

THE TORONTO WORLD

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bag. Perhaps Saturday Night will tell us why the ordinary traveler should be punished because the railway company chooses to do a kind of business that leaves them open to scalping?

The issue is between scalping the traveling public by the railways and scalping the railways by brokers. The railway thinks it right to punish the traveler for the sins of the scalper.

And this law, like most of our laws passed in the reign of the railways at Ottawa, has the usual one-sided injustice: a penalty of fine or imprisonment or both is imposed on the traveler who sells his ticket; there is no penalty on the railway for refusing to cash an unused ticket, except by a tedious action at law.

And these are the kind of laws that our ministers of justice up to this date seem to delight to pass.

RAILROAD REGULATION.

Mr. William J. Bryan is right, says The New York Press, when he states that the facts brought out in the examination of Railway King Hamilton have created more sentiment in favor of government ownership of railways than all the speeches of the advocates of that policy. The Press adds that the abuses caused by private ownership, including wrecks attended by appalling loss of life, could not be worse. What The Press very aptly calls "the seizure out of the profits of the operation of hundreds of millions" for the benefit of a few railway magnates, could not, it says, occur under government operation. Even the there might be graft under public ownership, "it could scarcely reach into the fabulous sums that the Hamiltons and many hundreds of lesser grafters have taken from the pockets of the people."

The Press also finds itself compelled to affirm that the attempt to control the railways by means of the interstate commerce committee, has been of little avail to prevent extortionate freight rates. This extortion it places at upwards of half a billion dollars annually. Those Canadians who hug the delusion that our railway commission can be depended upon to guard the public against extortion, will do well to ponder this, and, while thinking of it, they will do well also to remember that the American interstate commerce committee is really in earnest in its efforts to curb the rapacity of the railways there, and is prepared to use the large powers it possesses to the utmost capacity.

BLOOR STREET VIADUCT FIRST. The board of control has agreed to sell to the Canadian Northern Railway thirteen acres of property set aside for park purposes on the banks of the River Don, and the matter comes up for final settlement before the city council on Monday.

The city council should go slow and make no deal with the C.N.R. until arrangements are made for the requisite reservations preliminary to the building of the Bloor-street viaduct joining Bloor-street with Danforth-avenue. While this may have been touched on in the agreement now before the city council, still it is a matter of such large import that it should receive the most serious consideration of the councillors.

The sale of this land to the Canadian Northern will immediately necessitate the closing of Winchester-road, and there will be no longer a



Holt, Renfrew & Co.
request your inspection of
the first showing of
Spring Millinery
in their showrooms,
5 King St. East,
on Tuesday and Wednesday,
March 12th and 13th,
1907.

therefore by Winchester and along the Don flats. It will bring into the province of present practical problems the building of the viaduct over the Don adjoining Bloor-street and Danforth-avenue. This viaduct should be begun before the sale of the land is made to the Canadian Northern.

The city council should go on record as in favor of this viaduct and appoint a committee with wide powers to take up the matter of its immediate building. If this land is sold to the Canadian Northern and no provision for a viaduct made, that part of the city northeast of the Don will become more isolated than it is at present, and the only means of access to it will be via Queen and Gerrard-streets. The thousands of acres of excellent building property will be more or less inaccessible, unless the building of the viaducts taken hold of by the city council as a work of immediate necessity.

First agree upon the construction of the Bloor-street viaduct. Let the sale of the land to the Canadian Northern be a secondary consideration, and one that will fit into the prime question, namely—the immediate building of this viaduct.

JUDGE WINCHESTER MUST DECIDE. Judge Winchester, able and astute as

he is, knows that he should give out his judgment of the assessment of properties for the extension of James-street. All he is called upon to do is to revise the assessment made by the court of revision. He has no authority over the extension or non-extension of James-street, but by law his judgment is limited to the matter of assessment.

His allowance of delay, in order to give certain petitioners an opportunity to be heard, was reasonable, but now that these petitioners have been heard, his failure to give judgment, which may change the assessment, places these petitioners in the position of men working on uncertain premises for they rely for arguments on an assessment that is quite possibly already changed in the opinion of the judge.

Worse still, the obstinate attitude of the judge has brought about a species of dead-lock between him and the city council. He wants the city council to grant, or to refuse the petition of the petitioners whose cry he himself has already heard. These petitioners do not want the work of extending James-street to go on, although this work was decided upon more than a year ago.

For Judge Winchester to decline to give judgment until the city council passes on this petition is for Judge Winchester to do something that the

law does not give him authority to do. His attitude assumes that he believes he has more wisdom and more absolute power than all the city councillors put together. It is not for The World to say that this assumption is incorrect, but it is mighty humiliating to the city councillors to have a judge overstep the bounds of his authority and mix up with a matter that is not his concern.

In view of all these facts, The World takes pleasure in calling upon Judge Winchester to deliver immediate judgment regarding the assessment for James-street extension, and every day that he declines to deliver judgment increases the public scandal of having a member of the bench step into a conflict upon which the law gives him no authority to enter.

PREPARING FOR BUILDING TORONTO'S NEW HOSPITAL

Committee Leaves for United States
for Information That Will Be Useful.

M. J. Haney, chairman of the building committee of the new Toronto General Hospital, Messrs. Darling and Pearson, the architects, Prof. A. B. Macallum, and Dr. J. N. E. Brown left last night for Baltimore, Philadelphia, Washington and other points.

They will visit a number of hospitals, especially those of the latest design and construction, in search of suggestions for the great institution that is to stand on College-street and University-avenue. By the direction of the provincial secretary, Dr. Bruce Smith, inspection of hospitals and charities, accompanied the party. The property upon which the new hospital is to be built is estimated to be of the value of \$500,000. Powers of expropriation will, of course, enable the hospital trustees to acquire what is needed, but almost without any necessity for arbitration or other proceedings, agreements have been obtained from the owners of \$500,000 worth of the real estate.

The remaining \$100,000, it is expected will in a short time be arranged for by such negotiations as have hitherto proved so successful.

NO MEDALS GIVEN.

There is a widely prevailing impression that the governor-general awards a medal to the youngest child passing the high school entrance examination in the Province of Ontario. The World is requested to state that this impression is quite erroneous, no medal being given by his excellency on the conditions indicated. It may be further stated, as a probable explanation of what has given rise to the impression that Lord Aberdeen, who is governor-general, on the occasion of a visit to the City of Belleville, presented a silver medal to the public school of education for its public and high schools. The board decided that the medal should be kept in the assembly room of the high school as a memento of his lordship's visit, and should be awarded from year to year to the pupil of the public schools, being under 15 years of age, who obtained the highest number of marks at the entrance examination for the high school.

THE BORDEN CLUB.

Editor World: Will you kindly inform me whether the above named club is of an exclusive character? In the announcements of its meetings, which appear at rare intervals, there is always an absence of any general invitation to outsiders to attend. I mean, of course, by outsiders, those who belong to the Conservative party, but are not in close touch with the officers of the club. Any information you can furnish concerning the object and mission of the "Borden Club" will be fully appreciated.

T. M. Humble.

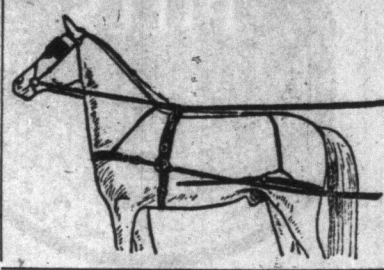
A WORD TO THE WISE.

Editor World: The only stretch of sidewalk on Church-street which was impassable (without wet feet) from deep slush and running water) on Sunday afternoon, was on the west side, between Gerrard and Gould-streets, fronting the education department and Normal and Model School. Above and below the sidewalks were practically dry. Surely, if the Ontario government refuses to pay the city a proper share for the laying of the sidewalks, it could at least see that they are kept clean.

Wet Feet.

More Harness

ANOTHER BIG PRICE-INDUCEMENT



We're "after" quick, steady business Tuesday to "beat" a "big day."

And we've put

the price on six sets of our No. 101 SINGLE HARNESS where it will mean big money-saving to every purchaser.

Five sets have imitation rubber mountings; the other, nickel mountings. And every set is perfectly made, from good, solid leather, and thoroughly finished.

BRIDLE: 5-8 in. box loop cheeks, scrolled patent leather blinds, round stays, overcheck, good front and rosettes.
LINES: 7-8 in. fronts, 1 in. hand parts.
BREAST COLLAR: Wide shaped fold, with 1-8 in. layer and box loops.
TRACES: 1-8 in. double stitched.
SADDLE: 2-1/2 in. full padded patent leather skirts and jockey, leather lined, 1 in. sewn bearers.
SHAFT TUGS: 1 in. heavy, with box loops and billet for bellyband.
BELLYBANDS: 1-4 in. folded inside, 1 in. single strap to slide outside.
BREECHING: Widefolded seat, 1-8 in. layer, 5-8 in. hip strap, 7-8 in. side straps, flaxseed stuffed crupper.

Buy yours early in the day if you'd be sure of it. The price, each set... **\$10.99**

—BASKIN—

T. EATON CO. LIMITED
190 YONGE STREET, TORONTO

AT OSGOODE HALL

ANNOUNCEMENTS FOR MONDAY.

Chambers.

Cartwright, master, at 11 a.m.

Single Court.

Cases set down for argument before the Hon. Chief Justice Falconbridge at 10 a.m.:

1. Ellis v. White.

2. Martin v. Gibson.

3. Sale v. Colonial Construction.

4. Munro v. Gibson.

5. Kingswell v. McKnight.

6. Oxtoby v. Ware.

7. Loring v. Cole.

8. Downey v. Downey.

Divisional Court.

Peremptory list for 11 a.m.:

1. Re Height & Harrison.

2. Burroughs v. Morin.

3. Faulkner v. Greer.

4. Tasker v. Smith.

5. Murphy v. Toronto Railway.

6. Townsend v. Stephens.

Toronto Jury Sittings.

Peremptory list for 11 a.m.:

1. Foster v. Toronto Railway.

2. Widdis v. Toronto Railway.

3. Fenn v. Toronto Railway.

4. Brown v. Toronto Railway.

5. Snider v. McIntosh.

6. Guelton v. Curry.

7. McDonald v. Curran.

Toronto Non-Jury Sittings.

1. La Rose v. Temiskaming.

2. Riddell v. Boyesen.

3. Sapers v. Singer.

4. Trusts & Guarantee v. Fenn.

5. Field v. Good.

6. Clark v. Hubbard.

Ontario Bank Action.

The Ontario Bank has issued a writ against Thomas Caution of Kenilworth, claiming to recover \$366.82 on certain promissory notes.

Steamship Company Suit.

The Canada-Jamaica Steamship Co. have begun an action against the Turbine Steamship Co. of Hamilton claiming \$40,000 for loss of earnings and damages caused by the defendants wrongfully and illegally seizing and depriving the plaintiffs of the possession and use of the steamer Turbina.

Promissory Note.

Charles Dezell and William Dezell of Hopeville are made defendants in

When You Drink



you know that you are drinking a beer that has been twice filtered and pasteurized. It is PURE

"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

an action brought by the Ontario Bank, claiming \$226.49 on a certain promissory note.

METEOR IN DAVISVILLE.

A meteor was observed in Davisville on Saturday night shortly after 11 o'clock.

It was in view for 6 seconds or more, and for one-half the time cast a brilliant reflection, lighting up the sky.

The progress was from east to west.

SUICIDE BUREAU A SUCCESS.

New York, March 10.—Miss Booth of the Salvation Army announced to-day that the anti-suicide bureau has successfully passed the experimental stage and that it will be made a permanent feature of the organization.

THOS. MARTIN, M.P., ILL.

Ottawa, March 10.—Thomas Martin M.P. for Wellington, is seriously ill at the General Hospital. His physicians have hopes for his recovery.

THEY PROBABLY DO.



MRS. TAXPAYER: I'm gettin' no eggs. I blieve she's layin' at the Hayesses' or Shaughnessys'.
MR. TAXPAYER: Well, if she's layin' at the Hayesses' or Shaughnessys', then, by gum, let the Hayesses and Shaughnessys feed her.

**SWEET
CAPORAL**



**CIGARETTES
STANDARD
OF THE
WORLD**

THE Traders Bank OF CANADA

Capital Authorized \$5,000,000
Capital Paid-Up \$4,300,000
Reserve \$1,900,000
Total Assets, Over \$32,000,000

—HEAD OFFICE—

Cor. Yonge St. and Colborne Sts.

BRANCH OFFICES IN TORONTO:
King St. and Spadina Ave.
Riverdale—Broadview and Queen
Avenue Road, Cor. Davenport
East Toronto—Danforth Ave.

General Banking Business transacted.