

THE TORONTO WORLD

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Walter Harvey, Agent.

NO DEALS, BUT PURCHASES.

The smooth-goods artists in the service of the electric ring newspapers have for two weeks now been busy warning the people who declared for the Beck power scheme not to go into the business as a public undertaking. BUT TO TRY AND MAKE TERMS WITH THE COMPANIES! And this, in the face of our experience with the Toronto Railway Company, the Toronto Electric Company and the Incorporated Light Company, our experience with the Consumers' Gas Company, the Bell Telephone Company, the Grand Trunk and the Canadian Pacific on the Esplanade! REGULATION OF THESE COMPANIES IS WHAT YOU WANT, NOT OWNERSHIP, say these kind newspaper friends. As if the companies, now that they've got a body blow, wouldn't agree to any kind of regulation, trusting to queer it later on as they've quered every form of regulation heretofore.

Let us stop this nonsense once for all. Toronto must own its local power and light plant on a valuation, and the province must own the distributing plant either by purchase or construction. The buying of power generated by a private company might be feasible and reasonable; but private transmission and distribution can only result in fraud, in demoralization of civic politics, and in deficient measure. We could soon correct the situation at the power generating end by a new plant or by expropriation. But if we ever let a distributing plant and its methods get a new foothold in our city we have invited a calamity, a proved calamity to contract, and a company that seeks big dividends on watered stock. The very company that we have in our city to-day has made an invidious bargain for power with the transmission and with the generating plants, the whole three companies being under the one Jaffray-Nicholls-Pellatt control. Directors, if they did such a thing—a bargain between themselves that was to the disadvantage of the one company in which they held less stock for the advantage of a company in which they held more stock—would in England be before the judges in a few hours. And yet this is what these companies are doing to-day. Both the street railway and electric light companies have made these—shall we only call them "improvident"—agreements, at the expense of the citizens of Toronto and at the cost of the shareholders in the weaker company.

Let bears and lions growl and fight, it is their nature to. So of these companies within a city: it is their nature and their record to act unfairly to citizens and to be a constant menace to honesty in civic rule. They'd sooner demoralize the council and city officials and buy newspapers and lawyers than carry out contracts in a fair way. A square deal to the people is to them a heresy.

When The Globe and The News can give us a case of square dealing with the people by these companies we will listen to them. Toronto can well afford to expropriate the power and light lines in her midst, and the province, with its Cobalt stores, can well afford to buy or build a transmission line. And all the municipalities are ready to follow Toronto's lead. But we want no more Jaffray-Pellatt-Nicholls rule in Toronto or on the way to Toronto.

And when The Toronto News tells us that we can regulate these companies, if we make deals with them, AS WE REGULATE THE RAILWAYS, it gives us heart-futter. What regulation of the railways does The News refer to?

A REASONABLE REQUEST.

Last year the board of education recognized the justice of the claims of the women teachers by making the minimum salary \$400 and the maximum \$500, to be attained after ten years' service. A rider was, however, appended, limiting immediate increases to not more than \$50 over the salary of the previous year. This means that while teachers beginning this year will reach the maximum in ten years, those who have already served from 12 to 30 years are barred from at once receiving that benefit. To-morrow night a deputation from the women teachers will ask the finance committee to recommend the removal of the rider, and as the request appears to be a reasonable one in the circumstances, favorable consideration should be given to the arguments advanced in its favor.

Standard Bank in Cobourg.
The Standard Bank of Canada has secured premises in Cobourg, and will open a branch there, in a few days.

HOW TO BRING FLEMING & CO. TO TIME.

No longer must the citizens of Toronto stand for breach of contract, disregard of public rights, and overcrowding and hustling of passengers by the Toronto Railway Company. Nor will they stand any longer for that blocking of the wheels of civic administration by R. J. Fleming and his agents.

The people of Toronto are in a position to enforce their rights, to compel the performance of the stipulations in the franchise. First of all they have access to the courts, and we still have respect sufficient for the law of our land and the judges of our land, to think that vigorous efforts by the city for the enforcement of the contract would result in a verdict against the railway company, compelling performance and an order directing the railway and its management to submit to the directions of the city as expressed by the city engineer. We are sorry to say that in former years any attempt to prosecute the railway in the courts was more or less hampered by agents of the company in the city hall. The people to-day will brook no further interference of this kind, and everybody in the city who suffers or is inconvenienced by the wretched service of the Toronto Railway ought to insist on the promptest action by the city council in the way of legal redress. But the company in the courts at once, take out injunctions, put the police after them.

Is there anything else the citizens can do? Yes, there are many things. For one thing, they have expressly reserved from the surface railway franchise, which we have great faith in, an express tube service, one thing that Toronto wants, and the only thing that will effectively accommodate all the people who wish rapid transit within the city. Our suggestion is to engage one of the young and new engineers, whether he be found in New York or London, who is thoroughly posted in tube construction, and to engage him for a year or so to study the question from the Toronto standpoint, and to make careful estimates as to what such a tube would cost, and what the prospect of an income to pay all costs of construction and maintenance, and, perhaps, give the city a surplus. Tube railways are built to-day for much less than formerly, and in much less time; and a tube service is the one service that is absolutely reliable, independent of weather, free from all kinds of street accidents, very quick in service, and an inconvenience to not a single soul who may be on the street. Such a service in Toronto ought to be a complement of the surface railway, and a person ought to be able to make an express journey for the long portion of his journey on the underground, and, if necessary, finish it on the surface railway for the one ticket. Our idea of such a tube railway would be one running north and south, say from the new Union Station to North Toronto, but not at all necessarily under Yonge-street. It might be under Victoria-st., it might be under Teraville-st., or University-st., or it might run from one street to the other on the diagonal, or under vacant property or anything of that kind. The other tube ought to be east and west, and run in the face of the city, working from West Toronto Junction eastwardly between Queen and King-streets, and keeping it sufficiently north over the Don to be able to go underground and to keep above the lake level and in the direction of East Toronto Town. These two tubes could easily carry a couple of hundred thousand people a day if necessary. They would handle all such travel as the suburban travel, they would handle all the people who go to the exhibition in the fall, and to the Woodbine winter prospect, they would give the public quick service, clean service, and, as we said before, a service that does not jeopardize the life of a single citizen or animal not in the cars. The citizens, therefore, have it in their privilege to build this tube railway if it is a feasible and financial proposition, to own it themselves, and to run it themselves, they think fit, or to lease the franchise for short terms. Certainly it is well worth the city spending ten or twelve hundred dollars for a report by a modern tube engineer and traffic expert on such a proposition as applied to this growing city. Let us say at this moment that our firm belief is that Toronto will be a city of half a million in a very few years. It is to-day a city of almost 300,000 people, who have to be accommodated by our street railway system. There are good days in the year that more than one-fifth of the entire people of this province is concentrated in this little piece of it known as the City of Toronto.

Is there anything else the city can do? Yes; it can go to the legislature for many kinds of relief. The legislature is supreme over municipal institutions, it is supreme over contracts as between municipalities and private corporations, and it is supreme in the matter of public rights, and the performance of contracts as between parties of all kinds. If the law to-day is unfair, notwithstanding any contract, it is the duty of the legislature to make it fair, and it is especially the duty of the legislature of Ontario to protect the public against the wrong-doings of these corporations. It is the name of the franchise, as long as the legislature is in the courts, that the Toronto Railway to-day is paying a six per cent. dividend on \$6,000,000 of watered stock, while at the same time it has allowed its service to degenerate, and while it has an equipment insufficient to accommodate the demand, it would be the duty of the house, by legislation or by an order, to direct the railway company to intervene to the extent of prohibiting any dividends being paid on this watered stock, and the service is supposed to be served by it. All this is easily within the purview of the legislature.

But the legislature can do more, and this to our mind is the immediate and only immediate solution of the surface railway situation in Toronto, and it is for the legislature to declare that not only the franchise, but any franchise given by a municipality to a corporation, is recoverable by the municipality on arbitration, at any time, and doubly so at a time when the railway has been proved to be guilty of breach of contract, guilty of providing insufficient accommodation and default of public rights. To ask the people of Toronto to submit to a curtailment of the service, to a starvation policy in the way of cars, tracks and men, in order to pay a dividend of six per cent. on each of their savings to make up this six millions of watered stock, is to ask them to let their readers try and grasp what six millions of watered stock is and what six per cent. on it entails. In the first place it means that almost one-quarter of the revenue of the company has to go for this purpose. In the next place, it means that 60,000 citizens of Toronto are to be asked to contribute a dollar of which went into the undertaking, but all of which went into the pockets of the promoters who built the road, and on this six millions we are paying six per cent. out of the earnings of the system. How can a railway fulfill its contract with the people under such burdensome conditions? There is only one way out of it, and that is to give the City of Toronto the power of expropriation of this road on arbitration. It may be that the railway might be only too glad to sell out by bargaining, and that for a reasonable price the city could buy the stock; but even here the city has its hands tied. Anybody can buy street railway shares, but the city itself. If the city were empowered to buy these shares, and if the city took advantage of dealing with its tube rights, it could soon acquire the shares of the street railway to take a very reasonable view of the value of these shares, and if the city enforced the law as against the railway, and if the legislature accorded to the city its rights, as we believe it will, these same shareholders would have a very modest view of the value of their watered stock.

And there is still another way out of it. If this six millions of watered stock carries six per cent. dividend, it is a dividend of the present management to make it pay eight or ten if they can, far better would it be for the legislature to empower the city or compel the company to issue three and a half per cent. bonds to take the place of this watered stock for three and a half per cent. Bonds would require just one-half of what the stock takes in dividends, instead of \$1000 a day going to pay the dividends on the stock, \$500 would do it, and \$500 more, or \$1500 a year, would be left to put into car equipment, into more men, into more routes, and into a better service; and hardly anybody can at a glance conceive what \$150,000 would do in this respect. Of course, we will be told that to suggest by the government would be in the direction of interference with vested rights, as an attack on sanctity of contract, and things of this kind. Our answer to this is that there is something that has even more sanctity than contracts, and something that is above private rights, and that is the performance of contracts and the sanctity of public rights. And it is time that the so-called sanctity of investments in the way of not putting his money in watered stocks, or, if he does, that he must take the consequences, is so easy to find out whether you are buying watered stock or whether the corporation in which you propose to buy has watered stock in it. Any broker can advise a client in two minutes whether this is the case or not. And if there is one maxim of law more to be respected and more to be observed by those who invest in business and takes all the risk of a change of law and change of customs of the people, and who runs the risk of new inventions, wiping his investment out any minute. Every day in the year private capital is decimated, put out of business, lost in the sea, and yet nobody cries aloud in the innocent investor and the "widow and orphan" who make the most of it, as it is the exploiters who manipulate the franchises. The public may as well understand that they have to-day arrayed against them great bunches of capital and corporations, most of the lawyers and a great many of the newspapers, who have passed into the control of these corporations, and that their only way of relief is through co-operation, the working of public opinion and the careful scrutiny of the conduct of public men entrusted with the maintenance of public rights, whether they be members of the council or members of the legislature. Don't be stampeded by the cry of "vested rights," that these men raise. They rob the public and they cry out "robber" when they are attacked.

Our advice, therefore, to-day, is that the public consider all these things, that the public insist on their aldermen to-day enforcing the law, and that such men as Robert J. Fleming, the head of the street railway organization, and those associated with him, be excluded from all kinds of negotiation with the city, except such negotiations as are put upon paper, and that these men upon the pension roll should be put upon clean skates by moonlight, and

THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Forty-third Article.

When competition is eliminated from the carrying trade of the country the public are left entirely at the mercy of the common carriers, who are not slow to take advantage of the situation and get every dollar they can collect from the people without regard to equity or fair dealing.

Personally, the railway officials are a very nice class of men; in fact, one of the first requisites of a successful railway man is his ability to jolly the public and keep them in comparatively good humor, and it is astonishing how easy it is for them to hoodwink the people. Men who in ordinary business matters are apt to drive a hard bargain are but as clay in the potter's hand when they come up against the railway companies; they permit themselves to be twisted and turned until they forget what they came about and go away feeling that after all the railway officials are not such a bad lot to do business with.

The railway companies in Canada have not only succeeded in stifling competition between themselves, but have managed to draw the different boat lines into their agreements, and the result is that transportation charges are very much higher than they would be if each individual carrying company acted independently. This is so manifestly prejudicial to the interests of the people that it is necessary for the government to take hold of the matter, and, if possible, arrange for a restoration of competition in the carrying trade. These agreements are a direct violation of the laws against combinations in restraint of trade, but there does not appear to be any prospect of the government undertaking to enter upon a prosecution of the criminals; consequently, we will have to look for some other method of breaking up their organizations. To our mind, the best and easiest way to restore competition in Canada would be the extension of the Intercolonial Railway to the westward, and the result would be advanced in favor of this course being adopted, but the main benefit which would accrue to the people if this suggestion was carried out would be the influence it would bring to bear upon the corporation lines in the matter of equalizing rates. If the Intercolonial Railway were extended to the Georgian Bay and the St. Clair River there is not the slightest doubt that its rates would be arranged to be fair and equitable basis, and the other lines would be obliged to follow suit or go out of business. It is easy to understand the benefit this would be to the people of Ontario, and it is desirable that the government should give the matter early consideration.

The benefit which would accrue to the public by the extension of the Intercolonial Railway would be increased facilities for the movement of traffic, both passenger and freight. It is well known that the passenger coaches in use on the Intercolonial Railway are first-class in every respect, and if this rolling stock came west of Montreal the corporation lines would have to improve their service in order to meet the competition of the government line. It would also mean a very much larger supply of cars for freight traffic, and this is absolutely necessary in the interests of the people.

The extension of the Intercolonial Railway would also mean that the ports of St. John and Halifax would be in a position to compete on favorable terms with the Grand Trunk service via Portland, etc. The extension of the railway to the westward would also mean every protection which it is in their power to grant.

The restoration of competition between railways is perhaps the most important bearing the proposed extension would have upon the welfare of the people generally, and we believe that it would meet the approval of the entire country. We are also firmly of the opinion that the extension is necessary in order to uphold the Intercolonial Railway a paying proposition, and that in the interests of the public the government should undertake this work.

(These articles have appeared daily since Dec. 3.—Ed.)

to demoralize public rights, be made to keep within their own backyard, and that the city hall be prepared to back up public officials in maintaining public rights, and let Mr. Fleming and his associates meet them—if they wish to meet them—in the courts of the country.

The World has no faith in any public man or any public newspaper that discusses questions of these kinds in an academic way. Our motto has always been to name the abuses, and to name the men identified with the abuse, and to point out, not to cover up, the associated abuses. A certain newspaper in town, which is supposed to be a great leader of public opinion, declared not long ago that the city had no right to expropriate a railway guilty of all the things of which the Toronto Railway is guilty. It would deliver great moral lessons on wrongdoing, on general terms and on public rights in general terms, but for some reason or other it never comes up to the scratch of finding the abuses and naming them. Now the abuse of the Toronto Street Railway to-day is watered stock, is officials of the railway who seek to demoralize opinion and public servants, so as to screen their misdoings, and who, under the guise of the sanctity of contracts and vested rights, ask that the magistrate be not called in to punish and correct them. Let the people own private doors, "Street railway agents keep out," and let them instruct the city officials and the city council to go ahead and demand in court every right the city is entitled to within the four corners of the street railway contract. And once they have done that let them move then along with us in our efforts to tell us what there is in a tube railway in this city for quick transportation of the public.

Go to the courts at once for relief, go to the legislature at once for relief, get the tube railway under report, and things will soon begin to right. But don't stop; keep at it until the city recovers the franchise, and puts the Fleming crowd out of business.

Would it be any good of fair, in view of the default of the Toronto railway? We do not think so.

SALARIES OF FEMALE ASSISTANTS IN THE PUBLIC SCHOOLS.

Editor World:—The board of education drew up in 1905 a schedule of salaries for female assistants, which was slightly in advance of the scale previously in use, and again in 1906 they passed a still higher schedule. But both years a rider was added which prevented all but those appointed within the year from receiving the full benefit of the new schedule. The apparent increases were appreciable, the real increases were very small. Those who were in receipt of the maximum salary of 1904 got an increase of \$30 in 1905, and one of \$50 in 1906. Those who were below the maximum received \$5 in 1905 and \$20 in 1906, more than the schedule of 1904 granted them. Fifty per cent. of the women teachers of this year received an increase of more than \$50 in 1905.

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EATON'S

Men's Wear Clearances

The great January shaking up prior to taking stock brings you values extraordinary.

TUESDAY FOR OVERCOATS

Clearances of stylish, warm garments at savings too big to be ignored:

FOR \$5.19 Winter-weight coats in the new long Chesterfield cut; deep vent in back. Materials: Warm dark Oxford gray chevisee—strong Italian cloth lining. Sizes 34 to 42. Every garment perfectly made and sharply reduced. The January Sale price, each..... **5.19**

FOR \$5.39 A coat for stormy, as well as cold weather—an ulster overcoat, 50 inches long, with storm collar. Heavy dark gray Canadian tizzle, lined with very serviceable thick tweed. Sizes 36 to 44. Lucky if you've waited until now to buy. January Sale price, each..... **5.39**

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other law at the same time or for the same period that he is receiving a pension under the provisions of this act. Provided, further, that no person who is now or shall hereafter receive a greater pension under any other general or special law than he would be entitled to receive under the provisions herein, shall be pensionable under this act.

"Sec. 2. That rank in the service shall not be considered in applications filed hereunder."

THIS WEEK'S EVENTS.

To-day.

Special meeting city council at 11 a. m. to consider proceedings against the street railway company.

Court of appeal sits at Ogden Hall.

Criminal Assizes—Bridgman murder trial.

West York Liberals' annual meeting at Weston, 2.

Recount of the ballots cast for local option at Weston, city hall.

Annual meeting of the Aberdeen Association, parliament buildings, 3.

Annual meeting of the Mission to Lepers, 110 College-street, 3.30.

Rev. Dr. Hosack addresses Borden Conservative Club, St. Charles, 6.15.

Jay's illustrated lecture, old boys' meeting, 8.

Evangelist Newell on "The Revelation," Cooke's Church, 8.

Rev. H. W. Frost on "The Coming of Christ Pre-millennial," Bible Training School, 110 College-street, 8.

Prof. Coleman on "The Opening Up of Canada," free illustrated lecture, Central Y. M. C. A., 8.

Tuesday.

Henri Bourassa, M. P., will address the Canadian Club on "The Nationalist Movement in Quebec," and the Political Science Club of Toronto University on "Integrity in Public Life."

The city and railway authorities will confer as to the new Union Station.

The court of revision will hold a session.

Wednesday.

The Masonic Grand Chapter will open its annual session at the Temple Building.

The convention and exhibition of the American Carnation Society opens in the city hall.

Thursday.

The opening ceremonies of the legislature.

Friday.

Burns anniversary concert at Massey Hall.

Saturday.

Commercial Travelers' M. B. S. annual meeting.

Laying of the cornerstone of the new Knox Church.

Annual meeting and banquet of the Society of Authors.

REPORTING THE SENATE.

Brantford Expositor (Liberal): The Liberal method of reforming the senate is scarcely what the people of the Dominion were led to anticipate prior to 1896. The demand then was for abolition, and there is still a radical feeling in many parts with regard to

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the reformation of the historic red chamber. Sir Wilfrid Laurier, since assuming office, has declared against abolition. If the senate is to remain should be more attractive to representative Canadians. The body is to be congratulated on its acquisition of Hon. Mr. Ross. In the future, it is to be hoped, the chamber will prove of greater benefit in the cause of popular legislation. It has been brought prominently before the public in the past, chiefly by reason of its opposition to popular demands.

FUEL SITUATION SERIOUS.

Blizzard Rages in Dakota, and All Trains Are Delayed.

Minneapolis, Jan. 19.—News from western North Dakota and Huron, S. D., says that that portion of the country is in the throes of the worst blizzard of the year. All trains from the west are reported indefinitely late, and the situation is regarded as most alarming.

The fuel and food situation is such that deaths by the score are expected, should the blizzard continue for the next twelve hours.

Took Her Money; Wedded Another. Windsor, Jan. 18.—Anne Hogan came here from the east and secured a position as a domestic. Some time ago William Strohauser paid court to her, and in the belief that he intended to marry her she drew \$48 out of the Dominion Postoffice Savings Department and gave it to Strohauser. He then married another woman. She brought suit for the recovery of her money. She has nothing to show for the loan, but the justice has given her a decision for the full amount claimed, with costs.

THE TRADERS BANK OF CANADA

CAPITAL AUTHORIZED - - \$5,000,000
CAPITAL PAID-UP - - - \$4,300,000
RESERVE FUND - - - \$1,900,000
TOTAL ASSETS, OVER - - - \$32,000,000

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Branch Offices: KING STREET, cor. Spadina Ave., RIVERDALE, Broadview Ave., Cor. Queen AVENUE ROAD, Cor. Davenport, EAST TORONTO, Dundas Ave.

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