A Morning Newspaper Published Every Day in the Year.

THE CRIME OF SELLING A RAILWAY TICKET. The public, and especially those who travel on railways, will not be deceived by the pretence of The Mail newspaper that the proposal of Mr. Maclean of South York to repeal the law which makes the selling of an unusued railway ticket a crime, is "to re-establish ticket scalping in Canada." Of course this is what the railways say, this is what newspapers who have undertaken their case say, and it is this statement that the railways thru their press bureau are now having published in a great many papers in Canada. As usual the bulk of the newspapers of Canada are favoring the railways as against the people of this country. These newspapers profess to be published in the interests of the people, take the coppers of the people for their papers and are supposed to undertake the battles of the people; but most of them are ready and willing to print stuff supplied them requiring that every Canadian be stigmatized as a criminal who attempts to sell a railway ticket, once having paid for it. It is true that a Canadian can buy a bread ticket or a meal ticket or a milk ticket or a ticket for the theatre or a ticket on a steamboat, and if he decides that he will not use it he is free to sell it; but if he attempts the same thing in regard to a railway ticket he is a criminal and must go to jail, and some Canadians have gone to jail for this very thing and some Americans who were in our country and were ignorant of the Canadian law have gone to jail. These newspapers simply love to keep laws on our statute books which make Canadians criminals. They would not for the life of them pass any law that made it criminal for the railways to do anything. That is not their business. But will The Mail tell us why it is a crime to sell a railway ticket and not a crime to sell a bread ticket or a steamboat ticket? Tell us it straight.

So that if a member of parliament introduces a bill to repeal this unjust law he is stigmatized as trying to promote the trade of railway scalping. It seems there is a business known as that of ticket broker quite prevalent in the United States It is as legitimate as any other broker business. Time after time the railways of the United States have tried to get bills thru the United States congress embodying the features of the Canadian law, and session after session they have been defeated. In a few states somewhat similar laws have been passed but are not

For a moment let us again explain what it is Mr. Maclean has in view. First and foremost his object is to have a maximum standard passenger rate for the railways of this country. The railway law to-day says that every company shall have a maximum standard passenger rate, but as a matter of fact no such standard passenger rate has been stated or filed by any of the railways. But Mr. Maclean desires to go further and have parliament define what the maximum standard passenger rate shall be. His proposal is that it shall be two cents and that all the big railways in this country shall carry passengers at that standard rate, and that they may be free to give such excursion rates or commutation rates in addition thereto that they care to give. Legislation of this kind has been passed in Michigan, in New York, in Ohio and other states, and before three months are over at least five other states in the union will pass such a law. Without waiting for such a law quite a number of the railways have already made their standard passenger rate two cents a mile The great Pennsylvania road is a case in point. The New York Central and its connections another. Mr. Maclean found that one of the objections to such a standard passenger rate is the pretence of our railways that they could not afford to give excursion tickets and the commutation and free passes if the standard passenger rate were defined and reduced to two cents a mile. But the member for South York is not looking for free passes for favored individuals or for commutation tickets and excursion tickets where people are crowded in slow trains and delayed and only given the chance of a cheap ride two or three times a year. What he is after is the lowest possible rate for the every day ordinary traveler on every train in the country, and that the ordinary every day traveler shall have the utmost freedom in the way of his going and his returning, that he may go by one road altogether or go partly on one road and partly on another and returning have the same advantage, and vet in doing so have the best possible rate. In other words, he wants the standard to be the lowest possible rate for each mile traveled on any road and not to have the traveler compelled to submit to unjust and arbitrary discriminations of the railways and to be forced to travel, if he wants to travel cheap, as they dictate to him, and that they can put him in jail if he tries to sell any unused portion of his ticket. Mr. Maclean has found out that the law which makes it a crime to sell a ticket is one of the defences of the railways against giving a maximum standard passenger rate per mile, and they are actually weeping, as they say, for the railway traveler who will be deprived of the cheap tickets which they give him, as if the traveler usun't know what he wanted and didn't know that a maximum rate per mue was much better for himself than any of the substitutions that the railway men propose. Let us put it still another way: the average everyday traveler wants a standard maximum rate and he wants to do his own routing.

Let us now come back to this law waat we have in regard to passenger rates. Let us present a few quotations on this subject taken from the history of the United States, where they are always attempting to get a similar faw on the statute book, but where they have failed up to date. The American rederation of Labor, representing 2,000,000 workers in the United States, at its last meeting in November passed the following:

Whereas the American Federation of Labor has, at each annual convention for the past ten years, adopted resolutions denouncing anti-scalping laws and injunctions designed to prevent the sale of railroad transportation by others than appointed agents of railway corporations, and the use of such transportation by others than the original purchasers; and

Whereas the railway companies of the country, controlled by passenger associations and mileage bureaus, continue to force upon travelers obnoxious contracts containing non-transferable provisions, requiring signatures and descriptions of the purchasers, and assume a right to confiscate such transportation if found in the hands of other than the original purchaser;

Resolved, That the voice of this federation continue to be raised against the monstrous injustice of this system of robbery and gratt, and that its power and influence be exerted to the securing of the adoption of laws by the legislature of the various states, and by the congress of the United States, requiring that all railroad tickets and mileage be transferable and good to

solved, That resolutions heretofore adopted denouncing anti-scalping laws, city ordinances and injunctions prohibiting ticket brokerage be, and they are hereby re-affirmed, In 1905 the International Typographical Union, which is made up of

as representative a lot of citizens as there is in America, passed the

Whereas the imposition upon travelers by transportation companies of requiring so-called contracts upon passage tickets to be signed by the original purchaser, and the placing upon such tickets of the description of such purchaser, for the purpose of preventing the transfer of such tickets to any other person, is causing the loss of many millions of dollars yearly to the traveling public, and a like gain of millions of dollars in unearned profits to these corporations, from the forfeiture to them of such unused tickets; therefore, be it

Resolved, That the imposition and outrage of these practices has become a nulsance that should no longer be tolerated by the people, and the time is now ripe for a move to throw off this burden of graft and oppression by the enactment of national laws. Resolved. That the International Typographical Union, in convention assembled, hereby declares in favor of an act by the United States congress, and by the Canadian parliament, to make all railroad and steamboat passage tickets good to bearer, and respectfully requests all labor organizations, and all other good citizens of the United States and of Canada, to join with us in petitions to our lawmakers to wipe out by appropri-

ate legislation this infamous system of robbery We have also the opinion of Chief Justice Parker (late candidate for president) of the New York supreme court given a few years ago to the effect that any attempt to interfere with the sale of a railway ticket somewhat on the lines of the law which now prevails in Canada was absolutely unconstitutional and against the liberty of the subject. If anybody cares for the details of this decision they can easily be had by looking up the reports of the court of appeal of New York. It is one of the best decisions in any English or American court in favor of personal liberty and the right of men to engage in any trade that we know of. We have also a quotation from The Toronto Globe of Sept. 10, 1902,

which we might ask The Mail newspaper to read:

IS THIS CANADIAN JUSTICE? The sale of a railway ticket outside of a railway ticket office does not strike one off-hand as bearing any of the earmarks of a criminal act, and the closest scrutiny of such a transaction does not indicate any remarkable degree of depravity in the persons concerned. . . . This is what happened in Toronto this week under Canadian law. An American named Malcolm sold a return-ticket from Toronto to Washington. For this act he was promptly arrested and locked up. When arraigned, he pleaded ignorance of our law against ticket scalping, and said that in his own country such transactions were an every day occurrence His plea did not answer, for he was given the opon of paying a fine of \$20.00 or a term in jail.

It is an outrage of the most glaring kind that a person

sale of a railway ticket by the owner a crime. . . There is evidently room for a little more common sense, both in the laws and in their enforcement. THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSION-ERS FOR CANADA.

should be arrested for such an offence, and the outrage is all the greater because it is said that the arrest was made by a

detective in the employ of the C.P.R. Are railway detectives, zealous for their employers, . . . to arrest a person for an offence against a law which is wholly in the interests of the

Warrants should be issued sparingly except for offences against the law which are also crimes. No law can make the

Thirtieth Article The following is one of a number of questions asked by The New York Post, in connection with transportation matters, which have been answered by prominent railway officials, Mr. Charles M. Hays, general manager of the Grand Trunk Railway, being one of the number. The question is:

"In your opinion, is the present congestion of freight due to insufficient trackage and terminal facilities, insufficient equipment, or to lack of operating efficiency in use of existing cars and mileage?"

Mr. Hays' reply to this question was as follows:

"The present congestion of freight is largely due to the fact that receivers of goods have left it almost entirely to the railways to take care of their business, instead of providing their own facilities for doing so, such as additional warehouses, storage tracks, facilities for prompt unloading, etc., expecting the railways to assume, in addition to their duties as carriers, the duties of warehousemen as well; secondly, to the desire of the people to move as large a portion of the grain crop between the close of the harvest and the end of navigation as possible

What in the world does the man mean, anyway? Were it not for the fact that the question was asked by an influential paper, and the answer given by the manager of a trunk line, we would almost be inclined to think that someone was having a joke with the public. Let us analyze his statement. Mr. Hays says that it is the duty of the public to provide additional warehouses. All bulk freight in carload lots is at the present time loaded and unloaded by the owners, and they provide their own facilities for doing the work, so that, practically, the only business handled thru the railway companies warehouses is general merchandise traffic. Surely Mr. Hays does not expect the people of Canada to provide, for the accommodation of general merchandise traffic, freight sheds, that are a no less necessary part of the equipment of a carrying company than are the tracks, engines and rolling stock.

Mr. Hays says further that the public should provide storage tracks. What for? The people of Canada are not particularly anxlous to have cars stand on storage tracks, when it costs them one dollar per car per day demurrage to keep them there. Possibly Mr. Hays thinks that, in addition to contributing demurrage to the coffers of his company, the public should provide the tracks to enable him to hold the cars and collect car-service charges. Interesting,

is it not? Another statement is that the public should provide better facilities for the prompt unloading of freight. Most of the patrons of the carrying companies are doing their very best in that respect, and; when they fail to unload cars promptly, they are compelled to hand

to the railway one dollar per car per day demurrage.

Again, he says, "Expecting the railway to assume, in addition to their duties as carriers, the duties of warehousemen as well." Not very many years ago the railways were begging the shippers at competitive points to use their warehouses for storage purposes, as they realized that once the traffic was in the freight shed they were certain to get the carriage of it out. The General Freight Agents' Association, however, changed all that, and to-day, if freight is left in the freight shed over 24 hours, the owner is compelled to pay storage; and right here we wish to say that the storage charges imposed by the carrying companies are exorbitant.

in one of our previous articles, the future, the railways would probably endeavor to collect an extra toll for the handling of traffic to and from cars, on the plea that their rates do not include handling, but simply cover the cost of haulage, and it would almost appear from Mr. Hays' remarks that he is already casting envious eyes in that direction.

It is the duty of the carrying companies to provide proper fa-cilities for the conduct of the business of the country. Proper facilities include the necessary tracks, motive power, rolling stock, ware-houses and other paraphernalia of that character, and if they are not prepared to do so, they should hand their charters back to the people who granted them the privilege of building and operating the

ONE SHIPPER'S EXPERIENCE

Editor World: I am very much interested in the railway articles appearing daily in your columns. The utter inability or neglect of the railways to supply the means of moving the crops at their stations is causing the crops at their stations are discharged from the Shelter. They are allowed to care for them selves and do the worst they are discharged from the Shelter. They are allowed to care for them selves and do the worst they are discharged from the Shelter. They are allowed to care for them selves and do the worst t have in many cases sent grain away success, and that legislation from my elevators, from not having room to receive it. The remedy you

THE EAST SIDE LOOKING UP. the Don," as it was once derisively call- light, as well as cheap power. ed, is coming into its own-almost too Canadian Northern one a little higher ed to point out what the Beck law is planning for big things in Ash- Sun. bridge's Bay. So probably is the Grand Trunk. A number of factories are un-

exceeds all previous records. The one essential still required for brought about by what threatens to this side of the c'ty is the high level overcome Toronto if it is not stopped siaduct from East Bloor-street to Dan- now and forever, and that is THE ford-avenue. It will complete a great BETRAYAL OF THE CITIZENS BY thorofare, give the best access to the THE NEWSPAPERS. Town of East Toronto, and to the King- For years and years the light, heat ston-road, and open up hundreds of and power ring have been busy sewing acres of cheap and near building land. up Montreal thru a servile council It may also open up a factory quarter and a legislature at Quebec that would with switches off the present Grand sanction and legalize any of their con-

Trunk line. the big raliways in regard to how they shall come into the city from the east.

CHEAP LIGHT FOR TOWN AND citizens.

asserting their rights.

FARM. Walkerton Times: The Globe is so husy telling about peace on earth. good-will to men, that it hasn't time to show the people of Hamilton and Toronto how much the Beck power bylaw would save them a year in

The Times is right in pointing out this latest exploitation. that cheap light is the great service that the Beck proposition involves, in Port Hope up to the Detroit River for given to the city by Mr. John Ross

a month or six weeks old, which have if similar charges could be collected ada, our home," not been able to procure cars for I from the railways I think the shiphaye had sales canceled for the same pers would soon have have had sales canceled for the same pers would soon have a lien on the reason, and have also had to rereason, and have also had to refuse orders for quick shipment. I hope your efforts may be crowned with

less than coal oil. Every farmer in that At last the portion of the city "over district can have plenty of cheap, clean The World is more than surprised much of it. The Grand Trunk wishes that The Weekly Sun, in its devotion

to build a new lake shore entrance; the to the cause of the farmer, has neglectup; also the Canadian Pacific with a means to the farmer in the way of similar project. The Canadian Nor-; light and power. It can at least be thern has already a great yard under safely said that Mr. J. E. Atkinson is way just this side of the Don, and it not writing the power articles of The

A WARNING TO TORONTO. The unfortunate condition of Montder way, and, as for house-building, it real in regard to its streets, its light- in which so many of our hard-worked curred may be summoned laten. ing, power and railway franchises was

tracts with the aldermen; and a news-For once, also, the whole of civic opin- paper press did what some of the Toion and civic machinery are available ronto papers were caught red-handed for co-operation with the residents over in doing-publish matter and articles the Don for restraining or regulating that misled or chloroformed public opinion. The newspapers did all this work for pay and the one paper that The people over the Don feel very could have afforded to have fought much like holding up their heads and for public rights was one of the biggest sharers in the profits that accrued to the exploitation of the unfortunate

> Montreal is in such a bad way in all these respects that it is proposed to extend the public franchises practically for fifty years more in order to get over temporary financial troubles. And the newspaper press that betrayed the people before are aiding

so far as the number of people bene- The people of Toronto, generally fited. Niagara power distributed by speaking, are very proud of the posthe province and the municipalities will session of the Sick Children's Hospital, be able to light every house west of the splendid institution so generously

Robertson. It is likewise generally understood that the donor takes a deep personal interest in the hospital, but it is not so widely known that he plays Santa Claus to the suffering patients as regularly as the Christmas season comes. The Sunday World was accorded permission to photograph the sick bables' benefactor as he appeared in the role of good old Kris Kringle at the hospital on Christmas Eve. The pictures emphasize Mr. Robertson's profound interest in the institution and assure the unfortunate little ones of Toronto of a generous friend in Santa Claus Robertson.

East Toronto is keeping pace with the northwestern section of Toronto in building operations. Pictures are given this week of the new Masonic Temple on Balsam-avenue, the new high school in the village and the first illustrations are presented of active building operations at the new amusement park at Leuty-avenue and East Queenstreet, leased by a Montreal syndicate. There's a group of the policemen of Division No. 1, and a fine picture of the band of the 91st Highlanders of Hamilton. Portraits of the issue include the late Sir William Pearce Howland, K.C.M.G., Emerson Coatsworth, elected mayor of Toronto for a second term, and Mrs. Coatsworth; George M. Bogues, a Listowel boy who has earned fame in American musical circles and comes to a local theatre this week as the leading tenor vocalist, and W. F. Cumming, damous longdistance runner of the Toronto Y. M. C. A. harriers.

Cobalt pictures are bound to interest a large section of the community. In to-morrow's issue are given a winter picture of the Abitibi mine and of a celebration which took place the night after Erie mine disclosed a new vein of silver equal to anything yet discovered in the camp. Some will smile, others will shake their heads at this picture.

"Gee-Whiz" is the title of a tobog-ganing picture, which tells its own story of excitement and genuine sport, and shark fishing in Florida gives a and shark fishing in Florida gives a action against A. Crawford Craig of touch of climatic contrast. Toronto claiming \$10,000 for commis-

the good things in to-morrow's World.

Many will read with intense interest a story of the old days when bandits held up stages in the American west and torrowiged the stages in the stages are a partial list only of Justices Teetzel and Anglin leave for Port Arthur to-day to continue the election scrutining of the W. A. Prestonand terrorized the country. The young which gave Preston the election by 15.

folks will like "Impressions of Kerry," a delightful letter from a bit of Ireland of which little is heard. The literary tone of the issue is up to the high standard set for The Sunday World, and the illustrations are far superior to any of its contemporaries, possessing at the same time a direct Canadian interest and a personal Toillustrated publication in or out of

its advertising pages) has kept a file for Greek temples. of the illustrated section for the past year. He said he wouldn't take \$100 for it and he is preserving good copies

The gentleman has discovered the legislation will be Sunday World. The reader who begins with this issue and preserves a met at the Queen's Hotel yesterday, stated that their meeting only resultclean, unmutilated file of The Sunday World during the present year will be astenished at the amount of pictorial Information and entertainment he will be possessed of at the end of the twelve months. Try it.

THE CAUSE OF IT ALL

Said a doctor of large practice. This on these lines, was instituted to-day uncivilized crowding of the Toronto by the interstate commerce commisuncivilized crowding of the Toronto by the interstate commerce commission.

Officials of both railroads have been disease, ill-health, and the bad temper in which so many of our hard-worked curred may be summoned later.

In acknowledging Xmas gifts from the firm amounting to 300 turkeys and \$100 cash towards their annual plenic in the summer, the employes of the Dominian Radiator Co. have memorialized the presented and directors, expressing sincered thanks.

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> > MAIN FLOOR, QUEEN STREET

men and women reach home every evening. Is it fair to put fifty thousand people in a squeeze press for half an hour every morning and evening?"

OSGOODE HALL

Samuel Gertzbain claims that fraud-ulent misrepresenations were made on the sale of certain property situate on

sion as broker. West Nipissing.

BANKS IN TEMPLES AND SYNAGOGS

A good deal of misunderstanding prevails over the new building with pillars rento interest that is found in no other and dome on Yonge-street, opposite Albert-street. Because of its proximity to St. John's Ward, and its resemblance One admirer of The Sunday World to a synagog a lot of people think it is one. You might as well mistake the branches of the Bank of Commerce

THE CHILDREN'S COURT.

J. J. Kelso, provincial superintendent

REPORTS ARE READY.

George Gibbons, K.C., of the international waterways commission, which ed in an agreement relative Chicago drainage canal and Lake Erie boundary reports, both of which require to be submitted to the respectamounts, leaving it to the general publive governments, then returned to lic to subscribe the remainder. the commission, when the decisions arrived at will be made public.

Washington, Jan. 4.—An enquiry in-to the operation of the block signal systems of the Baltimore and Ohio Railroad and the Southern Railway Said a doctor of large practice: "This suggested by recent distastrous wrecks

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G. R. MAJOR - MANGER

SOUTH AFRICAN MONUMENT. Figure of "Miss Canada" is Now Ready for Casting in Bronse.

At the meeting of the finance of D. R. Wilkle presided at the meeting, which viewed hopefully the prospect of obtaining subscriptions sufficient to meet the estimated cost of the monument of \$35,000. The provincia government has pledged itself to do nate \$5000, and the city council had done likewise, while the Dominion gov. ment and interested organiz are expected each to make up lik

Raisuli, the Bandit.

New York, Jan. 4.—A despatch from Tangler says: Raisuli remains at Zina and watches the gradual withdrawa He has returned to his mountaineer in his hand and scarcely sleeps at al



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letug-utpe APPOINT

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in the secon worth Count FOR LA It is stated may be look the appointn vacant insp the City of son of William market, who known as go The appoint trol of the partment by

partment.

WHO IS Mexico Cit Dougal, a wi committed si last night. McDougal in Toronto.

Enquiries a cering official to McDouga! GOT

YOU You get a onder what pay no attent by imperfect a is the first sig The kidney close network with tiny ela the blood.

They are c serve the gen most people a kidney troubl Some of the weakness in pains in back, swelling of pains in back, swelling of the troubles such sive urination ored urine, etc.

Mr. J. L. Wh. Mr. J. L. Wh. Writes: "I say trouble. I had and legs. I count fettle, I took pains, and the urined and I no Doan's Kidney trouble.