

## THE TORONTO WORLD

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All Railway news stands and trains.

NATIONALIZE TELEPHONES AND TELEGRAPHS.

All the facts go to show that it is very easy for a conversation between two persons over a telephone wire to be heard by a listener in touch with Central. That conversations, thought to be private, have been heard by a third party is an assertion that amounts to a positive fact. That such conversations have been used to the advantage of any employee of the Bell Telephone Company remains yet to be proven or suggested, but the possibility is there, and so long as the telephone systems of Canada are in the hands of private corporations, so long will it be possible for a listener to get on the wire.

But is there not a listener also on the Canadian Pacific Railway telegraph lines, on the Great Northwest Telegraph lines, and on the Canadian Northern telegraph lines? The telegraph companies of Canada practically are owned and controlled by the three great railway companies, and this is especially true so far as the west is concerned. The rates of their rates would suggest a community of interest, and the listener at the key is as great a menace to secrecy as is the listener at the receiver.

The story of the listener on the phone during the last few days has precipitated the whole question of the nationalization of telephones as no one thing has done before. The time is ripe for Canada to nationalize the telegraph lines and the telephone lines, and operate them as the postoffice service is operated. With an organization similar to the postoffice department organization at Ottawa, there would be no reader of postcards, no listener at the phone and no listener at the key. And if the people of Canada are to have secrecy in their written communications, telegraphic despatches and telephonic conversations, they can have it, not thru private corporations, but only thru government ownership.

AN ATTITUDE OF MIND.

Before the municipal railway board, new light is being thrown upon the immoral and indecent crowding of the cars of the Toronto Railway Company. Every citizen has been subjected to the process of jamming that, long has characterized the company, but for the most part, loving peace, he has kept silent. It is most encouraging to find that there is a considerable body of citizens whose public spirit impels them to go before the municipal railway board and testify to concrete instances of abominable over-crowding.

But the most lurid light on the whole situation comes from the Street Railway Company itself. Mr. Orlor, counsel for the company, suggests that the immoral and indecent over-crowding is "an attitude of mind." This crystallizes the point of view of the Toronto Street Railway, but the over-crowding of the street cars may be "an attitude of mind" to the counsel of the company, to its officials and shareholders, this Christian Science method of wiping the multitudinous complaints of the citizens off the slate will not suffice. To the man who pays his nickel to ride in the cars, who has to stand up and become a victim of the indiscriminate football scrimmage of his fellow-passengers and the conductor in search for fares, over-crowding is not "an attitude of mind," but is most assuredly an abominable fact.

The Street Railway Company doubtless will be prepared to say that the scarcity of its cars; the cold storage atmosphere pervading them; the uncertainty of its power, and the haphazard manner of changing routes backward and forward are all an attitude of mind. But thru the municipal railway board and the splendid evidence being given by citizens, the real facts will be burned into the minds of the people, and the demand for more cars so long delayed in efforts to obtain comfort by peaceful means will be forced upon the

company, altho it may mean no dividends on watered stock.

Decidedly the attitude of mind of the citizen is to make the company give a moral and decent service.

THE CITY AND ITS ELECTRIC LIGHT FRANCHISE.

Unquestionably the most illuminating feature of the conference on the application of the Toronto Electric Light Company for power to issue \$1,000,000 of additional stock at par was the cool manner in which its representatives took it for granted that the citizens of Toronto have no right or title to object to a proposal which gives what is worth \$1,000,000 for \$1,000,000, if counsel for the company have no better arguments to offer in support of the application than ridiculous charges that the determination on the part of Canadian cities to have public service corporations held to strict account in the operation of their franchises, its case is weak, indeed.

Certainly no fairer proposition in the interests of bona fide investors and the general public can be made than that a franchise-holding company should strictly limit its capitalization to the proper cost of establishing the enterprise, and that additions thereto should be raised as economically as possible and be expended in a legitimate manner. How often must it be said that a private company undertaking to operate a public service is in common reason a trustee bound to act squarely by the people equally with its stockholders. No one can claim The New York Evening Post to be an advocate of anarchism, or even socialism, neither does it favor public operation of franchises. Yet, in an editorial on Monday, it stated with undeniable truth and force that "there is no hope of peace for our railroads until their managers grasp the notion that a public service corporation is not a mere private undertaking, but is a great public institution."

That is the guiding principle the provincial government must keep steadily in view in connection with such applications as that made by the Toronto Electric Light Company. That it has been largely disregarded in the past is all the more reason why it should be put in force now and strictly adhered to in future. If the Toronto Electric Light Company were a private company, in the open market with other producers, its manner of dealing with its capital or with increases of capital would be a matter entirely between the board of directors and the shareholders. But the company holds a public franchise amounting to a practical monopoly. It is to all intents and purposes a public trustee rendering a public service. Its duty thenceforward and its duty now is to show tangible assets for every cent of its capital expenditure; to give efficient service and to fix its prices at the lowest possible scale after allowing a fair return on the money invested, and providing for other proper charges. What is there anarchic, or nihilistic, or even socialistic, about this proposition? Is it possible to submit one offering more simple security for bona fide investors, or better calculated to enable the company to fulfil its plain obligation to the people who created the franchise and entrusted its operation to the company? Public service corporations do not or will not understand that it is their wilful and flagrant violation of their duties as public trustees. Had they conducted their enterprises, so as to win public sympathy and respect, there would have been no public outcry against them and attempts to raise it would have fallen upon deaf ears. But public revolt will grow and extend so long as public service corporations continue to regard themselves as in the category of ordinary competitive private companies, if, indeed, an eleven-hour repentance would not now be too late.

What is the position of the Toronto Electric Light Company in regard to the present application for power to increase its capital by a million? It pays now eight per cent. on its \$3,000,000 of common stock, which for a good many years has been hovering well over par, and just now stands at 160. The company professes that \$1,000,000 is needed for extending its business, and by issuing \$625,000 worth of shares at that price, thus increasing its capital by that amount, it can obtain the sum it requires. But it proposes to issue \$1,000,000 of shares at par, thus presenting the shareholders with the

handsome bonus—really an additional dividend of \$600,000, and increasing its capitalization by \$1,000,000. The difference of \$375,000 is "water," on which further dividends must be paid at the expense of the public. If there is to be an issue at par, there is only one party with an absolute right to it, and that is the citizens of Toronto, whose franchise the company holds. And the World's proposition is that, having in view the evident determination of the citizens to expropriate the undertaking, the government, and legislature should authorize the City of Toronto to raise and hand over to the company the \$1,000,000 it needs, in exchange for shares at par value to that amount, and with right to the city to supervise and approve its expenditure. This is a square deal all round, the company will get the money it needs without trouble, and the people who own the franchise will get the direct benefit of the investment. Further, it will simplify expropriation, and pending completion of the arrangement, will enable the city to secure that the additional capital is expended in the way best fitted to provide an efficient and cheap service.

AT OSGOOD HALL.

ANNOUNCEMENTS FOR WEDNESDAY.

Chambers.

Cartwright, Master, at 11 a.m.

Cases set down for hearing before Mr. Justice Trefzel at 11 a.m.:

1.—Matheson v. Robb.

2.—Maynard v. Mogk.

3.—Cameron v. Peters.

4.—Coulter v. Hart.

5.—Diehl v. Johnston.

6.—Diehl v. Carrick.

Divisional Court.

Peremptory list for 11 a.m.:

1.—Edwards v. Boyle.

2.—Owen v. Kercher.

3.—Bell v. Owen.

4.—Re Robinson and Beamsville.

5.—King v. Palmerston.

6.—Rose v. Township of Bucke.

Court of Appeal.

Peremptory list for 11 a.m.:

1.—Toole v. Newton.

2.—Hamilton v. H. G. &amp; B. Elie.

3.—Cowan v. Glendonfield.

Toronto Jury Settings.

Peremptory list for 10 a.m.:

1.—Barker v. Elie.

2.—Gallagher v. Toronto.

3.—Cockcroft v. Monteith.

4.—Spillers v. Bonstedt.

Toronto Non-Jury Settings.

Peremptory list for 10:30 a.m.:

1.—Brown v. Joselin (continued).

2.—Barker v. Elie.

3.—Can. Gen. Elec. Co. v. Keystones.

4.—Bailey v. Creighton.

5.—Grove v. Heyd.

Prefers Milton.

Thomas Dixon, administrator of the property of Isabella Brown, wants his action against Isabella Garbutt tried at Milton instead of at Toronto. The defendant consented and the master-in-chambers made the order accordingly.

Household Goods Unpaid For.

John Kay, son of a well-known Toronto family, has brought an action against L. B. Thomas of Cobourg, claiming \$10,000 for household goods and furnishings sold and delivered to him.

Action for Damages.

John Harman of Bradford has issued a writ against George McDonald of the same place, claiming \$2000 damages for bodily injuries sustained by him thru the carelessness and negligence of McDonald while in his employ.

Wants an Accounting.

Amelia D. Bredin, widow of the late John Bredin of the Village of Coborne, has begun a suit against Robert G. Bredin, a druggist of Hackensack, N.J., for an accounting of the moneys of the late John Bredin, who was in the hands of Ross S. Bredin, who died on Oct. 28 last, and of whose estate the defendant, R. G. Bredin, is executor.

Application to Master-in-Chambers.

Upon application to Master-in-Chambers Cartwright, leave was given to issue a writ for service on Bredin, at Hackensack.

Court of Appeal Judgments.

The court of appeal dismissed the appeal of the Toronto Railway Company, with costs, in the action of Stephens against the company.

The court of appeal dismissed the appeal of the plaintiff in Kirsche against Cohen, for leave to appeal to the supreme court, has been granted.

The application made by Sinclair for leave to appeal to the supreme court in the matter of re Sinclair and Owen has been granted.

Him His Liberty.

J. B. MacKenzie, on behalf of John Watson, obtained an order from Justice Trefzel, directing the discharge of Watson from the Belleville jail. J. R. Cartwright, the deputy attorney-general, on behalf of the crown, opposed the application.

Canada Permanent Mortgage Corporation.

The shareholders of the Canada Permanent Mortgage Corporation, who met yesterday to receive the annual report of the directors, must have been gratified at the exhibit of the corporation's affairs submitted to them. It contains most satisfactory evidence that the Canada Permanent continues to fully share in the country's remarkable prosperity. The directors, however, are shrewd, far-seeing men, and are not content with the evidence of wide experience and in close touch with the interests of the Dominion. They recognize that it is in the times of greatest prosperity that provision should be made for the days when, from some cause, present unforeseen, there may come a reaction. That this is being most amply done the report as published to-day plainly shows. The conservative policy of the directors combines caution in selecting the securities upon which the funds of the corporation and its deposits are raised, with a provision for gradual reduction of all loans made. Frequent careful inspection of instalments and effective collection of securities by the corporation, and a rigid inspection of all accounts at every branch office. This inspection made as usual during the year, and showed the accounts to be in the most satisfactory condition. Payments have been made very well, and, of the large amount of assets, \$26,206,377.54, an increase during the year of \$2,171,000, less than \$10,000 was in property for sale, of which the president informed the meeting one-half has been sold. Net earnings for the year were more than 10 1/2 per cent. on the \$6,000,000 of paid-up capital, and amounted to \$634,638. The usual 6 per cent. dividend absorbed \$600,000;

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

Fifty-Seventh Article.

Traffic congestion alarms railways—seriousness of situation and possible remedies discussed by prominent officials at meeting in Montreal—hold that present trouble is as much due to the shippers as to the carriers.

In yesterday's issue of The Toronto Globe appeared an article with the above heading, and it goes on to say:

The railways fully recognize the difficulty that has arisen in connection with the movement of traffic and the strong public feeling aroused by the conditions that present themselves for adjustment, but the general consensus of opinion of the managers seems to be that the trouble at present existing is owing as much to the shippers as to the carriers, and that both commercial and transportation interests should join in friendly counsel with the railway commissioners to find a practical solution of the problems that present themselves for consideration.

From a railway standpoint the seriousness of the situation does not arise from the congestion of traffic, but from the fact that a strong public feeling has been aroused by the existing conditions and the probability that the board of railway commissioners will be compelled to enforce reciprocal demurrage.

That is the point: that is causing the railway companies to view the situation with alarm.

It is all very well for the railways to suggest a friendly meeting between the railways, the board of railway commissioners and the shippers, but the time for such a meeting has passed—the time has come for action on the part of the board of railway commissioners, and it is useless for them to attempt to evade the demand of the country for a reciprocal demurrage arrangement. It is the only means which can be successfully employed to overcome the car shortage, and the board of railway commissioners must either put it in force or explain to the people of Canada the reason for their refusal to do so.

It is not surprising that the railways view the situation with alarm; they have just begun to realize the extent of the agitation for reform, and will use every influence at their command to prevent the passage of legislation enforcing reciprocal demurrage.

Across the border almost every state in the union is at work considering reciprocal demurrage. In Canada the board of railway commissioners have no time to consider this question, but they have plenty of time to give to the consideration of a proposition to build a siding across Hogan's Alley or some such matter. Such small questions as the regulation of railway rates—supply of cars for the movement of the traffic of the country—reciprocal demurrage, etc., are not of sufficient importance to warrant their attention. These latter questions are not even worthy the attention of the railway managers until such time as they begin to understand that the people are in deadly earnest, then they wake up and suggest a friendly conference for the purpose of finding a practical solution of the problems that present themselves for consideration.

A nice chance the people would have in a friendly conference of the nature suggested by the railways. It is not the business of the public to find a practical solution of the transportation problems of the day, that is the business of the railway managers. If the people are wise they will refuse to become parties to any such proposition. We know exactly what we are entitled to and propose to get it if possible, and the only way to secure fair treatment is to insist upon getting equitable laws passed by the government and see that they are properly enforced—there is not the slightest necessity for a conference such as that proposed by the railways.

Reciprocal demurrage is a necessity, and the sooner it is enforced the better it will be for all concerned, including the government, for they must assume responsibility for the inaction of the board of railway commissioners.

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

ANGLO-AMERICAN FIRE.

The report of the Anglo-American Fire Insurance Company appears in another column, and shows that the business done by this progressive and enterprising company during the past year has had most successful results.

Since the present management has taken charge of the business, the prospects have materially increased, and as present may be considered to be most rosy.

This company is deservedly popular with the people, and has the reputation of holding its business, and, in most cases, increasing it year by year.

The following gentlemen were elected directors for the ensuing year: S. P. McKinnon, R. Millicamp, John J. N. Sheens, A. A. Allan, A. A. Cunningham, Emil Nerlich, H. P. Eckardt and Percy W. Thomson.

At a subsequent meeting Mr. McKinnon was elected president, Mr. Millicamp, first vice-president, and Mr. Platt, second vice-president.

THE ONE AND THE OTHER.

A gentleman deeply interested in financial institutions in Toronto, speaking to The World yesterday concerning the acquittal of President Cook of the Ontario Bank said:

"It is too bad that General Manager McGill, against whom it was not proven that he had used the funds of the bank for his own purposes, should be sent to penitentiary, while President Cookburn, for whom also the same bank was said, was allowed to go free."

"And, by the way, did President Cookburn draw his salary and collect directors' fees all the time? Presumably not."

Mary Anthony.

Rochester, Feb. 5.—Mary S. Anthony, sister and lifelong co-worker of Susan B. Anthony, died this morning at her home, 17 Madison street. Miss Anthony would have been 85 years of age in April. She was a great help to her noted sister.

McGEE'S DEFALCATIONS.

Placed at \$60,000, With Ample Securities Surrendered.

Montreal, Feb. 5.—(Special).—Total defalcations of William McGee, formerly secretary-treasurer of the People's Mutual Building Society, now on remand, charged with fraud, are \$60,000. Against this, the accused is said to have surrendered securities amounting to \$75,000, and this may be increased by some debts which are due to McGee. The securities surrendered, and now held by the society, consist of real estate equity \$30,000, life insurance \$21,000, stock in an electrical company \$18,000, mortgages and book debts \$10,000.

The story that the defalcations amounted to more than a quarter of a million dollars is denied.

PRIZES FOR NICE LAWNS.

The Horticultural Society last night decided to offer prizes for the best kept school lawn and domestic lawn raised from seed supplied by the society.

Similar prizes to the citizens generally will be offered, the awards to be made at a flower show in September.

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 IN TORONTO:—

KING STREET, cor. Spadina Ave.

RIVERDALE, Broadview Ave. cor. Queen.

BAYVIEW ROAD, cor. Danforth Ave.

EAST TORONTO, Danforth Ave.

General Banking Business Transacted.

EATON'S

THE FEBRUARY TROUSER SALE.

Those men who remembered that this store indulges in extraordinary trouser selling each February are not to be disappointed—the sale starts on Thursday.

As in former years the first and foremost object of the sale will be to give you reliable, stylish, wear at the lowest possible prices, and we've secured the goods to guarantee the right result.

In keeping with the reputation of this clothing section you'll not find in the whole collection a pair of trousers that doesn't show strong, honest material, that isn't fashioned after the newest styles, that hasn't been honestly made.

And in order to beat all past selling records we're going to sell more goods than ever if exceedingly attractive values will increase business.

Heavy dark domestic tweeds, all sizes. Sale price, a pair side and hip pockets; sizes 31 to 42. Sale price, a pair. . . . . 1.98

Medium light and dark patterns of imported worsteds, neat striped effects, good trimmings; sizes 31 to 42. Sale price, a pair. . . . . 1.19

Domestic tweeds, neat patterns; sizes 31 to 42. Sale price, a pair. . . . . 2.49

Heavy imported worsteds, dressy patterns, dark shades, striped patterns of good solid side, hip and watch pockets; all worsteds, side and hip pockets; sizes. Sale price. . . . . 2.89

Clearing Men's Furs

Because of price moderation and quality the best you greatly benefit in purchasing furs here.

Three big price concessions offer strong inducement to purchase Furs Thursday.

FUR-LINED COATS, 50 inches long—Indigo dyed black beaver—cloth shell—extra good quality lining—high storm collar of Canadian Otter. A lifetime protector. Clearing price, each. . . . . 59.00

FUR COLLARS, our own make—splendid goods—Persian lamb—even, glossy, full furred skins; quilted satin lining. Adjustable. And you'll save dollars. Clear. . . . . 7.29

FUR CAPS, Electric seal, full furred skins—satin lined; driver and wedge shapes. There are forty of these and every one is a remarkable value. The price, each. . . . . 1.95

MAIN FLOOR—QUEEN STREET.

THE T. EATON CO. LIMITED

190 YONGE STREET, TORONTO

O'Keefe's

Special Extra Mild PORTER

Extra mild, mind you. Brewed for those who find that ordinary Porter is too heavy.

Order O'Keefe's, remember.

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

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Phone—Main 8090.

Rev. Dr. Ingersoll.

New York, Feb. 5.—Rev. Dr. Edward Payson Ingersoll, who resigned as secretary of the American Bible Society a month ago because of ill-health, died to-day at Montclair, N.J.

## SWEET CAPORAL

CIGARETTES

STANDARD OF THE WORLD

The Street Railway Company doubtless will be prepared to say that the scarcity of its cars; the cold storage atmosphere pervading them; the uncertainty of its power, and the haphazard manner of changing routes backward and forward are all an attitude of mind. But thru the municipal railway board and the splendid evidence being given by citizens, the real facts will be burned into the minds of the people, and the demand for more cars so long delayed in efforts to obtain comfort by peaceful means will be forced upon the