

The Toronto World

A Morning Newspaper Published Every Day in the Year
MAIN OFFICE 85 YONGE STREET

COURTNEY LOVE. Circulation of THE TORONTO WORLD, do solemnly declare that the following statement shows the net circulation of THE WORLD for each day in the month of October, 1907:

Oct. 1	40,582	Oct. 17	40,007
Oct. 2	40,384	Oct. 18	40,197
Oct. 3	40,907	Oct. 19	40,592
Oct. 4	40,708	Oct. 20	40,592
Oct. 5	41,464	Oct. 21	41,209
Oct. 6	41,241	Oct. 22	41,222
Oct. 7	41,344	Oct. 23	41,292
Oct. 8	40,403	Oct. 24	40,948
Oct. 9	41,241	Oct. 25	41,104
Oct. 10	41,164	Oct. 26	41,888
Oct. 11	41,223	Oct. 27	42,383
Oct. 12	41,223	Oct. 28	42,229
Oct. 13	40,708	Oct. 29	41,833
Oct. 14	40,708	Oct. 30	41,833
Oct. 15	40,138	Oct. 31	59,483
Oct. 16	40,438		
Net circulation for 31 days	1,131,863		

Net Average for 27 Days
41,921

The following statement shows the net circulation of THE Sunday World for the month of October, 1907:

Oct. 1	38,007	Oct. 27	38,044
Oct. 8	38,007	Oct. 28	38,440
Oct. 15	38,007		
Net circulation, four Sundays	149,796		

Net Average Four Sundays
37,469

The foregoing figures include all papers actually sold and do not include damaged papers, samples or returned copies.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force as if made under oath and by virtue of "The Canada Evidence Act, 1891."

Declared before me at the City of Toronto, in the County of York, this 1st day of November, A.D. 1907.

(Sgd) JAMES BAIRD,
A Commissioner, etc.

One issue of the Daily and Sunday World Aggregates

79,390

ADAM AND THE SERPENT.

If The Globe is the friend of the Hon. Adam Beck, and The Globe says it is, then may Mr. Beck pray that he be delivered from his friend.

Citizens of Toronto need not be told that The Globe is the organ of the electrical ring and therefore no friend to the Whitney-Beck public power policy. Recent articles in The Globe prove its perfidy to that policy and its pandering to corporate aggression. When The Globe blows hot and cold on this power question, it stands convicted of hostility to it, for the true friends of the public power policy are never anything but ardent in its advocacy.

How could The Globe be anything but an enemy to the Hon. Adam Beck? Robert Jaffray is president of The Globe and its active editor, and directs its policy on all power matters. The same Robert Jaffray is a director of the Toronto Electric Light Company and, intimately associated with those gentlemen who make up the electrical trust. It is likely that Robert Jaffray does anything in his paper, The Globe, to injure his very good friends? Not likely.

Yet The Globe, in its leading editorial yesterday, protests that it is Hon. Adam Beck's friend. Why this hypocritical protestation? It manufactures history to prove that it was in the power business before Adam. Then it suggests that the government make terms with the Electrical Development Company and the Toronto Electric Light Company. Its suggestion is in the nature of a supplication. It is a cry for help from the electrical trust. Robert Jaffray must be hard put to it when he cries "Mercy to my friends!"

Many citizens think the cry comes too late, but others hold, with Rev. Mr. Brown, "tramp editor," that, "while the lamp holds on to burn the vilest slinger may return." But the slinger must return on terms laid down by the government. The suggestion that the government treat with the Electrical Development Company and the Toronto Electric Light Company should not be considered. Rather let the government expropriate these companies on a fair basis of value and on reasonable terms and wipe out the menace of corporate competition in power for all time. If The Globe is in favor of this policy it will make its first bid for belief that it is a friend of the Hon. Adam Beck.

But what would Editor Robert Jaffray say to that?

RAILWAY CORPORATIONS AS PUBLIC SERVANTS.

The Macmillan Company, under the above title, publishes in book form a series of lectures addressed to the Boston University Law School by Henry S. Haines, ex-president of the American Railway Association, and for years connected with the "Plant System" of railway and steamship lines. The lectures are philosophical in their tone and contain a vast amount of useful information. If fitted with the natural views of a railway official, they are none the less useful, because so many of their conclusions are based upon practical experience.

The problem of transportation was first studied by the ancient Romans, who, at the expense of the imperial government, constructed and maintained those magnificent roads and bridges which to this day command the envy and admiration of the world. In early England there was no systematic attempt to provide highways for travel and commerce. This burden fell upon

the local authorities and, in time, was shifted by them to turnpike companies, who recouped their expenditure by levying tolls upon all transportation.

The turn-pike idea was predominant when the first steam railway charters were granted by the British Parliament. Charters were granted to all applicants and a frenzy of speculation in railway shares brought upon the British people a financial panic which rivaled the South Sea bubble. But all legislation proceeded largely upon the parochial idea that if any one wished to build a road he should be free to recoup himself by levying tolls upon transportation.

Railway building began later upon the continent, and there, the Roman idea prevailed. The state either built the roads or it had them built by concessionaires with the title in the state and ultimate possession.

In the United States, the railways were built by private companies, enormously bonused by states and municipalities. In many cases they also received free gifts of land and labor from the people thru whose neighborhood the railway was being constructed. The promoters wrote their own charters or proceeded under a general statute. There was no thought of government ownership, or even of government regulation.

Mr. Haines is free to admit that the railway companies grossly abused the confidence of the people. Even after statutes were passed to protect the people, the railways continued, by rebates and other discriminations, to oppress certain individuals, companies and localities, and to build up enormous fortunes for other more favored shippers. The sugar trust, the beef trust and the Standard Oil Company were beneficiaries to a scandalous extent. In one case it was shown that the Cleveland and Marquette Railway charged 90 cents to the Standard Oil and 35.00 to George Rice, its principal competitor for the same service. Not only this, but of the 35.00 paid by Rice, \$5 was turned over by the railway to the Standard Oil Company.

Mr. Haines blames the rebate evil upon the large number of small competing roads, and is of the opinion that the more railway service is unified by consolidations and community of interest, the more quickly will the rebate evil be done away with. He also insists that the pooling agreements and traffic associations were the best immediate cure for rebating and that congress and the courts made a great mistake in declaring them illegal. It is certain that if the United States had but a few great railways and all of them under federal control, as in Canada it would be a much easier task than it now is for the U. S. Government to suppress the rebate and kindred abuses.

Mr. Haines does not minimize the frightful scandals of waste of stock and stock manipulation in railway securities and the recent startling performances by Harriman, Hill, Gould, Frick and others. Still, on the whole, he is opposed to government ownership. In addition to the familiar stock arguments, he claims that so many roads have perpetual franchises from sovereign states that congress would find it impossible to bring about a nationalization of railway transportation. He believes that government regulation will cure all the ills complained of, so he is equally willing to claim that so far all efforts at regulation have worked aggravation rather than cure.

As to passenger fares, the author inclines to believe that two cents a mile would be a fair rate for all the United States and that its adoption would greatly benefit the roads themselves. In Great Britain 70 per cent. of the people travel third class and at the rate of a penny a mile. The third class corresponds to our so-called "first class" (not Pullman). The result is that every person in Britain takes 30 trips per annum as against nine trips per annum for each person in the United States. The prophecy is therefore made that the two-cent rate will pay a prediction, since then, quite abundantly justified. The lecture does not touch upon Canadian railway conditions (where the United States exist in Canada, in a form perhaps less aggravated. It is also true that these evils can be more quickly and effectually dealt with here, than they can be dealt with in the United States, whether government regulation or government ownership be relied on to secure proper service.

Hysterical in Court.

Phoebe Conklin, an aged lady, charged with stealing smallware in a department store, became hysterical in court yesterday and had to be given a chair. Thru Mr. Robinson she pleaded not guilty and elected to be tried by "a jury" and was allowed in two sentences of \$20.

Rifle Shooting for Boys.

LONDON, Nov. 8.—(C.A.P.)—Lord Strathcona, speaking at the school prize distribution, advocated the teaching of rifle shooting to boys. He pointed out the desirability of extension of the teaching of knowledge of empire and voiced his pride in Canada's system of education.

Unveiling of Memorial Window.

The family of the late Stapleton Caldwell have placed a handsome memorial window in the north transept of St. Paul's Church, East Bloor street. This window will be unveiled at a short service of dedication to be held in the church on Sunday afternoon, Nov. 10, at 4.15. The service will be conducted by the rector, Canon Cody, D.D., LL.D.

ARTHUR AND WELLINGTON NEWS.

ARTHUR, ONTARIO, NOVEMBER 7th, 1907.

W. F. McLean M.P. of S. York Stands for a Great Principle

At St. Andrew's Church on Sunday evening, the Rev. Jas. Barber, B. A., the former pastor, in harmony with the occasion took for his theme—"National Thanksgiving" enumerating the many blessings for which Canada should be thankful. During his discourse, he advised a reform in our judiciary. He had to admit that it was almost impossible for a poor man to obtain justice, owing to the cost of appeals. There is an opportunity for both political parties to benefit their country. In this connection he took occasion to commend W. F. McLean M. P., who was, he considered, exerting a very potent influence to secure law reform and was also putting up a strong fight against the encroachments of monopolies and great corporations. While not always agreeing with the Member for South York, he considered that he was doing a valuable work for Canada.

The Rev. gentleman, however, found much to commend and believe Canada to be far in advance of other lands—having peace and plenty within her borders—still as a patriot, he believed it was necessary to call attention to whatever defects existed and to secure the best results, it was necessary for the church to interest herself in the welfare of the state and bring her great influence to bear in order to secure three-needed reforms in public life. If the church would do her duty along these lines, he believed the Tammany and corruption, which are a blight and curse to this fair Dominion would soon disappear.

POLITICAL INTELLIGENCE

The Montreal Herald returns to the Russell-Graham-Blair plot of 1904 and says the election of that year was highly interesting, from the fact that it was to settle the question whether the Grand Trunk was to be allowed to go on with the new transcontinental railway or whether the contractors for the great piece of construction work might not be steered into other hands.

"It is a matter of record," The Herald says, "that every obstacle was put in the way of the passage of the Grand Trunk Pacific bill, and that it has several times been mentioned as a curious coincidence that some of the most vigorous of this fighting was done by men who, like Mr. Fowler, Mr. Bennett and Mr. Pope, have since been shown to have been the fortunate beneficiaries of the secret view of the route the Canadian Northern was to take, and then of Messrs. Mackenzie and Mann, whose endorsements enabled them to finance the famous land deal. It is now suggested that the Grand Trunk Pacific bill, which in case Mr. Borden had been returned to power in 1904, the adoption of the government of the day, according to Le Nationaliste, extended to his wife."

There will be some curiosity as to the future of Arnold Levergne, a far cry from Bourassa to young Levergne, but for all that, the latter was a faithful lieutenant and he has no less courage than Bourassa himself. He will be lonesome in Ottawa. The man without a party, when the house is not in session, cannot read and the newspapers in the reading room fail to amuse the house, as for example when he said of the suave and courtly Lehoucq that he never opened his mouth without putting his foot in a mud puddle."

Mr. Lémieux, too, will be absent, but he is seldom heard in general debate. It would not be surprising if Dr. Pugsley seized the laboring oar at the next session. There are members of the opposition who are ready to meet him, but they will find in the suave yet forceful and more experienced campaigner and a more dangerous antagonist than the present minister of justice.

WORK OF NORMAL TEACHERS

Master Will Visit Rural Schools With Inspectors.

Increased attention to the academic side of education will be the leading feature in the new course of study for the normal schools which is now being prepared, and will shortly be announced. Hitherto the course has been a professional one, and inadequate for the purposes of real scholarship. At the normal schools being located in cities, it has been felt that the requirements of rural teachers have not been fully recognized—in future it will be to keep on social terms with the normal schools the ungraded rural schools in adjoining county or counties. A week in each year will be spent by each normal school master in accompanying the public school inspector on his rural school inspection tours. The high school examinations previously arranged will conform to the new plan.

Italian Killed at Cobourg.

COBOURG, Nov. 8.—While alighting from a passenger train here Domenico Troisi, an Italian, accidentally fell under the wheels and was so badly mangled that he died a few hours later.

The Dominion line steamer South-west, which sailed from Liverpool on the 31st ult., has on board a large number of experienced domestics for the Women's Domestic Guild, 71 Drummond street. The steamer has on board, which numbers 56, consists of Scotch, Irish and English members; the majority, however, come from Scotland. The efforts of the Guild in solving the domestic problem is proving very successful, as over 800 girls have come out under its auspices since the first of the year. While the winter season, these girls have remained in the Province of Quebec, a number have gone to Ontario, Toronto, Hamilton and other Canadian cities and some to Manitoba and British Columbia.

It is intended to continue the bringing out of these parties of domestics to Canada during the winter season. Mrs. E. F. Francis having recently sent several women in Great Britain making arrangements for the bringing out of a larger number of domestics to Canada.

Cook's Cotton Root Compound.

The Great Uterine Tonic, and Regulator which women can depend on in three degrees of strength. Sold in 31 No. 10, 20 and 30 cent bottles. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. Address: THE COOK MEDICINE CO., TORONTO, ONT. (Formerly W. J. Underhill)

EATON'S DAILY STORE NEWS

Pull-braid the Queen of Dress-trimming

From the fashion centres of the world—Paris, London and New York—comes the decree for a still greater popularity in pull-brads as THE trimming for this season's dresses.

Accordingly there is a greater demand than ever for variety in color to suit all shades and weights of dress materials.

This charming trimming adds greatly to the finish of any dress, giving a smart, stylish effect and enriching the whole appearance with an air of individuality. It permits of being used either plain, or by pulling a single thread, running the entire length, it can be modeled into a variety of fancy loops and swirls according to taste and ingenuity.

Being early advised of all coming points of fashion, we were able to anticipate the popularity of the pull-braid here, and accordingly made large buyings beforehand of all varieties, weights and colors. These we are now exhibiting at prices remarkable for their lowness, considering the high quality of the goods and their increasing popularity.

The accompanying illustration shows the widths; colors include white, black, cream, brown in two shades, green, red in two shades, navy and grey; prices 3c, 4c, 5c, 6c, 7c, 8c per yard, according to width.

Main Floor—Yonge Street.

THE T. EATON CO. LIMITED 190 YONGE STREET, TORONTO

AT OSGOODE HALL

ANNOUNCEMENTS FOR MONDAY.

Chambers.

Cartwright, master, at 11 a.m.

Peremptory list for 11 a.m.

1. Macartney v. Cook.

2. Parke v. Tain.

3. Traders' Bank v. White.

4. Quackenbush v. Brown.

5. Boulbee v. Willis.

6. Campeau v. Gray.

Court of Appeal.

Peremptory list for Monday at 11 a.m.

1. Rex v. Carrie.

2. Condon v. Hamilton Steel & Iron Company.

3. Findlay v. Hamilton Cataract & Power Company.

4. Rex v. Paul.

5. Copeland-Chatterton v. Business Systems.

Cases entered for sittings commencing Monday, Nov. 11, at 11 a.m.:

1. Rex v. Carrie.

2. Condon v. Hamilton Steel & Iron Company.

3. Findlay v. Hamilton Power Co.

4. Rex v. Small.

5. Copeland-Chatterton v. Business Systems.

6. Nolles v. Hesselstine.

7. Faulkner v. Greer.

8. Toronto v. Toronto Railway Company (snow case).

9. Simpson v. Toronto and York Railway Co.

10. Toronto Cream and Butter Co. v. Crown Bank.

11. Fulton v. M.C.R.

12. Mills v. Small.

13. Wade Elliott.

14. Parry Sound v. Flanner.

15. Webb v. Hamilton.

16. Logan v. Drew.

17. Irvine v. Grimby Park.

18. Meritz v. Canada Wood Specialty.

19. Garfield v. Webb.

20. Rex v. Glen Lake.

21. Norman v. Hamilton.

22. Patterson v. Dart.

23. Bell v. Goodison.

24. Rex v. Midland.

25. Re Rose v. Hill.

26. London & Western v. Canada Fire Insurance Co.

27. Rex v. Edmondstone & Mew.

28. O'Leary v. Ottawa Electric Railway Co.

Quebec Judgment.

The Royal Trust Co. and Lillian Abbott McCallik have issued a writ against E. B. Clabon of Toronto to recover \$95.14 upon a judgment recovered in Quebec.

Balance on Stock Deal.

John C. Innes alleges that Asling & Doherty of Toronto owe him a balance of \$115,938 on the purchase and sale of 50 half shares of Reading Railway stock, 25 shares of Sao Paulo Tramway stock and 25 shares of Twin City Railroad stock. Innes has issued a writ against the firm for the amount.

Delivered the Goods.

The Port Credit Brick Co. have had an action begun against them by William French & Son of Richmond Hill to recover \$500 for goods sold and delivered to the Brick Co.

Wanted the Money Returned.

Blaney H. Scott has issued a writ against Edgar J. Pickard of Toronto claiming to have \$1800 in money and notes returned to him and to have a certain assignment of mortgage set aside. Scott alleged the money and notes were obtained by misrepresentation.

Overdue Note.

John S. Moran has a promissory note made by W. H. Patten of Thessalon, Ont., now considerably overdue. The note is for \$1400, but with interest the total amount due is \$1445. Moran

No gritiness in WINDSOR TABLE SALT. The perfect crystals melt quickly, imparting a delicately piquant savour.

Falls From Scaffold.

BELLEVILLE, Nov. 8.—A scaffold at the gas works broke this morning and a bricklayer's helper, John McGillivray, fell about 20 feet, and sustained injuries which may prove fatal.

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

Michie & Co., Limited

SHEEP RAISING.

Five Reasons Why Farmers Are Abandoning It.

A bulletin, the first of the kind, has been issued by the department of agriculture on "The Sheep Industry in Ontario." For some years past the decrease in the number of sheep raised in the province has been very marked. The reasons for this are stated to be five in number: Lack of sufficient profits due to the low price of mutton and wool, or to the comparatively high prices for the other kinds of stock or for the products; losses caused by dogs killing or wounding sheep; lack of pasture, due to the keeping of as much other stock as the land would carry; and the prohibition of grazing on public roads; the difficulty of fencing, and losses from disease and at lambing time.

Tables are appended showing the numbers of sheep kept in various districts, the prices in comparison for the years past, and much information on the losses caused by dogs and the observance of the law in this respect.

It is believed that, if the conditions should prove profitable under present conditions, and much valuable information may be obtained from the bulletin by those who act upon this view.

DUN'S HOPEFUL STATEMENT

Fewer Commercial Failures in Canada—Liabilities Small.

NEW YORK, Nov. 8.—R. G. Dun & Co.'s weekly review of trade will say to-morrow that there were fewer commercial failures in the United States this week than for the past two weeks.

The improvement of conditions exists, as forecasted in the reports received up to last night, the failures of the week numbering only 235, as against 273 last week, 252 the preceding week and 263 the corresponding week of last year.

Failures in Canada also were less, the failures being 19 this week, as against 20 the week previous and 21 the corresponding week of last year. Another encouraging and satisfactory feature was that only 75 of this week's failures involved liabilities of \$5000 or more, as against 99 last week.

Books Issued at Library.

The statistical report of the public library board for October shows that 42,969 books were issued to readers, as against 42,838 for the corresponding month last year. There were 2,139 books issued for home reading, 783 books in reference library and 8,881 non-fiction tickets were issued during the month.

At the meeting of the board yesterday \$22,145.00 was ordered to be paid to contractors on accounts received on the new library on Colgate street, \$2865.84 on general accounts and \$187.01 on library committee account.

Why Catarrh Poisons the System.

The Catarrhal germ excites inflammation, offensive secretions are thrown off, and pass into the circulation, contaminating the river of life and thus wreck the whole body. Every catarrh victim should use fragrant healing Catarrhoxone, the sure cure for every type of catarrh yet discovered. Catarrhoxone can't fail to cure because its vapor kills the germ and removes the cause of the trouble. Then it soothes and heals, stops the cough and relieves the sufferer. Tens of thousands have been cured by Catarrhoxone, which is guaranteed. The only Catarrhoxone complete outfit, \$1.00; trial size, 25c.