RAILWAYS MUST LIVE UP TO THEIR CHARTER

any questions under this act or under, or in reference to any act or order of the commission, and if directed to or in reference to any act or order of the commission, and if directed to do so by the commission, to intervene, if possible, in any action or proceeding in which any such question is involved, to commence and prosecute all actions and proceedings directed or authorized by the commission, and to expedite in every way possible, final determination of all such actions and termination of all such actions and proceedings; to advise the commission and each commissioner, when so re-

sponding duty to the public had been imposed on them. There was no declaration in the Railway Act that while companies were incorporated and given of its commission. these franchises, and, in many cases, grants of money and land, corresponding obligations were imposed on them to give a propose give a proper service to the public. rds, the Railway Act ought given to a railway there is a duty to the public to be performed by that railthe public to be performed by that railway, and that the railway must give a suitable and adequate service to the

Necessity Recognized. "The necessity of such a preamble was recognized in charters of individual

agreed on, and has to pay demurrage. In that case demurrage would be reciprocal.

The failure of the railways to supply sufficient cars for the public was in the house; but while it was declared to be too sweeping, it had vindicated to be too sweeping and to be too sweeping and to be too sweeping, it had vindicated to be too sweeping and to be too sweeping, it had vindicated to be too sweeping it had vindicated to be too sweeping and to be too sweeping and to be too sweeping it had vindicated to be too sweeping it had been carried in legislature at the carning season, at Hamilton, because of a titled t

of Canada, ignored and unjustly treated foard Road, a company which domin-railways.

The in two other cases goods despatched proved of the principle of the pri

what facilities they had were largely devoted to handling foreign traffic. It was an easy thing for the general manager of a railway to go to Chicago and arrange to handle so many thousand cars of American traffic in one deal. Our railway commission should see that first of all Canadian traffic is handled.

More then that the railways were

Continued From Page 1.

Continued From Page 1.

formance of his duties, and also to employ and remove stenographers and process servers."

Duties of Counsel.

Then, the duties of the counsel are as follows: It should be the duty of counsel to a commission to represent and appear for the people of the State of New York, and the commission in all actions and proceedings involving any questions under this act or under, any questions under this act or or order.

O'. all Canadian traffic is handled.

More than that ,the railways were guilty of giving a preference in rates to traffic of United States origin. Canadian shippers had not only to encounter the competition of Americans in the matter of accommodation, but they got the worst of the rates. It ought to be set out in the Railway Act that these reads were created for the purpose of accommodating the people of Canada.

Mr. Maclean read letters of commendation from the Winnipeg Jobbers' Association, and from individuals in many parts of the country.

Freight Long Delayed.

proceedings; to advise the commission and each commissioner, when so requested, in regard to all matters in connection with the powers and duties of the commission, and of the members thereof, and generally to perform all duties and services as attorney and counsel to the commission, which the commission may reasonably require of him.

"To-day in Canada," said Mr. Maclean, "if ony one wishes to vindicate public rights in connection with the Railway Act, it is largely a matter of his own initiative. He has no assistance from the state in vindicating the commission of their duty to the public.

"The Dominion Millers' Association of United States traffic to the detriment and delay of Canadian traffic. It was a serious charge to make, but one that would be verified by business men almost everywhere in Canada. He read an extract from a Calgary paper which declared his bibl would be a panacea, but the wished to see if parliament could make enquiry and see if the railways had a proper conception of their duty to the public.

Canadians Demand Service.

issue, "If only one wishes to with the Ballitors Act it is largely a maker of the Ballitors Act it is largely a maker of the Ballitors Act it is largely a maker of the ballitors and the ballitors are founded to the ballitors and the ballitors are also and the ballitors and the ballitors are also and the ballitors and the ballitors and the way of carned of the ballitors and the ballitors

law Mr. Maclean was asked by the prime minister what were the powers bill. That there was a great griev-

could only see that charges were reasonable and courts decided what was reasonable, but in Canada charges could be made by the commission itself without interference of any other

mission were defined, and Mr. Maclean simply absurd. It was like a farmer said unless we followed the example saying. "Oh. I can't afford to have four of U. S. nothing would be accomplish-reapers to gather all this wheat crop.

to delay shipments like this. The farmers were determined that something be done with the railways for not carrying cars after they are load-

cents a mile.

The effect of that decision, said Mr. Maclean, was that time must be given for investigation. Under the constitution of the United States you cannot pass a law which would injure anyone's interests. But in Pennsylvania it is only a postponement for the time to enable investigation to be had and an accounting to be made. He ventured to say the two-cent-a-mile rate would prevail.

Hugh Guthrie's Opinion.

Maclean had suggested a remedy for a very serious evil.

Mr. Lancelot supported the bill. Dr. Sproule said his section was in favor of the proposal and the member for South York wa sentitled tothe gratitude of the people. The member for South Wellington (Mr. Guthrie), who had come to be regarded as a corporation lawyer, had found fault with the bill o nthe ground that we had enough law already. The trouble was we had too much law and not enough justice. The railways must forward

E. D. Smith (Wentworth) heartily of its commission.

The public service commission and since nobody could deny. First, there the inter-state commerce commission was the delay of weeks and even months in getting cars, and next slow

handle all the freight offering in the The powers of New York State com- rush of certain seasons. That was reapers to gather all this wheat crop,

where they could be unloaded. Mr. Turriff warned the minister of railways that conditions were such as demanded prompt action.

Dr. Schaffner (Souris) read a letter showing that the C. P. R. consumed 30 days getting a shipment from Kenora to Port Arthur. There was some excuse fo the railways last year, but this winter there had been nothing to delay shipments like this. The farmers were also a siding was left mr. Maclean (South York) said he was more convinced than ever that grievances existed, and that protection could not be afforded the people by the railway commission as at present constituted. The people expected parliament to remove grievances by legislation. He awaited the promised government measure with great interest.

DANGER CITY WATER NOW!

Daily scientific tests of Toronto water by our Bacteriolgical Department show the supply to be badly polluted—the result of the rains, thaws and east winds which have recardly prevailed. Golden benefits.

Mr. Lennox (Simcoe) said whether the bill was carefully or loosely drown it was apparent that what was desirity was desirity was apparent that what was desirity was desirity was apparent that what was desirity was de Reciprocal Justice. ed was "reciprocal justice." He thought provinces and across the line the un

minus side, the increased revenue from reduced and uniform rates is peculiarly reduced and uniform rates is peculiarly impressive."

kind was to deal with them in the impressive was to go to a committee, it should be was to go to a committee, it should be a should be was to go to a committee, it should be a shou

reduced and uniform rates is peculiarly impressive."

To sum it up: here is the testimony of the railroad organ of the railroads themselves; here is the report of the railroad commission of Ohio; here is the experience in the State of Michigan; here is the experience even in the Southern States, where the railways opposed the two-cent rate and after appeal to the courts compromised by making it 2 1-2 cents and afterwards admited the two-cent rate in regard to 500 and 1000-mile tickets.

Dr. Beland (Beauce) said last month the supreme court of Pennsylvania voided a law prohibiting lines in that state from charging more than two cents a mile.

The effect of that decision, said Mr.

The effect of that decision, said Mr.

In the supreme court of the whole house, but if it was to go to a committee, it should be the railway committee, where all parties interested could be heard.

Mr. Lennox dealt with the speech of Mr. Guthrie, which, he showed, was a faithful statement of the railway case, as presented in their pamphlet. The railways, said Mr. Lennox. gave United States traffic the preference because of the lively competition for business there. Mr. Guthrie, which, he showed, was a faithful statement of the railway case, as presented in their pamphlet. The railways, said Mr. Lennox dealt with the speech of Mr. Cauthrie, which, he showed, was a faithful statement of the railway case, as presented in their pamphlet. The railways, said Mr. Lennox dealt with the speech of Mr. Guthrie, which, he showed, was a faithful statement of the railway case, as presented in their pamphlet. The railways case, as presented in their pamphlet. The railways committee, where all parties interested could be heard.

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Mr. Lennox dealt with the speech of Mr. Guthrie, wh

Canada was best served by the railways than any other country. Mr. Graham said. Oover \$1,171,000 dollars were invested in our railways, and one-sixth of population had their livelihood to our railways. lihood to our railways.

There was a grievance among the shippers, and the government recog-nized this, but the fact was that many who cried the loudest were the worst sinzers. Some of them wanted to use the cars of a railway company for storage purposes.

Blames the People. of U. S. nothing would be accomplished. It was incumbent on parliament and the government to provide officers who would enforce the law and conjust use one machine and let it cut along as long as it can work." (Laurh trains being side-tracked in times of

s when he exceeds the time limit car companies. Another clause was one on, and has to pay demurrage. Providing for a uniform passenger rate providing for a uniform passenger

MANY ARE GALLED

Continued From Page 1.

the only way of appealing to the rail-ways was thru their pockets, and that when they found that it would pay ting given here. Recognition of its them to serve the public they would work and its high standard of training are constantly reaching the university from all over the United States. and its students are now holding po-sitions of high responsibility." President Falconer announced that this year had seen 3470 students in attendance at Toronto University.
This made it rank with the largest
British universities. It was ahead of
the great Edinburgh University. This

meant wonderful growth. The growth in all departments had been large, over 1400 students in arts alone registered. All the departments showed large increases, and the new department of forestry had made an excellent begin-Referring to the growth, the president pointed out in a comprehensive way the need of more instructors and more accommodation and facilities for modern education.

"There is now severe pressure," he the probable rapid increase, for we cannot set any limit on what the future number of students who will come to Toronto maybe. To maintain the standard which has already been reached in the whole department of research we will be required to expand in our teaching staff and do so without extravagance."

The probable rapid increase, for we cannot set any limit on what the future audience last night, and it would have been surprising had it failed. It is now a classic of the English stage and its eighteenth century atmosphere rather adds than detracts from its charm. For unlike the modern efforts without extravagance."

Inspected the Building. The guests adjourned to the physics building, where, under the direction of Dr. McLennan, the various and modern equipments and experimenting apparatus were inspected, after which refreshments were served in the large

the public the service for which they were franchised. It is hard for the public to get their rights when they have the assistance of the statement of the prime the comporations have because these comporations have because from the statement of the statement of

IN ORDER TO ESCAPE RISK-DRINK

YORK SPRINGS WATER

Bottled under scientific supervision for surety of purity. Delivered anywhere in Toronto at 50c per large container or 25c medium container, also in smaller sizes. Order from dealers or 'phone Main— 5188 or 5189.

THE MINERAL SPRINGS LIMITED OF TORONTO

ESTATE NOTICES.

At the Alexandra.

"SHE STOOPS TO CONQUER." Young Marlow ... W. Sauter Hardcastle ... Ivan Simpson Hastings ... George M. Graham Tony Lumpkin ... Ernest Stallard Diggery ... Lovett-Fraser Sir Charles Marlow ... David Glassford Landlord ... George Riddell Roger ... Frederick Wallace Mrs. Hardcastle ... Miss Ida Waterman Miss Neville ... Miss Elizabeth Valentine Miss Hardcastle ... Miss Jane Marbury

Oliver Goldsmith's richly humorou comedy "She Stoops to Conquer," rendered by the Royal Alexandra Comlarge audience last night, and it would have been surprising had a surpris and its eighteenth century atmosphere charm. For unlike the modern efforts to restore these days of formal speech

rather adds than detracts from its charm. For unlike the modern efforts to restore these days of formal speech and courtly beaux and belies, they are inherent in the play, are indeed native in it, and to the manner born. Goldsmith laid hold of materials that even in his time were ancient possessions of the stage, but has so infused them with his own original vein of living humor as to give "She Stoops to Conquer" the universal note which ensures a perennial freshness and vitality.

The Royal Alexandra Players have evidently given the comedy careful, conscientious and loving study. All had thoroly gripped the individual characters they set themselves to portray and marked them out with artistic and illuminating refinement. There was no exaggeration in the parts and scenes that may be so easily overdone and this reserve and reticence that may conscient the production. Altho the plot has not a little of the farcical and demands certain allowances which, however, an audience is never unwilling to yield, it can be presented in a manner that raises and presented in a manner that raises

the son of one and the daughter of the other. Young Marlow is diffident to other. Young Marlow is dimdent to other. Dated Feb. 18th, 1908.

THE TORONTO GENERAL TRUSTS CORPORATION, 59 Yonge-street, Togallant to those of lesser station. The squire, a true old English country gentleman, dislikes the city and its fashonable ways, but is married a second time to a lady who dotes on them. Her lout of a son, Tony Lumpkin, she schemes to marry to her niece and ward, Miss Neville, who loves young Marlow's friend Hastings. Tony di-

rects Marlow and Hastings to his step-As announced, the guests were received by President and Mrs. Falconer and W. T. and Mrs. White, at the entrance to the theatorium in the physics trance to the theatorium in the physics.

As announced, the guests were received Marlow and Hastings to his step-leading to the step of t

clearly specified in a law. A duty reats on someone to aid him in securing his rights unless they are clearly specified in a law. A duty reats on someone to aid him in securing his rights, whetever they may be."

The said the minister of railways to furnish transportation of railways to furnish transportation trains, whether the said the had been pointed out to supply under their charters. But down by parliament, details must be down by parliament, details must be made the trip from Chica-demurrage, as understood by railways men, means that if a shipper grees to flays he pays it. If a shipper unson the had a bull yet to come down which would deal with these companies.

Two Cent Passenger Rate.

Mr. Maclean tried to get the express and mother conductor at terminal points to get his car on the first train going out. He said the head so lill, Mr. Santter played younder their charters. But was a so say he mish textend the L. C. R. and had certainly told the public that would observe completed to supply under their charters. But was a sto say he mish treated the set of railways to furnish transportation, the had a bill, we was a sto say he mish transported by mr. Santed Observe Charters.

Mr. Borden emphasized the obligation, for railways to furnish transportation, the had a bill, we was a to say he mish transported by mr. Santed the train spoint out. He said the heat in the said the best fast freight service in Canada was the best fast freight service in ment will not be disappointed in this revival of Goldsmith's deservedly admired comedy.

No Matured Claims Filed. OTTAWA, Feb. 18.—No matured

insurance department against the Mu-tual Reservel Superintendent Fitzgerald said this morning that he heard of only one such claim for As to the right of policyholders go-

ing in on the assessment basis for a share in the distribution of reserve. Fitzgerald said: is a legal one and must be answered

that these railways, which were called upon to people of Ontario and Quebec, gave a case that was quoted against him a year or two ago—where the Grand United States, and which pays less than Canadian shippers are called upon to pay. Canadian Traffic Ignored. Canadian Traffic Ignored. They could. In the State of Michigan—a case that Mr. Maclean deserved the country for having brought this important matter forward, and was to be congratulated upon to and had been applied to the whole state. They could. In the State of Michigan—a case that Mr. Maclean deserved the country for having brought this important matter forward, and was to be congratulated upon to contract the matter before the house, provided the law were properly enforced. Mr. Lake of Qu'Appelle said that no amelioration had occurred since the application had occurred since the had

Canadian Traffic Ignored.

The railways devoted their best equipment, their best men, to traffic originating in the United States. Whether this was frue in the Northwest he could not say, but he did know that railways which were created to serve the people which were created to serve the people of Canada algnored and unjustly treated traffic originating in this country.

State.

The views expressed by Mr. Maclean and Mr. Smith represented the views of people in Canada. Immust be taken to improve the traffic in the west.

The views expressed by Mr. Maclean and Mr. Smith represented the views of people in Canada. Immust be taken to improve the traffic into in the west.

Mr. Herron (Alberta) said he had received a great many complaints, and cited instances of hardship to the disregard of the two-cent-a-mile rate on the two-cent-a-mile rate on the New York, New Haven and Hartory of Canada algnored and unjustly treated traffic originating in this country.

The views expressed by Mr. Maclean and Mr. Smith represented the views of ind Mr. Smith represented the views of ind Mr. Smith represented the views of taken to improve the traffic intention in the west.

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Mr. Herron (Alberta) said he had received a great many complaints, and cited instances of hardship to the disregard of the principle of Mr. Maclean's principle of Mr. Macle traffic originating in this country.

The trouble was that the railways had not the equipment, siding accommodation or terminal facilities, and would support it.

The trouble was that the railways had not the equipment, siding accommodation or terminal facilities, and would support it.

In two other cases goods despatched from Ottawa reached Montreal in two days, but the consignee had to wait solved by using this grand medicine. Good for men, women and children. Every box guaranteed, price 25c, or five for \$1.00, at all dealers.

JUDICIAL NOTICE TO CREDITORS Contributories and Members of the Clark Manufacturing Company, Limited—In the matter of the Winding-Up Act, being Cap. 144 of the Revised Statutes of Canada and in the matter of the Clark Manufacturing Company, Limited.

Pursuant to the winding-up order in the matter of the above named company dated the 31st day of January, 1908, the undersigned will on the 22nd day of February, 1908, at ten o'clock forenoon, at his chambers in Osgoode Hall, Toronto, appoint a permanent liquidator of the above company, and let all parties attend.

JAMES S. CARTWRIGHT.

NOTICE TO CREDITORS-IN THE Matter of the Estate of Thomas Twining, Late of the City of Toronto. Butler. Deceased.

tain allowances which, however, an auditain the state of Annie Ussker, late of Toronto, who died Oct. 10th, 1903, their of Toronto, wh the assets among the parties entitled, having regard only to the claims of which it then has notice.

Dated Feb. 18th, 1908.

MILLS, RANEY, HALES & COLQU-HOUN, Solicitors for Administrator. 331 ADMINISTRATORS' NOTICE TO Creditors—In the Matter of the Estate of William Fitzmaurice

Haskins, Deceased. railway companies. In the G.T.R. chartery preamble sets out that, 'whereas the preamble sets out that, 'whereas it would greatly tend to provide the welfare of the province.' Other railways that their first duty was to provide the charalways that their first duty was to provide the charalways that their first duty was to provide the charalways that their first duty was to provide the General Railway Act dress on tailine dismilar declarations, but in the General Railway Act dress of my care and and in the railway companies. In the G.T.R. chartery depends on the results of the province.' Other railways that their first duty was to provide the Canadian public date of the City of Toronto, in the control of the province.' Other railways the their first duty was to provide the canadian public date of the City of Toronto, in the control of the province.' Other railways had issued a pamphlet to get the public a proposal. The answer to give the public approposal the public approposal the public approposal the public approposal. The answer to it was the experience of every business man, farmer and raiser of live of the control of the province of the control of the province of the control of the public approposal. The board was occurred and the tit cut use one machine and let it cut use one machine and was the cut of the callways and the Mings bear and was the cut of the

to sell by Public Auction, "en bloc," at a rate on the dollar, at our warerooms, 68 Wellington Street West, Toronto, on WEDNESDAY, FEBRUARY 26TH, at 2 o'clock p.m., the stock belonging to the insolvent estate of

GEO. ATKINSON, COBALT,

\$1635 51 Terms—One quarter cash, 10 per cent, at time of sale; balance in two equal payments at 2 and 4 months, bearing interest, and satisfactorily secured. Stock and Inventory may be inspected on the premises at Cobalt, and Inventory that their secure. tory at the office of JAMES P. LANGLEY, McKinnon Building, Toronto.

E. P. Heaton Toronto Director. MONTREAL Feb. 18 .- (Special.)-At a meeting held here to-day Col. J. Burland was elected president and Hon. P. D. Rolland vice-president of the Eastern Canadian Manu'acturers' Mutual Association, the institution of ganized some time since by the manufacturers to meet the high rates charged by the companies. E. P. Heaton

was elected the Toronto director.

We _we \ too little. at a time

You

waste 1 just as

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Ask He of pills Thi Cas bowels

FOOLED

Kelley ew York Poughkeepsie Ohio, is int

buzzing able, it is and you that will A lady have suff tressing a ney trou winter I a very sin as very was very grippe a find in a trouble at ter time thought

kidney trand now ture to an one our One our One our One our Cone our Cone our Cone our Cone our Cone our Cone or Con