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All Railway news stands and trains.

PROTECT PUBLIC RIGHTS.

If the Ontario Government wish to protect public rights in connection with the proposal to increase the capital stock of the Toronto Electric Light Co., they can do it very easily by rushing an act thru the legislature to-day and having it forthwith assented to by the governor, declaring that any capital stock issued in connection with a public utility must be sold at the highest possible price and any premium which it brings must go into the treasury and be used for the purpose of the utility and not be divided among shareholders as a premium, and in that way add unnecessarily to the cost to the consuming public.

Or, if that suggestion does not commend itself to the government, another solution of the difficulty which presses on Mr. Hanna—one, too, for which there is ample and excellent authority—is to make the new companies' bill active, so that its provisions will apply to all stock issues authorized under the present act, but not actually carried thru.

Either of these methods—supposing it be held that the government has no discretionary power to refuse approval of the light company's application—would afford a satisfactory and perfectly legitimate measure of protection against the company's attempted stock watering. If the government fails to protect the interests of the citizens in this respect and to vindicate its own power policy, the future will not be due to lack of power and opportunity, but to want of will.

LET THE GOVERNMENT BUILD.

No hesitation should be shown by the government in resolving to build the connecting railway in Cobalt as an annex of the Temiskaming and Northern Ontario road. This line has already proved its value and demand, and that with proper business management, government owned and operated, railroads are of public benefit. Inestimable advantage, too, is the impossibility under government management of loading the undertaking with issues of watered stock at the expense of the public users. The public interest requires that the connecting road, which should naturally be operated in conjunction with the Temiskaming and Northern Ontario line, be under public ownership and management, and this ought to be the decision of the government.

A VALUABLE AMENDMENT.

The amendment to the university act, by which past-presidents of the university become ex-officio members of the board of governors, is a commendable improvement on its original form. The accumulated knowledge of university conditions and administration possessed by a president who has held office for the time specified in the amendment, or longer, cannot fail to prove invaluable to the board of governors, most of whom are not familiar with the direction of academic affairs.

One of the immediate effects of this amendment will be to constitute President Loudon a member of the board of governors. Probably no other man in Ontario possesses such an intimate knowledge of university questions, and no other has studied so thoroughly the problems which now confront the institution and materially affect its future development.

Prior to his resignation President Loudon had formulated and advocated a number of important developments in the work of the institution, such as those relating to forestry, pedagogy and astronomy. His presence on the board of governors will be of great assistance to his colleagues in dealing with these and other important matters of university policy which are now pressing for solution.

Pretty Low.

For The Globe to rebuke its own un-



WHO ARE THEY?

THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Sixty-Eighth Article.

IN DEALING WITH THE RAILWAY COMPANIES THE PUBLIC WILL GET PRECISELY WHAT THEY DESERVE.

This statement was made in our first article in connection with the railways and the board of railway commissioners, and the order issued by the board of railway commissioners compelling the railways to make a rate of three cents per mile east of Toronto is conclusive proof that it is correct. The reduction in the rate east of Toronto has been made, because the people deserve it. In other words, public opinion forced the board of railway commissioners to act.

One of the most important matters before the public to-day is the question of reciprocal demurrage. If it is right and proper for the railway companies to charge the public for delays to rolling stock, it is equally fair to demand compensation from the carrying companies for delays to traffic en route. Reciprocal demurrage will become the law in Canada just so soon as the people deserve it, and it rests with ourselves to secure legislation covering this question. The government cannot withstand the pressure of public opinion if it is brought forcibly to bear upon them. The people of Canada from one end of the Dominion to the other are demanding the passage of a reciprocal demurrage bill, and the press of the country are practically unanimous in its support. It is the duty of the people to watch the actions of their representatives in parliament and insist upon their supporting measures, which are brought forward for the purpose of removing existing abuses in connection with the transportation problems of the country.

There is not a railway official in Canada who can offer any reasonable argument against the passage of a reciprocal demurrage bill. There cannot be one law for the public and another for the railway companies, and it is the duty of the government to see that the people of Canada are protected against one-sided legislation in favor of the carrying companies.

The board of railway commissioners contend that they have not the power to deal with the question of reciprocal demurrage, and it, therefore, becomes necessary to bring the matter before the house of commons with a view to furthering the passage of legislation which is absolutely necessary in the interests of the people. When reciprocal demurrage becomes the law of the country, we will have heard the last of car shortage in Canada. Let us therefore all work together and bring whatever influence we may have to bear upon our representatives in parliament, with a view to securing the passage of a bill enforcing reciprocal demurrage.

The Ohio State Journal when it said: "Now this is the idea that the people contend for. It is not prejudice. There is no desire to harm a road or to injure its legitimate earning capacity. It is simply an insistence upon the railroads conforming to the public policy that's all. In the past year there have been some reductions of rates, and the indications are that the roads were benefited by them."

RAILWAY RATE DECISION.

Toronto News: The action of the railway commission in ordering a reduction in passenger rates so that the maximum fare east of the Rockies will be three cents a mile is an important decision. For some time attention has been drawn by Mr. W. F. Maclean to the fact that passenger rates east of Toronto were 3 1/2 cents a mile, as against 3 cents a mile west of Toronto. Such discrimination was unjustifiable and unfair, and it is surprising that it has been allowed to exist so long. There can be no valid reason for it. It is the decision of the railway commission is a welcome one.

Discrimination in rates is one evil we do not require in Canada, and it is well that it should be abolished.

MELLEN SEES ROOSEVELT.

Washington, March 19.—Charles S. Mellen, president of the New York, New Haven & Hartford Railroad, had a conference with the president at the White House this afternoon, on the railroad situation. He remained with the president about 40 minutes. He referred all questions to Secretary Loeb.

A Workman Who "Works" Workers.

Hebrew Bakers Fined.
For breach of the Factory Act, in having required their employees to work more than 40 hours a week, four Hebrew bakers, 176 York street; Eli Markowitz, 114 Agnes street; Levi, 74 Agnes street; and Goldfarb, York street—were heavily fined by Magistrate Kingsford yesterday.

AT OSGOOD HALL

ANNOUNCEMENTS FOR WEDNESDAY

Chambers.
Cartwright, master, at 11 a.m.
Single Court.

Cases set down for hearing before the Hon. Chief Justice Meredith, at 11 a.m.:

- 1.—Re Pellatt estate.
- 2.—Sale v. Colonial Construction.
- 3.—Benson v. Terney.
- 4.—McCabe v. Presbury.
- 5.—Dodd-Anderson v. Ranney.
- 6.—Martin v. Gibson.
- 7.—Peterson v. Uaborn.
- 8.—Remick v. Billing.

Divisional Court.

The Hon. Chief Justice Falconbridge, Britton, Clute J. Peremptory list for 11 a.m.:

- Gould v. McCrae.
- St. Catharines v. Thorold.
- Toronto Non-Jury Sittings.
- The Hon. Mr. Justice Testezel, at 10.30 a.m. Peremptory list:
- St. Catharines v. Thorold.
- Nicholls v. Nicholls.
- O'Hara v. Creighton.

Toronto Spring Assizes.

The Hon. Chief Justice Mulock, Peremptory list for 10 a.m.:

- Poster v. Toronto Railway.
- Nixon v. Mullock.
- Bank of Nova Scotia v. Dickson.
- Gavigon v. Switzer.
- McArthur v. Toronto Railway.
- Specific Performance.

Thomas Meredith has issued a writ against Jesse H. Whittier of Toronto, claiming specific performance of a certain agreement to the sale of 173 East King street.

A Secret Process.

Wills & Co. have begun an action against the German Canadian Smelting & Refining Co. of Toronto and others, claiming damages and an injunction restraining the defendants and their servants from selling or advertising a secret process known as the Schneeberg process, for refining, smelting and treating cobalt, nickel and other ores within the continent of North America.

Conversion.

A writ has been issued against John Ferguson of North Bay by Victor Watson of New Liskeard, claiming \$300 damages for conversion.

Loss of Goods.

W. A. Bond of New Liskeard is suing A. R. Macdonnell of the same place for \$71.35 for loss of goods and personal injuries sustained by plaintiff thru the negligence of Macdonnell, and also \$25 for balance due on wages.

Service Good.

The application of Daniel Clark to have the writ of summons served upon him substantially for the defence in the action has been dismissed without costs. Clark is the father of Mrs. Bound, who left for Detroit with Isaac Bell, a Northumberland County blacksmith, before the writ, claiming \$6000 for alienation of affections, could be served upon Bell. It is alleged that Clark has knowledge of the whereabouts of the runaway pair.

Banks Holden Falls.

The Crown Bank of Canada applied to Master-in-Chambers Cartwright for an order that The Toronto Cream & Butter Co., now in liquidation, give security for costs before being allowed to proceed with their action against the bank. Judgment has now been given deciding that the motion was unnecessary and dismissing it with costs to the plaintiff in any event.

James McIlroy was riding on a street car when a team driven out of Miles' lumberyard, on West Dundas street, collided with a loaded car, as a result of which McIlroy was injured. McIlroy brought an action for damages against Ann J. Miles, but she disclaims owning the team. The plaintiff then moved before Master-in-Chambers Cartwright to be allowed to add defendant as a party defendant. Judgment has now been given, allowing McIlroy to discontinue against the wife, or to join the husband as defendant. If plaintiff discontinues he may do so without costs. If he desires to add George G. Miles as a party he can with costs in the cause. He must decide within one week.

PUBLIC OWNERSHIP.

Editor World: "Workman," in your Saturday issue, while conceding the justice, and, therefore, the necessity, of municipal ownership, objects that public ownership cannot be successfully applied in the wider sphere of provincial or federal control.

Now, either the public ownership idea rests upon a fixed principle, or is a matter of local expediency. If based upon a principle, the limit of its application cannot be determined by mere difficulty, mere bigness, and the bigger the monopoly the greater its power for extortion and corruption, and, therefore, the greater the need for the application of the corrective principle.

What the people need is an intelligent grasp of the principle. Those who in any degree profit by privilege will endeavor to keep the public mind in confusion. Witness the emphasis which is laid upon the overthrow of the "progressives" in London.

While this failure, however, in no wise disproves the correctness of the principle underlying public ownership of public services, it does prove the folly of attempting public control of things which are not public services—the making of bricks, for instance.

Because there are always some men who will profit at the expense of their fellows, it is the business of the sovereign power to keep the highways clear, maintain equality, and prevent interference.

But if we permit the control of the highways by private interests, we surrender to a large extent, our sovereignty and actually invite that aggression and interference which is the special function of the sovereign power to prevent.

On the other hand, to use the pollock power for the making of bricks is like ordering the policeman to weed the gardens or clean the windows on his beat.

The one is a public, the other a private, function.

By owning the highway, I may seriously interfere with the private enterprise of my fellows. By the making of bricks I benefit them.

It is the function of the sovereign power (the people), thru their agents, the government, or, in the narrower field, their municipal officers, to facilitate the making of bricks, rather than to make them. This may be done by the removal of special privilege in any form. As Elbert Hubbard says: "The business of society is the elimination of the parasite."

A Workman Who "Works" Workers.

Hebrew Bakers Fined.
For breach of the Factory Act, in having required their employees to work more than 40 hours a week, four Hebrew bakers, 176 York street; Eli Markowitz, 114 Agnes street; Levi, 74 Agnes street; and Goldfarb, York street—were heavily fined by Magistrate Kingsford yesterday.

Another Great Buy In Men's Spring Shirts

It happened again! A maker of really good shirts came along with nearly eight hundred—his overlots—as fresh and desirable as the Spring.

What we paid for them doesn't matter: here's the point—

Our own finest spring stock is clamoring for more show space, can't keep this extra purchase a day. So out they go again Thursday, and at

A Price That Wouldn't Buy the Material let alone the making and laundering.

Nobody with a shirt need should miss this.

Fine Cambric in dark blues—medium and light stripes and figures; soft fronts; laundered neckbands; wristbands or separate link cuffs. Sizes 14 to 17½.

The selling will start with a rush at 8 o'clock. The price. Each..... 37c

MAIN FLOOR—QUEEN STREET.

T. EATON CO. LIMITED
190 YONGE STREET, TORONTO

FOUR PER CENT. CAPITAL - \$2,500,000 RESERVE - \$400,000

THE UNION TRUST CO., Limited,

TEMPLE BLDG., 174-176 BAY STREET.

TORONTO,

Receives deposits subject to cheque.

Allows four per cent. interest on balances and COMPOUNDS IT QUARTERLY.

Accounts of Executors and Trustees are especially invited

Money to Loan. Safety Deposit Vaults to Rent.

RESIDENT GUN LICENSE TAX.

Editor World: "History repeats itself," seems to be as true in our times as in former times. Years ago father used to amuse us by telling about poaching, poachers and gamekeepers. He never thought his children would see the day, in this big country, when the poor would be taxed for the privilege of carrying a gun. Such is the case. Why? Because the rich want money to give to some friend who will get a snap as gamekeeper? No! Not to protect the fish? Guns are hard on fish. To protect game? Nonsense! If that was the true reason, hounding would be prohibited.

We pay millions of money to train our young men how to handle a rifle, but a boy or young man may not train himself. Five hundred men trained in army methods could not match one hundred self-trained men. Have we already forgotten the Boer war? History is useless in our parliaments.

I consider that the taxing of guns and rifles is a disgrace to the intelligence of every true Canadian. Let us kick all such Russian legislation out of our fair Dominion. Our government allowed two parties to go hunting, then our northern country, while the snow was deep, and at a time when big game should not be disturbed. Why? You had better answer. Because they intended to do good? So did the little boy who shot the robin. He intended to kill a duck.

MORE DISCRIMINATION.

Hamilton Herald: Now that the Dominion railway commission has abolished discrimination within the great part of Canada, it should consider the advisability of taking some action to prevent a form of discrimination which is certainly not less galling. We refer to the discrimination made by Canadian railways in favor of American passengers. Americans, purchasing tickets in Michigan, are granted the privilege of travelling thru Ontario on Canadian railways, which have been heavily subsidised by the Canadian people, for two cents a mile, while Canadian passengers on the same trains are charged three cents, and even more. Is this fair?

King Leopold Unconscious.

New York, March 19.—A despatch from Brussels says that, notwithstanding official denials, King Leopold, who is visiting the Riviera, had a cerebral attack a few days ago. He was unconscious for some time.

LORD BEREKESFORD IN WINNIPEG.

Winnipeg, March 19.—Lord Charles Berekford arrived from the Pacific coast to-day and left for New York on the Soo line to-night.

THE IDEAL LIGHT BEER

All the delightful flavor—the tonic qualities—of the finest hops and malt are caught and held captive in

BECK'S PILSENER BEER
"The Light Beer in the Light Bottle"

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

Michie & Co., Limited

It upfear to demand that Canadian railway companies which carry American passengers for two cents a mile should charge the same rate to Canadians?

TOOK CARBOLIC ACID BY MISTAKE

Mistaking carbolic acid for whiskey, George Kelly, who lives at 1052 East Queen street, with his wife and child, took a fatal dose on Monday night and died yesterday.

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DR. AGNEW

WITH THE FORESIGHT OF A PROPHET, BY THE AID OF THAT GREATEST OF KNOWN TREATMENTS—"DR. AGNEW'S CURE FOR THE HEART"—IS LEADING THOUSANDS OUT OF "EGYPTIAN BONDAGE," OUT OF ILL-HEALTH AND UNTOLD SUFFERING TO THE "PROMISED LAND" OF PERFECT HEALTH.

DOES YOUR HEART ACHE?

DR. AGNEW'S CURE FOR THE HEART WILL STOP THE PAIN

Is there palpitation—Is there fluttering—Is your breath short—Is it hard to find your pulse sometimes—Do you have smothering spells—Do your feet and ankles swell—Do you have fainting turns—Do you have nightmares—Do you have pain in the left side, shoulder or arm—Ever experienced great hunger and exhaustion—Do you have chilly sensations? Dr. Agnew's Cure for the Heart has saved thousands of sufferers, and it can help and cure you; but you cannot afford to toy with heart troubles, so if you have any of the heart symptoms to-day then to-day is the day to put yourself in touch with a remedy—this great heart treatment that never fails.

I was under treatment," says Mr. A. Lavers, of Collingwood, Ont., "with some of the best physicians in London (England) for what they diagnosed as incurable heart trouble. I suffered agonies through pain about my heart, fainting spells, palpitation and exhaustion. As a drowning man grasps at a straw I tried Dr. Agnew's Cure for the Heart. The first bottle relieved me greatly; two bottles took away all traces of my heart ailment."

DR. AGNEW'S LITTLE LIVER PILLS cure all liver ills—10 cents. DR. AGNEW'S CATARRHAL POWDER, a sure cure for catarrh.

SWEET CAPORAL



CIGARETTES
STANDARD OF THE WORLD