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TWENTY-SEVENTH YEAR

FOURTEEN PAGES—WEDNESDAY MORNING DECEMBER 12 1906—FOURTEEN PAGES

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ONE CENT

**CHEAP POWER PROGRAM
WINS HOSTS OF FRIENDS
BECK'S TALK CONVINCES**

Solid Men of Hamilton Listen to
Exposition of Government Policy
by Representative of Govern-
ment—Questions Frankly An-
swered.

Hamilton, Dec. 11.—(Special)—Hon. Adam Beck made a lot of friends for the policy of cheap Niagara power in the important meeting held in the city hall here to-night.

The big council room was well filled with a representative audience of the most solid people of the city. A few among the 150 or more present were: Aldermen Stewart, Bailey, Wallace, Martin, Allen, Brown and others; O. Callaghan, Ontario Power Co.; Gordon H. Hendrie, C. Wilson, Hamilton Steel and Iron Co.; William Parr, William Hendrie, K.C.; Paul J. Myles, Thos. W. Watkins and Allan Stuholme, the new Labor M.L.A.

The president of the board of trade had a list of questions to ask, with which he dealt very fully. Mr. Beck was exceedingly happy with his treatment of the whole subject and, as he said himself, covered wider ground than at any previous meeting.

"Next day we always pick up papers and read that Mr. Beck did not answer some questions fully. Don't put us in that position," he pleaded; "if there is any question that has not been answered to your satisfaction, mention it now."

There was no mention and the frequent applause showed how the people felt. He was not there to answer criticisms in the papers, which did not come from the press, he said, but from this big electoral trust of Ontario. He thought they should be honest enough to come out in the open, and that they seemed to prefer to go along and call themselves "a-d-y-v." (Laughter.)

Cost of Distribution.

The cost of distribution was a question raised early and reverted to several times. It was stated that the estimate provided for the cost of trans-
portation stations and the shutting down of the current so that the city should attach its feeders to the buses of the station. The motors in Hamilton are intended for 66 cylinder current, while the Niagara current is of 25 cy-
linders. The motors would have to be changed to use Niagara power, but the change is inevitable in any event. The cost of distribution in Toronto would be greater than elsewhere on account of its size and the necessity for under-
ground circuits; notwithstanding this, the engineers had figured it at \$4 per

Continued on Page 14.

**ASHDOWN, IN HOT FIGHT
WINS WINNIPEG MAYORALTY**

Municipal Telephone Bylaw Carries
by Big Majority.

Winnipeg, Man., Dec. 11.—(Special)—J. H. Ashdown, the millionaire hardware man, the nominee of the board of trade for mayor, swept the city into his hands. This means that in his fight which the Bell monopoly made against the bylaw providing for municipal phones proved of no avail, and people decided in no uncertain tone.

The telephone bylaw was carried by a big majority, the voting being almost to a tie. This means that in his fight which the Bell monopoly made against the bylaw providing for municipal phones proved of no avail, and people decided in no uncertain tone.

The vote for board of control was very close, the second of ten candidates running. Ald. Cockburn, champion of municipal power, easily led; J. W. Baker, W. C. Garson and Ald. Harvey were the other successful contestants.

SPECIAL—Business people's lunch at Arcade Restaurant from 11.30 to 2.30 p.m. Grill Room open from 6 to 8 p.m. Lunch Counter à la carte as heretofore.

See Kay's great display of Pottery, Brassware and Bric-a-Brac, 36 and 38 King St. West.

Ten Cigars in a Box.
Just the thing for somebody you would like to give a few cigars: Good clear Havanas, \$1.00 to \$1.50 per box, at ten, at Clubb & Sons, 5 West King-street.

Something good, La Vola Cigar.

Easier, Customs Broker, 5 Melinda

Kay's Christmas assortments include a multitude of beautiful things in fancy furniture suitable for presentation.

The centrally located Tremont Hotel, corner Yonge and Queen-streets, is the most convenient stopping place for out-of-town Xmas shoppers.

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Oscar Hudson & Company, Chartered Accountants, 5 King St. West. M. 4786

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HOW THE PUBLIC ARE ENSLAVED.

The wretched service, the almost inhuman service, and certainly the most unwomanly service to women, given by the Toronto Railway has one main cause: it is impossible to give a decent service at the price of the fares and to pay 6 per cent. dividend (or more) on six millions of watered stock! This dividend is paid first and the service is then scaled down to allow of it. Here the cold story:

First, there are the bonds by which money was raised to build the road. Or to put it in another way and more exactly the syndicate that built the road took the bonds at a discount for the construction, and took the contract at their own figures.

Next they took and distributed to themselves six millions of watered stock as further profits.

Listen while we repeat it: they discounted the bonds to themselves, they swelled the construction contract up to the last notch, and then grabbed the six millions of watered stock. The bonds they sold to the bank at about par, and the stock to the public.

Now what happens every day is this:

First, the interest on the bonds has to be paid, and out of the receipts.

Second, the percentage to the city has to be paid for the use of the streets.

Third, the men's wages and cost of running the road, and the maintenance of the right of way has to be paid.

Fourth, dividends on any capital stock actually put in the road, and there was a little.

Fifth, a 6 per cent. dividend, about a thousand dollars a day, on six millions of watered stock.

Sixth, anything left is left to improve the standard of equipment; to improve the rails, cars, motors, increase their number to make decent cars take the place of crowded pens. To put it another way, and it is the way that it actually works out, nothing is left for this purpose, and the cars and service must deteriorate.

The public service and the public convenience are last. The citizens ought to know that the legislature declares that no dividend on watered stock will be given or any dividend whatsoever allowed, until the service is made satisfactory and human.

The management insist on six per cent. on the watered stock being paid before any improvement in the public service takes place.

This situation is up to the city officials and aldermen, to the Ontario government and the railway board and to the legislature.

The railway board, under the direction of the premier of Ontario, ought to seize the road, run it and pay no dividends until a decent and humane service is given. The treatment of women and girls in our crowded street car system is a crime that ought not to be allowed, even if dividends have to be sacrificed!

One of the organs owned by the street railway people is pretending to make the service better by asking that the city share up its percentage or rental with the passengers in reducing fares. That would not cure things. The company would still continue to pack the cars and would grab all the more for dividends. Take away the dividends and a cure will be effected, or, if not that, then take over the road and put it in the hands of a public commission.

Why have we, at great expense, salaried all these high officers of state, these judges, retained law officers, employed mayors and corporation counsel, if it is not for the vindication of public rights?

Or were public rights made to be trampled on and our women-kind to be treated like cattle in stock cars?

If we stand for this we will soon be asked next to stand for an exorbitant contract for Niagara Falls power, which, too, will have to be paid at the expense of the patrons of the road. Stop the dividends and, if necessary, take away the road!

The World to bring this question to a head calls the following gentlemen into court:

James Anderson, Councillor, mayor of Toronto.

The aldermen of Toronto, corporation counsel of Toronto.

Hon. J. P. Whitney, premier of Ontario.

J. J. For, attorney-general of Ontario.

The Ontario railway and municipal board.

The four members for the city in the legislature.

And

Hon. Robert W. Jeffray and Rev. J. A. Macdonald, president and editor of The Globe, morning organist of the electric ring.

John Ross Robertson of The Telegram.

J. E. McDonald of The Star, evening organist of the Toronto Rail-

way Co.

And J. W. Flavelle, philanthropist, millionaire, and protagonist of the poor, and J. W. Willison, LL.D., editor of The News.

And to ask these gentlemen and all in public if they think these 6 per cent. dividends on six millions of watered stock in the Toronto Railway should be paid before the standard of service is raised to what reasonable and fair treatment demand, or whatever they think that vested rights and the sacred interests of capital should be preferred to the comfort and convenience of the people—and the people of Toronto are more than one-eighth of the whole population of Ontario.

The curse of the situation is this thousand dollar a day in dividends on watered capital; what do all or any of these gentlemen propose to do about it? Or put it another way: What comfort and what an increase in the service of the street railway of Toronto there would be if this steel—and it is a steel, a cold black steel—were put into the improvement of the service?

Stand up gentlemen and make answer?

The World holds that the dividend must stand aside.

Perhaps William Mackenzie would stand up and say whether, as the holder of a great public franchise, he thinks dividends on watered stock should have preference over the comfort of the people who convey the franchise. Perhaps he thinks, as Robert Fleming thinks, the public should fry in its own juice.

**CHARGE INHUMAN TREATMENT
OF BODY OF DECEASED BROTHER**

Niagara Falls Oddfellows Will Call Attention of Attorney-General to Action of St. Catharines Hospital Authorities—Doctors Say Post-Mortem Examination Was Necessary.

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COBALT'S NEW FIRE ENGINE

Waterous Will Be Shipped To-Day—One for Haileybury, Too.

Men don't like the crowded shops at Christmas, and for that reason they usually buy their Christmas gifts early in December. "Some of our best pipes, and other exclusive Cobalt products have already been selected," says G. W. Muller, the cigar merchant. Though his importations of the best known brands of rare Havanas have been exceptionally large this year, Mr. Muller advises gentlemen to remember that the early buyer has the best choice. "Every year," he says, "we have been sold out of some of the choicest cigars and smokers' sundries long before the rash days of Christmas shopping."

Make her happy by giving her a useful, handsome sectional Bookcase as your gift. See the advertisement in the Office Specialty & Co., Limited, 97 Wellington Street West, Toronto. Phone Main 4240.

Remember.

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Empress Hotel, Yonge and Gould

St. R. Dismette, Prop. \$1.50 and \$2.00 per day.

GETTING OUT OF THE WOODS



PROSPECTOR LAURIER: "Who'd have ever expected to see me using a Toronto World Compass?"

OWL: "Who—who?"

**NEW BANK DIRECTORATE
IF NEGLIGENCE SHOULD BE PROVED
MAY PROSECUTE THE OLD**

President Hammond's Explanation of the Fourfold Duty That Has Fallen Upon the Shareholders' Board of the Ontario Bank.

AT LEAST 30 CTS. ON DOLLAR PROMISED BY THE CURATOR

Behind doors so closely tied that men bearing proxies were refused admission, while every cranny in the place was searched (resulting in the ejection of one enterprising newspaper reporter), the meeting of shareholders of the Ontario Bank, to receive a report as to its affairs and elect new directors, was held yesterday afternoon. It was a brief affair: all over in 50 minutes, during which the time was chiefly occupied by George R. R. Cockburn, the retired president, in reading a long statement in defence of the directorate, both in its management of the bank and in its negotiations to elect new directors.

The new directorate, as selected by the shareholders previously organized, and as exclusively announced in The World yesterday, was chosen as follows: H. C. Hammond, E. R. Wood, Bruce Culterford, C. S. Gzwinski and George Reedy. Mr. Hammond was subsequently chosen president and Mr. Wood vice-president.

The duties of the new board were thus explained by Mr. Hammond, who as chairman during the meeting, re-

Continued on Page 14.

**COMPELLED TO CLOSE
THE SMOKING ROOM**

Will Be Occupied by the