

The Toronto World.

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THE WORLD OUTSIDE.

The World can be had at the following
news stands:

Windsor Hotel, Montreal.
St. Lawrence Hotel, Montreal.
Pecock & Jones, Buffalo.
Wentworth News Co., Detroit, Mich.
St. Denis Hotel, New York.
P.O. News Co., 217 Dearborn-st., Chicago.
G. F. Post, 275 E. Main-st., Rochester.
John McDonald, Winnipeg, Man.
T. A. McDonald, Winnipeg, Man.
McKay & Southern, Westminister, B.C.
Raymond & Doherty, St. John, N.B.

THE GRAND TRUNK PACIFIC.

The scheme for aiding the Grand
Trunk Pacific is announced by The
Globe in an article bearing all the
marks of an official statement:

If Parliament deems that the project
is one worthy of public en-
couragement, the encouragement
should be extended in the way
that a private capitalist would extend
his encouragement. He would
buy the shares of the company at the
current rate, and would thus take
his risk, sharing the losses if
there were any and sharing the
profits if there were any. This we
believe, or something very similar
to it, should be the position of the
country towards the enterprise.
The advantages are obvious. The
company could go to the centres
of capital and say the government
of Canada was taking 10, 15 or 20
millions of the common stock of the
enterprise, and what better recom-
mendation could it have for in-
vestors? Parliament should not do
anything for the project unless it
believes in its ultimate success,
and it could show its faith in no
better way than by purchasing
better way than by purchasing
it, taking its chances with the other
investors and sharing their
perils and rewards.

This is followed by a proposal that
the Ontario government shall give aid
in the same manner. In fact, a very
obvious effort is made to enlist Ont-
ario support for the plan by pointing
out that it might answer the purpose
of a development or colonization rail-
way.

The Province of Ontario may or
may not have a special interest in
the matter. It will depend alto-
gether on what route is chosen to
reach Lake Superior. If the gov-
erning consideration is merely the
shortest way between two objective
points, it might be that the pro-
vince would be in no way benefited
by the construction of the railway.
If, however, the route chosen is
that through the arable lands north
of the height of land, then a few
of the provinces which would be so
largely advantaged by the con-
struction of the railway as the Pro-
vince of Ontario, a layman might
speak with diffidence about such
matters, but when it is considered
that the route through the northern
Ontario clay belt would present
fewer construction difficulties than
one farther south, and that along
the railway there would soon be a
community contributing to its re-
venues, it must be thought that
self-interest alone would suggest
that route and no other. That be-
ing the case, the province might be
disposed to do its share in pro-
moting the railway. The plan
which we have suggested for the
Federal government would be just
as feasible for Ontario. In short,
any aid extended by the province
should, as in the case of the Fed-
eral government, take the form of
a subscription for stock at the cur-
rent market rates.

The scheme, therefore, is for the
Dominion government and the Ont-
ario government to grant large sub-
sidies to the new railway under the
disguise of a purchase of shares. A
new name has been devised for an old
practice, and the people will be in-
vited to rejoice over the discovery. There
is no assurance either of control or of
profit-sharing in the purchase of the
ordinary stock of a railway company.
The railway experience of the United
States suggests a dozen ways in which
the ordinary shareholder can be frozen
out and his investment made unpro-
fitable, while others reap profit. There
are construction companies, there are
holders of preferred stock, there are
holders of bonds of all kinds. Again
and again the minority shareholder
has found to his cost that his control
was a shadow, and that he stood a long
way back in the line of profit takers.

It was generally hoped that the end
of subsidizing railways was at hand.
Instead of that we have a new and
ingenious device for giving the system
fresh life. Invitation will be held out
to the public to become the junior
partner in many other railways, for
which assistance is desired.

The part of the article in which the
scheme is foisted upon the public by a
systematic slaughter of all other pol-
icies for development. A government
railway, it is said, is attractive, but
public opinion is not ripe for it. In other
words, a government railway is at-
tractive, but unpopular, whatever that
may mean. Again a government rail-
way would not pay. The old example
of the Intercolonial is used to show
that government railways are unpro-
fitable. The illustration is most un-
fair and misleading. The Intercolonial
Railway was built for a special na-
tional purpose, in which the idea of
commercial profit was hardly consid-
ered. It was laid out through hundreds
of miles of country in which it was never
expected that a paying traffic could be
obtained. The subject of government
ownership and control cannot be dis-
posed of by the single instance of the
Intercolonial.

That the Western country and the
"clay belt" of Ontario could afford to
wait for development through ordinary
business enterprise is a proposition
that is assumed, not proved. Many
parts of the Western States were set-
tled in advance of railway building.
But, in any case, the Canadian West
is not a country without railways. The
Canadian Pacific and other railway
companies have large quantities of
land available for settlement along
their lines. A government advertise-
ment in The Globe says: "In addition
to free grant lands, the regulation
above stated refer, thousands
of most desirable lands are
available for lease or purchase, from
railroad and other corporations and
private firms in Western Canada."

But granted that settlement is push-
ing north beyond the present railways,
it does not follow that an entire new
transcontinental railway must be built

for every new settlement. Some can
be served by branches. The existing
lines might even be paralleled for a
certain distance by lines running east
and west thru the fertile northern re-
gions. It is not necessary that every
one of these lines should run from the
Atlantic to the Pacific.

It is evidently to meet this point that
the "clay belt" of Ontario is lugged
into the article. This is to justify the
position that a Western colonization
road alone will not be sufficient. The
clay, however, is too sticky for the
smooth progress of the argument. If
the railway thru Ontario takes the
shortest route, says The Globe, "the
province might be in no way benefitted."
It must pass thru the clay belt,
the arable land north of the height
of land. In other words, the induc-
ment held out to Ontario has nothing
to do with a transcontinental railway.
It is a colonization road that is
advocated. Such a road may be called
for in the interest of the province.
What is really wanted is connection
between the "clay belt" and Southern
Ontario—at least, if Southern Ontario
is to be asked to contribute to the
enterprise. There is no special advan-
tage to us in the trade of Northern
Ontario being carried over our heads to
Quebec. The same considerations ap-
ply to British Columbia. British Co-
lumbia, no doubt, needs railways, but
it does not follow that the Western
end of a transcontinental railway
would benefit its needs.

The Globe has unfolded its scheme,
and it is a subsidy scheme, and no-
thing else—a subsidy scheme with no
redeeming feature.

The Globe says the subsidy lion in
one part of its article, and in the next
paragraph calls him again into being
as "stock subsidizer."

The people of Canada are against
any more subsidies. The Globe says
they are, and that we can stand no
more. Then it says, but give the
Grand Trunk Pacific a subsidy under
the alias of subsidized stock!

What we know of the Grand Trunk
scheme, and something was given to
the public yesterday, we know from
The Toronto Globe.

The Globe is before the public in
three roles:

1. As the organ of the Liberal party.

2. As a newspaper, professing to pro-
mote and guard the public welfare.

3. As the mouthpiece of its owners,
the same gentlemen who are promoting
the Grand Trunk Pacific, and who will
be the main beneficiaries thereof.

Things were bad enough in former
days when a newspaper that was a
party organ professed to protect the
public welfare. But when a newspaper
advances on behalf of the "clay belt,"
adding another role to its repertoire,
that of promoter of schemes in which
its owners are largely interested, we
may ask, Where are we, and where
are we going?

And in which role is it that The
Globe of yesterday presents the Grand
Trunk Pacific scheme?

What do the old-line Reformers think
of it? Their mouths are used to pro-
mote a scheme of its own.

What do the public think of it? A
paper professing to serve them, trying
to persuade them into giving millions
of the people's money to an enterprise
designed to make rich men richer, rather
than to serve the people?

What do the owners of The Globe
think of it?

What do you think of The Globe
having the effrontery of charging Mr.
Hill with having a biased view of this
Grand Trunk project? Does it see no
bias in itself?

All of which will stand a lot of
thinking by a lot of people.

ONLY ROOM FOR THE WORTHY.

Canada will suspend judgment on
the complaint of Sir Alfred Jones that
able-bodied immigrants have been turned
back from Canadian shores. It has
often been charged that our im-
migration laws are too tolerant, and that
foreigners make their way into the
country who become a positive burden
to it. Now the opposite argument is
advanced on behalf of the "clay belt."
The complaint of Sir Alfred Jones, which
has on its hands some 40 Russians
who have been declared unfit for Can-
ada.

Canadian officials have not been
trained to deny admission to healthy
immigrants. A mad desire to swell
the immigration returns has been the
governing motive with the department.
Even with the more stringent legisla-
tion that was passed at the last ses-
sion of parliament, the American gov-
ernment declined to accept the theory
that immigrants who are good enough
for Canada are good enough for the
United States. American border towns
are to-day equipped with extra officials,
whose duty is to bar the entrance of
unhealthy immigrants who have passed
inspection in Canada.

It is possible that an injustice has
been done to the 40 Russians, who
were shipped to Canada by the Elder-
 Dempster Steamship Company. It is
more probable that immigrants are
being subjected to a closer examina-
tion by Canadian officials. The coun-
try has good reason to hope that dis-
eased immigrants will no longer be
allowed to filter thru Canadian ports.

It was a time when Europeans
of every class were deemed necessary
for the settlement of the country, that
time has long since passed. Canada
is filling up rapidly now. While every
encouragement should be given to de-
sirable settlers, the worthless element
should be carefully excluded. Eng-
land has learned the folly of spread-
ing wide her doors to the south of
the continent, and Canada, it is to be
hoped, will not fall into a similar mis-
take.

WILL PLEASE THE KING.

Commendable for its size marks the
London despatch that records a trouble
in the King's kitchen. This country
has a long standing grievance against
the London manufacturers of cable
news. American agencies control the
Atlantic cables, and it is Canada's lot
to be the enforced patron of news
prepared specially for American con-
sumption.

With events concerning the royal
household these news vendors have
taken some glaring liberties. A sign
of discord is interpreted as a ragging
conflict between warring factions, a
symptom of illness in the royal family

springs into cable news as an out-
break of almost any disease short of
bubonic plague.

It is with surprise, therefore, that
Canada reads the tame story of the
departure of harmony from His Ma-
jesty's kitchen. Mention is merely
made of the inauguration of a reign
of economy conducted under the
auspices of an imported German stew-
ard, the taking down of the ac-
counts of the royal warrant holders
and a specific charge that His Majesty
declines to pay more than eighteen
pence a pound for his lard.

Considering the opportunities of the
author it is strange that the cables
should be agitated with such a sub-
dued narrative. Times have changed
indeed, for in the old days the King's
loyal subjects in Canada would have
heard wondrous tales of the troubles
of the royal kitchen. King Edward
would have been pictured as dodging
fragments of soup plates propelled by
an irate cook. The portrayal of the
royal household would have revealed
the ax head chisel from the handle, the
buck saw reduced to a few stray teeth
and the saw horse rent into tooth
picks. But a new spirit has been born
in the enterprising correspondent who
has access to the cables and the secrets
of the royal family simultaneously.
He has eliminated the sensational from
his despatches, and now a row in the
King's kitchen is exploited for no re-
velation more terrible than His Ma-
jesty's stern resolve to pay only
eighteen pence a pound for his lard.

The Grand Trunk will build a trans-
continental line whether it is sub-
sidized or not. Of course Canada will
not allow such splendid patriotism to
go unrewarded.

R. L. Borden has explained what
he means by "adequate protection,"
but Liberals may still be found who
will want Mr. Borden to explain what
his explanation means.

Sir John Colomb's uncompromising
remarks will be interpreted by a
merry contemporary as an attempt
to give Canada Hall Columbia.

The work of the German fleet in
Venezuelan waters was just
brilliant enough to justify the judgment
displayed by Emperor Bill when he
side-stepped the Flying Squadron.

Oh, yes, there is a great difference
between a subsidy and the form of
assistance that The Globe proposes to
give the Grand Trunk Pacific. Formerly
Jack Canuck paid the money out of
his right pocket, and The Globe sug-
gests that he shall now pay it out of
his left.

Prohibition of the Sunday sale of
stamps would deprive Sir William Mu-
lock of many opportunities of turning
an honest penny.

There is this comfort that the price
of coal will come down as we ap-
proach the promised season of the ice
famine.

Where in Toronto the good could
that beautiful interrupter of congress-
man Cochran have heard the con-
spiration she fired from the congress-
ional gallery.

The Woodstock Express thinks that,
perhaps, after all, the so-called venality
of the electorate is nothing more
than a rough and primitive sense of
justice asserting itself. "It is hard to
convince John Smith, laborer, that it is
a grievous offence for him to take a
dollar for his vote and influence, while
it is an honor for J. Smythe, Esq., gen-
tleman, to take a fat office for a pro-
portionately greater service. And, per-
haps, John Smith, laborer, is not so far
astray, after all."

PROVE MALICE IN LIBEL.

Amendment Affecting Civil Action
Against Newspapers in N.Y.

Albany, N. Y., Jan. 22.—Senator
Marshall of Brooklyn introduced a bill
amending section 536 of the Code of
Civil procedure, which relates to ac-
tions for libel, by adding at the end
of the section the following:

In every civil action for libel against
the owner or owners, managing editor,
publisher or reporter of any news-
paper, magazine, publication, periodical
or serial in this State, the defendant
may give proof of intention, and un-
less the plaintiff shall prove either
malice in fact, or that the defendant,
after having been requested by him in
writing to retract the libelous charge
in as public a manner as that in which
it was made, failed to do so within a
reasonable time, he shall recover only
his actual damages, and not special
damages, unless he can prove and spe-
cially allege in his complaint.

West Wants Railways.

C. R. McAdam, who has been
in the city for several days and re-
turns home to-day, Mr. McAdam is a
Toronto boy, having been in the
employ of the government at St. Cathar-
ines canal office for some years, but
thinks he has found a more congenial
home in the great and growing west.
"The people of Manitoba are enthu-
siastic over the prospects of a third
continental line," he said. "The
World. 'What the new country wants
is railways, and the people of Mani-
toba would welcome any proposition
on the part of the government which
would ensure the construction of the
railway with as little delay as pos-
sible.'"

Hardware Section Officers.

At the monthly meeting of the hard-
ware section of the Retail Merchants'
Association last night the following
officers were chosen for the ensuing
year: Chairman, E. R. Rogers; first
vice-chairman, W. C. McFarland; sec-
ond vice-chairman, G. Pearson; treas-
urer, S. J. Greer; secretary, J. Castor;
general secretary, E. M. Trower. Ar-
rangements were made for the annual
banquet of the section on Feb. 19 and
for the annual convention in Hamilton
on Feb. 25.

Burglars in Ingersoll.

Ingersoll, Jan. 22.—The cash register
in the bar at the Dereham House was
robbed of \$3, supposedly between the
hours of three and four o'clock Wed-
nesday morning. Entrance was effect-
ed to the barroom by removing a large
pane of glass in the window on the
south side. An iron bar that pro-
tected the window on the inside was
also removed, so that it was a com-
paratively easy matter for the thief
to get into the room.

Lifeboat Soap—disinfectant—is strongly
recommended by the medical profession as
a safeguard against infectious diseases.

A revival of the Manitoba Bo-
question is threatened. Next thing we
may expect to hear of our old friends,
the Streams Bill and the Seculariza-
tion of the Clergy Reserves.

THE T. EATON CO. LIMITED

Clothing Chances

Not too many, but all very select. The biggest
item in the list is that of Overcoats. Our \$12.50,
\$13.50 and \$16.50 Overcoats to clear at \$7.95. Another
pleasing offering is that of Trousers. Our \$4.00 line
for \$1.98. But why make further comment when the
prices speak so eloquently of the money savings avail-
able on Saturday:

90 Men's Overcoats in long box cheviots and Rag-
lanette styles; in Oxford grey chevots; rough
or smooth finish and silk lined worsted tweed
cloths; in black and white Canadian check;
satin lined sleeves and shoulders; broken sizes
of each line; but all sizes from 33 to 46 in the
lot; our price right along has been \$12.50, \$13.50
and \$16.50; but Saturday we reduce all to..... **7.95**

Men's \$12.50 Suits for \$7.50.

Men's Suits, all wool imported Scotch tweeds, four-
buttoned, single-breasted saque shape, dark brown
check, with red thread over-plaid, sizes 34 to 44, sel-
ling all season at \$12.50, clearing Saturday..... **7.50**

Youths' \$6.00 Suits for \$3.95.

50 Youths' 3-piece Suits, short pants, single and double-
breasted, saque shape, imported English serge, hard
worsted finish in black only, best linings, sizes
27 to 31, selling to-day at \$6, Saturday..... **3.95**

Men's \$4.00 Trousers for \$1.98.

Men's Trousers, fine imported West of England pure all-
wool colored worsted, in neat pleated, side and hip pockets,
black ground with blue-grey stripe, side and hip pockets,
best trimmings, sizes 32 to 44, our
regular price \$4, Saturday..... **1.98**

Boys' \$3.00 Reefers for \$1.39.

Boys' Reefers, with storm collar and tab for throat, Nor-
way style, double-breasted, the cloth a grey frieze, brown
frieze, blue beaver and blue naps, sizes 22 to
26, regular prices \$3 and \$2.50, Saturday..... **1.39**

Men's Furnishings.

41 Suits only Men's Fine Imported Silk Underwear, in-
cluding pleated and pure Tussah, overlocked and full-
fashioned seams, light weight, best finish, broken sizes
in each line, cream and salmon shades, sizes 34 to
42, regular prices \$2.50 to \$3 each, Satur-
day..... **1.98**

Chamois Vests, felt lined, elastic wool sides, double-
stitched throughout, sizes 30 to 36, regular
price \$2 each, Saturday..... **.89**

Men's Silk and Satin Mufflers, the pleated Oxford, satin
linings, also Knitted Wool Mufflers, "The Way," both
fancy stripes, dark colors, regular prices 50c
60c and \$1 each, Saturday..... **.25**

Men's Fine English Ceylon Flannel Shirts, collar at-
tached, yoke, pocket and pearl buttons, double stitched
sleeves, large bodies, sizes 14 to 17 1/2, regular
price \$3 each, Saturday..... **.37**

Men's Fine Silk and Satin Neckwear, four-in-hand, knot,
puff and bow shapes, dark and medium shades, satin
lined, well finished, regular prices 25c and 50c
each, Saturday 2 for..... **.25**

Men's Fur-lined Overcoats.

Men's Fur-lined Overcoats, 50 inches long, fine English
herringbone shell, body and sleeves lined with natural dark
muskrat, Persian lamb storm collar, regu-
lar \$47.50, Saturday..... **39.00**

Watches Cheap at \$8.85

We have fifty Watches of assorted movements and
cases. They vary in size from a "O" size for women
to "18" size for men, and include Elgin, Waltham,
Omega and Swiss movements, fitted in solid gold,
gold-filled, sterling silver, enamel and metal cases. In
the regular way our prices would be \$10.00 to \$22.00
apiece, according to style and movement. But for Sat-
urday we group them at one price:

Your Choice of
any Watch for **Eight Eighty-Five**

At that price, \$8.85, we give our personal guarantee
with each Watch, and money refunded if the one you
buy doesn't give perfect satisfaction.

Oilcloth at Sixteen Cents

One thousand yards; five widths, viz., 36, 45, 54,
72 and 90 inches; floral and block patterns, and quality
that will give genuine satisfaction for kitchen use or for
hallways, etc.

These oilcloths are remnants, short lengths and left
over pieces of our 25c line, which you can clear up on
Saturday at **16c a square yard.**

The Toronto Daily Star Will Have a More Complete List

THE T. EATON CO. LIMITED

190 YONGE ST., TORONTO

COASTERS BADLY HURT.

One Sleigh Upside and Another
Crashes Into It.

Muskogee, Mich., Jan. 22.—Miss
Mary A. Major, principal of the Pills-
bury School, was perhaps fatally, and
three other teachers and two of their
pupils, seriously injured last night
while coasting. Their sleigh struck an
obstruction on a bridge and turned
blocking the course. Another heavily-
loaded sleigh, closely following them,
down the steep hill at a terrific speed,
crashed into those previously thrown
out. Miss Major had her left arm
broken, besides being internally injured.
Miss Sime Holmstrom was struck
into a creek, and narrowly escaped
drowning. She was badly cut and
bruised also.

A Modern Restaurant

Is Clancy's, where the best and most
varied menu in Toronto is obtainable,
wines of the finest variety, Gentle-
men's Grill Room and cafe, ground
floor. Ladies' private dining parlor,
first floor; estimates furnished for
luncheon, dinners and private parties.
Albert Williams, manager.

International Bricklayers.

Memphis, Tenn., Jan. 22.—The re-
port of the commission on subordi-
nate unions to the convention of the
International Bricklayers' and Masons'
Union to-day showed \$370,763 to be
in the hands of the treasurer. The
total membership of the order is 77,
226.

CORNELL LOST REQUEST.

Ithaca, N. Y., Jan. 22.—The will of
the late Prof. Fuerter bequeathed \$70,
000 to Cornell University for the en-
dowment of a chair in engineering.
Prof. Fuerter, estate does not ex-
ceed \$60,000, and the university will not
get the bequest.

SECOND SMALLPOX CASE.

St. Thomas, Jan. 22.—William Mc-
Lean, who went over to the isolation
hospital to nurse his brother, who has
smallpox, has contracted the disease.

Congress of Tuberculosis.

Atlanta, Ga., Jan. 22.—A charter for
a period of 20 years has been granted
the American Congress of Tuberculosis.
Leading American and Canadian phys-
icians were among the petitioners. The
object of the organization is to study
the best methods for the treating of
tuberculosis and all pulmonary dis-
eases.

Remains of Mastodon.

Chester, Ill., Jan. 22.—Convicts at
work in the quarry at the Southern Ill.
Institution to-day uncovered
the teeth and bones of a mastodon. The
teeth were two and one-half inches
in diameter and six-inches long. They
weighed five pounds each. The find was
made at a depth of ten feet below the
surface.

Almost a Hundred.

St. Thomas, Jan. 22.—William Charl-
ton, aged 99, an East Elgin pioneer, is
dead.

IMPORTED NO ORGANIZERS

Candidate T. Herbert Lennox Replies
to Assertion That He Had Help
From Outside.

PUTS UP \$25 CHEQUE FOR PROOF

Annual Meeting of North York Con-
servative Association at Aurora. Election
of Officers.

The annual meeting of the North York
Conservative Association was held on
Thursday afternoon at Aurora. There was
a very large attendance of the members,
and the president, John Moore of Mount
Albert, was in the chair. Outside of the
election of officers and the splendid re-
sponse accorded to the plucky young can-
didate, T. Herbert Lennox, the meeting was
decidedly important owing to the discus-
sion of the election of Hon. E. J. Davis to
throw up his seat to avoid the disclosures
regarding the letter of Mr. Fleury, presi-
dent of the North York Liberal Associa-
tion, that he (Mr. Lennox) imported or-
ganizers during the last campaign, and
the association was not disappointed, Mr. Len-
nox had a cheery and successful meeting,
in favor of Sheriff Widdifield, and
said he would pay the amount to anyone
who could prove to the satisfaction of the
sheriff that he had imported two organizers
from Buffalo into North York.

Reply to Mr. Fleury.

The candidate took up the question from
his examination for discovery which Mr.
Fleury had used in his letter, and stated
its purpose. He explained that Mr. E. J.
Davis, M.P., had engaged a number of
detectives to circulate through Ontario in or-
der to watch what was going on among
Liberal workers. He had been asked by
Mr. Edmund Bristol if he needed any of
these detectives, and he replied that he did. Mr. Bristol
said he could spare only two. Mr. Lennox
accordingly sent two Buffalo detectives
sent into the riding, one being assigned
to Sutton and one to Hurville. The de-
tective located at Hurville is the man who
obtained some of the evidence on which
the charges against Mr. Davis were found-
ed. This was the story of the imported
"organizers." They were detectives em-
ployed to watch the Liberals, and he would
pay \$25 to anyone who could prove that he
brought into the riding any organizers.

Others who addressed the meeting were
Mr. W. St. John, M.L.A., W. A. Bennett,
M.P., East Simcoe, John Curry and Mayor
Daville of Aurora.