

to induce outside councils to give them perpetual franchise over the King's highway in their municipalities and tho this is expressly against the law

they intend going to Hon. Mr. Whitney, asking him to consent to the leg-islature ratifying and confirming such grants: and not only are they

GIVE THE MONEY BACK.

Cheque for \$45 for Overcharges Given School Board.

The following letter was received by

W. C. Wilkinson, secretary of the board of education, yesterday, and presented

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that position as the matter is of a controversial character. Balfour's Worries. The tide is running so swiftly against the theorem of the transformation of the server of the consider the defendants of state seat for ex-Premier Balfour. Some of those who it was expected would resign their seats to Mr. Balfour regimeer, and approved by the citry of the cases it is seen that the issue is so doubtful there will be the risk of subjecting the former premier to a second defeat. Nothing, therefore, has as respected would do credit to a bargee. It rather the critic response of the cabines would do credit to a bargee. It rather the critic response of the said citry of state would so guide our the company server the terms of the ruling of great abilities."

Ollity, and in the case of one of whole I am thinking, of great abilities." The Returns\_London. Liberals have been elected in the fol-lowing London divisions: Brixton, Sea-Vorme 286 coint: Greenwich, Jackson

MacLean and Gooch. 979, two gains; Bedford, Earlow, 607, gain; Bolton, Har-wood, 1954; Bristol East, Hobbouse, 4906; Bristol North, Birrell, 2942, gain; Bristol North, Birrell, 2942, gain; Cal-ber Streed, South, Jourge, Hoopen 20, gain; Gloucester, Rea, 82; Hudders-field, Woodhouse, 489; King's Lynn, Bellairs, 342, gain; Leeds Central. Armi-tage, 169, gain; Cheeds Central. Armi-tage, 169, gain; Cheeds Contral. Armi-tage, 169, gain; Cheeds Contral. Armi-tage, 169, gain; Cheeds Contral. Armi-tage, 169, gain; Cheeds South, Walton, 2170; Leeds West, Gladstone, 4608; Leicester, Broadhurst, 60; Lincoln, Roberts, 1235; Bain; Norwich, Tillett 1784; Oldham, Emmethand Bright 5040, one gain: Pen-fyn and Falmouth, Barker, 97; Pres-fond, gain; Sheffield, Artercliffe. Wilson 1693, gain; Sheffield, Artercliffe. Wilson 1694, gain; Sheffield, Artercliffe. Wilson 1695, gain; Sheffield, Artercliffe. Keree. 1605, gain; Sheff

having exhausted all conciliatory means, will probably be obliged to pro-ceed with a naval demonstration France's pacific attitude since 1903, her forbegrange and best options of the since 1903, her

seeking these illegal and improvident franchies in the country places, but they are asking the city, and if the city will not consent, they are asking Mr. Whitney to take the big stick to the city and make it give them a perpetual right of entrance into the city, and thru it, and out of direction.

The city to-day undoubtedly controls its streets in the matter of surface traction; it has only given a very limited franchise to the street railway company. That franchise will soon expire But the radial pro-moters want something perpetual. Imagine for a moment what would happen if the radials once got an entrance and a franchise. They'd soon make it grow into a net work of street traction independent of the city and even independent of the present street car system

Can nothing be done? We want the radials to come in Yes, there is one thing and only one thing: it is for the city to build a system of tracks that will bring in the radials and let them out. For the right to run over these tracks the radials will be charged so much per passenger-a reasonable rate subject to frequent revision both in the interest of the city and of the radials.

But the present Toronto Railway would have to be guaranteed, and so would the city and the street railway and the city are partners, against the radials doing any business in the city limits other than to deliver their passengers from the outside into the centre of the tow and to pick up returning ones. But even this would be held by the street railway as a violation of its rights and by the city as a violation of its rights. As things now are all the passengers by the radials have to get out at the city limits, take the city street cars, and pay a fare therefor, on every which fare the city gets a percentage. The radials desire to jump this fare for themselves, to jump it away from the street

railway and the city? What a much we would soon be in! The peculiar bug is that up to the present the Toronto Railway Company which is in partnership with the city, has never said where, it is in regard to this proposition of the radials! It has never been offici-ally notified of it. The shareholders of the Toronto are entitled to an explanation of the effort to jump their rights.

But there is a better settlement. Let the city ask the legislature to give it the right to forthwith expropriate the street railway. Let us pay a good price for it. Then let us change the gauge of the city tracks to the standard gauge—the same as the radials—and let us make a regular toll for every radial passenger brought into or taken out of the city. And let not only the cars of the York Radial come in over the city lines, but all suburban companies

And there is another thing that few people know as yet, but it is a revolution, and it is at hand: the present big steam railways are soon to be electrified, they are going into local or suburban business, the indiridual car like the individual pot-pie, is coming with them and these big roads when they get into this suburban business will be competitors of the radials in delivering their passengers right in the heart of the city and on the main streets; not at the Union Station. They, like the ra-dials will pick up their passengers at the corner of Queen and Yonge. It will not be two years when they will be as hot after local business as the radials. They, too, will want to bring their local express truck into the city the same way

There is only one way to handle all this business: let no radial se cure any rights, tracks or franchises of their own on the city's streets but let the city bring them all in and out over the city's own rails at, say a cent on every passenger. The member of council or citizen who would propose any new franchise in regard to street traction within the city may be put down at once as a public enemy



nouse. He was up early at Donlands resterily to the source of the blackbird. He is one of the mest active members of the Don Nature Study Club, and claims that he heard the last iynx in the Don Valury within less than five years. But John had a survey the source structure of the charter members of the club. The set of the charter members of the club. The set of the charter members of the club. The set of the club would have been meeting the includent is the biggest one in the value fix and the biggest one in the liquidators have an enormous take with so many shareholders, but the members of the club would have been meeting the includent is branches in natures tudy. Mr. Martin was greatly excited in telling the aldeding to the truk, took up a hatchet, so there in on the club's would have been meeting and it was a sacrilege for an outsider to come in on the club's own preserves—but, as John say, here would have been meeting the truk, took up a hatchet, so that he carried rough the truk, took up a hatchet, so the the consensus of opinion is that it is best to get the pass books that he sid of a rope that he carried rough the truk, took up a hatchet, so that e carried rough the truk, took up a hatchet, so there 'coms in a chink near the too, and then chopped out two big

Attorney General Will Find Out

the Change.

Whether Assessors Can Make

the trunk, took up a hatchet, got three 'coons in a chink near the top, and then chopped out two big combs of wild honey. He knocked the 'coons down and descended safely with the honey. John was rendered speechless at the sight of the honey, and allowed the intruder to make off with 'coons and honey. A special meeting of the club is to be MICHIGAN HAS A TANGLE called for to-night. In the meantime The World would like to meet

he man who climbed the tree, got the 'coons and the honey and publish his story. Cares Aus

A CROW BLACKBIRD. Dan Blea, the well-known gun shot, informed The World yesterday that the Don blackbird is robably one that had been caught young, caged berated after his tribe had gone south in the fal and had determined to winter here. Dan calls him a "crow blackbird," and that is what he is.

UNUSUAL WINTER RESIDENTS.

Editor World: In answer to W. F. M., I would mention two unusual winter residents observed by me on Christmas Day, at Millbrook, Ont. The e reduction of \$425,000 as compared with were a Great Blue Heron (a "crane") and a woodthe tax levied for 1903. cock; both found about some open spring runs in the It remains to be seen, however, icinity of a large trout stream, running for the mos

cock; both found about some open spring runs in the vicinity of a large troot stream, running for the mos part thru cedar swamp and ope woodland, near to the village. Judging from tracks and other levi-dence, both bir is had been there for many days at least. The "crane" I was informed by two part ties, had been seen "fishin' up and down crick" all winter. Twice I had observed frogs in open pools, as lively as on an April day. The "crane" and woodcock are birds which usually winter from about Virginia southward. A red-tailed hawk was seen by me on Dec. 37, at Millbrook; a robin in South Parkdale almost daily since Dec. 17 to pre-sent time. S. Hunter. Springhurst-avenue. MILSON SNIPE ABOUT. Editor World: Wilson snipe were shot here-abouts since Christmas. Owen Sound. A JANUARY BEAR. Going out on the Tweed accommodation of the C.P.R. yesterday afternoon the winter blackbird

mann Eddeldurtel, aged 15 years and o months. Funeral 2 p.m. Tuesday, to Mount Pleasant Cemetery. SMITH—On Studay morning, the 14th inst., Joseph Smith, second son of the late John Smith of Broadvlew-avenue, aged 51 years. Funeral from Rosar's chapel, King-street East, Tuesday, the 16th, at 2.26 p.m., to St. James' Cemetery. Funeral private.

to the finance committee, "Enclosed find cheque to cover amount said to be added to school ten-ders for work last year, viz., \$45. We have no record of this and are guided solely by reports in court. Yours truly, The Keith & Fitzsimons Co., Limit-ed" Lansing, Mich., Jan. 15.—By the ac-tion of the state board of railway as-sessors the taxes of Michigan rail-roads for 1905 have been reduced \$209.-000 as compared with the tax levied the previous year, which in turn shows a reduction of \$425,000 as compared with

awarded. J. B. Kaiser, who taught in Jesse Ketchum School, sent in a bill for \$11.14, claiming that he is entitled to receive pay for the number of days worked, in-stead of by the number of months. A communication from the Caretakers<sup>7</sup> Association asked for a 10 per cent, in-crease in salaries.

BEGINS TO-DAY.

Algeciras, Jan. 15.—The opening of the international conference on Moroc-can reforms has definitely been fixed for 3 o'clock to-morrow afternoon.

Not a Fairy Story.

The probs man has promised a little colder weather, and perhaps we are go-ing to have a bit of winter. The January clearing sale of furs continues to succeed at Dineens', Yonge and Tem-perance-streets. There are some swell snaps in the big stock, and the state-ment that prices have been reduced to

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Oscar Hudson & Co., Chartered Accountants, 57 King West. M 13t32.

The Galbraith law permits the board of assessors to determine that proper-ty is not assessed at cash value and gives the board power to add to cf. deduct from the assessed valuations in order to arrive at the true value. The following shows the amount of tax assessed against the railroads for the past four years: 1902, \$3,238.157; 1902, \$3,756.149; 1904, \$3,330.350; 1905, \$3,020.526. The Grand Trunk is as-sessed at \$12,000,000; Michigan Central, \$31,000,000; Pere Marquette, \$23,000,-000. The total is \$207,080.555. To artistic forst emblems, che researd of the start is Antwerp

8mo ke Tayler's 'Maple Leaf' Cigars For artistic foral emblems, choice troses and cut flowers at lowest prior try Simmons', 266 Yonge Street.

# DEATHS. EAST-On Jan, 15th 1906, suddenly, at his father's residence, 67 Isabella street, Wil-liam Dennis, only son of William East, aged 16 years. Funeral Wednesday. at 2.30 p.m., to Mount Pleasant Cemetery. EDDELDUTTEL-On Sunday, Jan, 14th, 1906, at his father's residence, 85 McKen-zie-crescent, Edward, only son of Her-mann Eddelduttel, aged 18 years and 3 months. Concern should have the Holmes fire a alarm box installed free of charge on their premises. Fuil particulars from of the company, 5 Jordan-street, or phone M. 676. Hobberlin's Semi-Annual Sale -Pants, were \$5, for \$3.75. 153 Yonge.

Messenger Boys

