made would undoubtedly receive the approval of the people of Canada.

If the Dominion government thought proper to delegate to the provinces the power of dealing with local matters there is no doubt that they would be willing to assume the responsibility for doing the work, but in any case a complete reorganization is necessary as the present board of railway commissioners is not fulfilling the trust imposed on them. In fact, it would be impossible to secure a board of railway commissioners which could deal intelligently with the transportation questions arising throughout the whole of this Dominion.

We sincerely hope that the government will take this whole matter under consideration and deal with it in a way that will meet with the approval of the people.

belting chains, hitherto charged with duties of 15, 17 1/2 and 20 per cent, on the free list. Under the measure of protection provided by the late tariff, a large malleable iron industry has been established, employing upwards of a thousand men, and in Oshawa alone the malleable iron works pays out weekly in wages \$8000, and this extensive circulation of money has been the principal factor in the development of that thriving community. If the proposed change is made the Canadian manufacturers cannot hope to compete with the duty free products of United States makers, who with their vast home market, can afford to undersell their local rivals.

Even the bare proposal to remove the duties hitherto prevailing has paralyzed the industry and put a stop to the erection of many additional houses for workmen. It is not alone the employees of labor who are affected. They are men of substantial means, who can bear the loss sustained thru the proposed tariff alterations. But the case of the workmen is peculiarly hard, since, in addition to losing their employment, not a few of them have invested their savings in the purchase of houses, which they will now have to throw back on the builder and thus lose their deposits. The situation is thus a very grave one and affords ample reason for a reconsideration of the tariff proposals. What renders this more justifiable is the fact that much of the malleable iron products affected enters into the construction of harvesting machinery, and in all probability it will be the implement manufacturer that will benefit and not the purchaser of the completed machine. Altogether, the malleable iron industry seems to have made out an excellent case for the restoration of the duty.

MR. BOURASSA AND THE FOWLER INCIDENT.

On a question of privilege, Mr. Bourassa discussed the Fowler incident in the house of commons yesterday. Mr. Bourassa is to be commended, for he had the honor of parliament at heart.

SWEET CAPORAL

CIGARETTES

STANDARD OF THE WORLD

## AT OSGOOD HALL

ANNOUNCEMENTS FOR FRIDAY.

Chambers.

Cartwright, master, at 11 a.m.

Judges' Chambers.

Judges' chambers will be held at 11 a.m.

Divisional Court.

Peremptory list for 11 a.m.:

1. Whitley v. Perrie.

2. Youhill v. Hyland.

3. Re Campbell and Stratford.

Toronto Non-Jury Sittings.

Peremptory list for 10.30 a.m.:

1. Howland v. MacDonald (argument).

2. Merrill v. Thompson.

3. Nightingale v. Pugsley.

Architects' Certificate.

A. B. Coleman has issued a writ against George W. Goulnock claiming damages against defendant for wrongfully refusing to issue a final certificate as architect under a certain contract between plaintiff and the Union Trust Co., as executor of the estate of the deceased.

Charges Them With Fraud or Mistake.

Mary Scott has begun an action against the Toronto General Trusts Corporation, executors of James Scott, deceased, for declaration that the defendants have been guilty of fraud, breach of trust, or mistake in respect of the administration of the estate of the deceased.

Monarch Life Stock.

T. H. Graham has issued a writ against the Monarch Life Assurance Co. to have it declared amongst other things that the premium and all calls upon 50 shares of stock subscribed for by plaintiff from defendant company have been fully paid and to recover certain money.

Want the Barley and Mail.

Hogg & Lytle of Oakwood have brought an action against the Port Hope Brewery, Ltd., for a declaration that the plaintiffs are entitled to the possession of a quantity of barley and malt in bond in defendant's malt house at Port Hope, and for delivery of same, or for a declaration that plaintiffs are entitled to a lien thereon for the payment of \$1887.50.

Alimony Action.

Mabel James of Paris was married in June, 1905, and now she is suing her husband, Robert James, for alimony. She claims that he ill-treated her and has contributed nothing towards the support of herself and child since June last. James is alleged to be the owner of a farm in the County of York worth over \$5000, and in addition has stock and implements worth \$1200. The defendant denies the place of trial was changed from Bramford to Cayuga.

The master allowed the change, on the assumption that the usual order would be granted for interim alimony and disbursements; otherwise motion will be dismissed. The costs were made costs in the cause in the event.

McCauley v. Speers.

On the application to Chief Justice McCreary in single court to continue the injunction granted in the action brought by Thomas McCauley against his next friend, the Toronto General Trusts Corporation, against Dora Spears and the Dominion Bank, a \$229.26 and depositing the cheque for \$229.26 into court, less the costs of property, the injunction is continued to the trial. Defendant Spears is to have the right to have Dr. McCauley examined by two physicians in the presence of a physician on plaintiff's part as soon as he is fit for examination, also to examine him de bene esse.

No Peace on Troubled Waters.

The dispute between Messrs. Matheson and Robb for the presidency of the West End Temperance Society was aired before Chief Justice McCreary yesterday, who advised a settlement and made an adjournment to allow the kind hearted parties to settle. However, they failed to do so and litigation will continue.

CAZAR STILL LIVES.

St. Petersburg, Feb. 21.—The reports spread abroad to-day that the emperor and empress had been assassinated are utterly without foundation.

There was not even a rumor of the kind here, and it was telegraphed from London.

Ye Olde Elms.

The second annual banquet of the Old Elm Lancers Club will be held at the Clarendon Cafe, West King-street, at 8 o'clock, to-morrow night. All the old boys with whom the committee have been unable to communicate are requested to be on hand.

Going West.

Gait, Feb. 21.—(Special.)—George D. Hunt, editor and business manager respectively of The Galt Reformer, who are leaving the former for Edmonton, the latter for Winnipeg, were made saints of complimentary resolutions by the company to-day.

For To-Morrow on the Speedway.

The following are the entries for the Toronto Driving Club's matinee at the speedway Saturday, Feb. 23, starting sharp at 2 o'clock. All gentlemen having horses entered are requested to be on hand on time, as the classes are sent away out of the seforth below rotation. Further, as it is desirable to have all speeders over by 4.45, A. D. & McBride will give the word go in his usual brisk and up-to-date way. Given a fine day some of the best speeding will be witnessed, as the entries embody some of our best Toronto road horses:

Class A.—Joe Russell's Dr. H. Jas. Lamb's Emma L., John Chantler's Josie, Nat. Ray's Prince Greenlander, A. W. Eolman's Planet, Wm. Robinson's Lady Mack.

Class B.—John Russell's Ella, R. J. McBride's Sir Robert, S. McBride's King Bryson, Jas. Nesbitt's Roger, Nat. Ray's Hazel, Dr. Pack's Lochm-var, Joe Russell's Barratt, John Burns' Gusale Scott, John Clinkinboomer's Petroleum, Mr. Rodda's Johnnie P., Jas. McFarren's Wilkie Ross.

Class C.—Alex Stewart's Torry, J. Robinson's Little Snows, Jim Smith's Billy C., Holden's Alpha, H. B. Clark's Billy C., R. J. Patterson's Mack, F. Rogers' Barron Downs, J. H. Lock's Uncle Jim, Chas. Snow's Rhilis Wilkins, Wm. Leavack's Edna E., F. Dunn's Lyon, John Russell's Reservoir, Ben. Whitlock's Little Frank.

Class D.—John Dunn's Duke, Joe. Lochm-var's Dola, L. O. B. Shopp's entry, T. Arnold's Sweet Jane, Chas. Jones' Frank S., Mr. Liffert's Rowdy, Joe Smith's Jim, T. H. Hazzlewood's entry, Bob Davies' Jingle Bells, Con. Woods' Irian.

Owners only are to drive all brushes and cutters. Hobbies not allowed. All brushes are for beautiful ribbons given by J. H. Lock.

## T. EATON CO. LIMITED

First to Show the New Spring Shirts

LARGE shipments fresh from the makers—in the new American and Canadian patterns and colorings—regular or coat style—at 1.00, 1.25, 1.50, 2.00 and 3.00.

Our eyes are always to the front. We do not have thousands of winter shirts still unsold to tie our hands. So come see the newest, the best, Saturday.

New Fancy Shirts at 50c

This is good economy because there's real good wear in the shirts and they're properly made. Stripes, figures and fancy designs, in all correct colorings.

MAIN FLOOR—QUEEN STREET.

T. EATON CO. LIMITED

190 YONGE STREET, TORONTO

OBJECT TO THAT CLAUSE.

Ontario Grand Council, R. T. of T., to Wait Upon the Premier.

The Ontario Grand Council, Royal Templars of Temperance, concludes their annual meeting yesterday.

The report of the committee on temperance and prohibition re local option amendments made by the local legislatures last session, especially with the one making a petition of the electors mandatory as to the submission of local prohibition to a vote of the people, but regretted the three-fifths majority stipulation. The liquor traffic was essentially a monopoly, and should be given only by the expressed desire of a majority of the electors concerned.

The three-fifths amendment reversed these conditions, and enabled 40 per cent. of the electors to continue the privilege where it is now enjoyed. The grand council asked that the government recommend the appointment of a committee to wait upon the premier. Further, it favored strict adherence to the policy of granting no fresh licenses in New Ontario, with an amendment of the License Act to facilitate conviction in cases of sale to minors and Indians. Select councils were urged to engage, wherever practicable, in aggressive temperance work along various lines, including public meetings, and especially the holding of temperance election meetings.

In the afternoon the report of the committee on state and extension was adopted. It recommended the use of various means for the occupation of new territory and the reinvigoration of sluggish councils. The report of the finance committee was adopted.

The election of officers resulted: Grand councillor, W. J. Armstrong, Toronto; grand past councillor, J. A. Austin, Toronto; grand vice-councillor, Miss Lou Parks, Trenton; grand chaplain, Rev. J. W. Stewart, North Bay; grand secretary, W. M. McMillan, Hamilton; grand herald, A. R. Hewitt, Blenheim; grand treasurer for three years, Rev. W. P. Fletcher, Drayton; grand auditor, L. C. Peake, Toronto; grand

medical referee, Dr. W. Crawford, Hamilton; additional members of executive committee, A. B. Spencer, Collingwood; W. McBride, Alliston, and J. A. Copland, Harriston; grand deputy herald, Mrs. Laura E. Evans, Port William; grand guard, P. T. Grafton, Barrie; grand sergeant, George Brown, Cobourg.

Dominion Councilor-Hales installed the officers-elect.

MAY TURN US TO SOUTH.

(Canadian Associated Press Cable)

London, Feb. 21.—The Scotsman, discussing the preference debate, says that if, as a result of the colonial conference, Laurier goes home with news that Britain will not even give consideration to any proposal for reciprocity, the United States will be quick to seize advantage of that action by Canadian opinion already favorable, and reciprocal relations with the States will be greatly strengthened.

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I have made and tested a cure for the cure of Rupture, and for the next thirty days will give every ruptured person who follows the directions a chance to try my remarkable cure.

FREE. Mark of the picture the location of your Rupture, answer the questions, and mail this to Dr. W. S. R. 65 Church St., Block 11, Toronto, Ont.

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Does Rupture pain?.....

Do you wear a Truss?.....

Name.....

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THE

Traders Bank

OF CANADA.

CAPITAL AUTHORIZED - - - - \$5,000,000

CAPITAL PAID-UP - - - - \$4,300,000

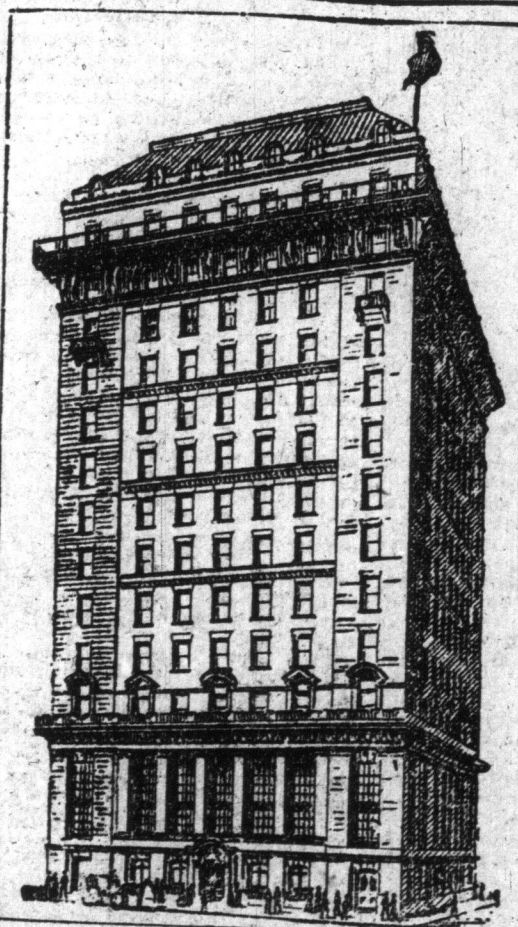
REST - - - - \$1,900,000

TOTAL ASSETS, OVER - - - - \$32,000,000

Head Office:—Yonge Street, Cor. Colborne

BRANCH OFFICES (KING STREET, cor. Spadina Ave. RIVERDALE, Bloor St. W., cor. Queen. AVENUE ROAD, cor. Danforth. EAST TORONTO, Danforth Ave.)

General Banking Business Transacted.



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