

The Toronto World

A Morning Newspaper Published Every Day in the

MAIN OFFICE 83 YONGE STREET, TORONTO

In the matter of the circulation of THE TORONTO WORLD, a newspaper published in the City of Toronto, by THE WORLD NEWSPAPER COMPANY OF TORONTO, LIMITED.

I, COURTNEY LOVE, of the City of Toronto, in the County of York, Circula-tion Manager, DO SOLEMNLY DECLARE THAT. I am the Circulation Manager of THE WORLD NEWSPAPER above mentioned and have a personal knowledge of the matters herein deposed to.

August 18th August 19th

August 20th August 21st August 22nd August 23rd

August 24th

August 25th August 26th August 27th August 28th

August 29th

• August 30th August 31st

42,342 Sunday 41,884 41,508 41,447 41,561 41,541 43,098 Sunday 41 785

41,785 41,633 41,633 41,836 42,177 42,436 43,139

1,143,743

The following shows the circulation of The Toronto World

.. 40 555

59.124 41,518

40,887 41,266 41,175

42,335 unday 41,914 41,847 41,493 41,547 41,416

The following statement shows the net circulation of month of August, 1907.

Net Average 27 Days, 42 360.

 August 4th
 41,498
 August 18th
 40,120

 August 11th
 40,185%
 August 25th
 39,859

Net Average Four Sundays, 40,417. The foregoing figures include only papers actually sold and do not inc maged papers, samples or returned copies.

And I make the solution declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by vir-beclared before me at the Criterian transformed before me at the Criterian transformed before the state of the st

The World's circulation books, paper accounts, press room reports and press counters are open at any time to the inspection of any subscriber, any adver-iser or any other newspaper.

railways are already busy in connection with the Caledon Mountain acci-

dent. They are advancing theories and guesses, and finally concluding that there is no accounting for the accident. Had not these journals

better wait until the facts are elicited before settling on a verdict or a

clearance? For instance, it has been announced by one railway authority,

and contradicted by another, that the train was running at great speed at

must insist upon, is the production of the time-table arranged for the ex-

cursion train in question, and also the actual running of the train itself on

the day of the accident. When did the train actually leave its northern end; how long was it getting to the next station, and at what speed did it

run; how long was it delayed at the several stations before the accident

occurred, and what speed was made between the several stations, as shown

by the despatcher's books, and the actual orders in the hands of the men

What the public want, and what the law officers of the country

THE CALEDON MOUNTAIN TRAGEDY.

The newspapers that generally do the work of apologizing for the

Sunday

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Total net circulation, 27 days.....

Net total, four Sundays .....

Declared before me at the City of To-ronto, in the County of York, this 31st day of August A. D. 1907. (Sgd) JAMES BAIRD. A Commissioner, etc.

the time of the accident. Which was right?

August 1st

Lugust 8th

lugust 9th

15th

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August

Year.

#### THE TORONIO WORLD.

by the railroads, or whether he be a passenger traveling on the road, or appens on the property of the railway when injured? Those killed by the railways in Ontario this year make quite a list, and some public official, in the interest of the people of this province, ought to be covering this information. We will be told, for instance, that the Ontario Railway Commission has nothing whatever to do with it. Nevertheless, the coroner ought to be able to put a government witness in the box at this inquest, who would give the number of people who have been killed since the first of January by the railways in Canada. Again we ask, what officer, drawing the people's money in this province in connection with railways, will supply this information; or will the department of railways and the railway commission at Ottawa supply it? Will either of these two expensive organizations be able to put that evidence before the coroner's jury?

Let the coroner put Chairman Killam and Chairman Leitch and their chief officials in the box, and see what light they can throw on the awful destruction of human lives by the railways of this province. Put it right up to these men. Also, put Hon. G. P. Graham in the box, and ask him to explain the position of the department of railways and canals in regard to it.

## Political Intelligence

MONTREAL, Sept. 5 .- (Special.) - as usual The Gleaner man is vigor ously to the point:

The Herald editorially says to-night: "It seems a pity Mr. Hugh Graham s not at present in the city, for if he had been we may be sure The Star would not have taken the wholly unexpected course of leaving out of its report of the disagreement between Mr. Borden and Mr. Borden's speech all reference to Oct. 24. It rather looks as if Mr. Graham's newspaper did not care to assume responsibility for the statements Mr. Graham made in May, 1905, when L'Evenement brought suit against him on account (Sgd) . COURTNEY LOVE. of services rendered during the elections of the preceding autumn. It is very clear, tho, that while on the one side Mr. Graham says he got a letter from Mr. Borden on or about Oct.

> 'It is worth recalling, however, that Mr. Borden did just at that time is-Mr. Borden did just at that time is-sue a general warning about election funds. Mr. Blair had, just resigned from the railway commission. Mr. Graham and Mr. Russell had just got hold of La Presse, Mr. Borden had just been treated by Mr. Russell to a ride in his private car from Frederic-ton Junction to St. John. That ride took place on Oct. 24. Mr. Borden seems to have written as soon as be seems to have written as soon as he got to St. John a letter which was described at the time as very remarkable in the circumstances in which he warned some of his new allies to keep off the grass. The warning said: "To avoid misunderstanding it has been thought best to distinctly declare that the Conservative party will receive subscriptions only from those who fa-vor its general policy, that such subscriptions are not to be understood as creating claims to consideration for any interest likely to be affected by any special feature of that policy, and

The most interesting question is: Is Mr. Pearson going to be "the man next to the minister," as in Mr. Emmerson's time? It was this gentleman, our readers may remem-ber, who worked the Eastern Railway and Supply Co. game on the railway department—that mysteri-ous body corporal, yet invisible, which was chartered in Newfound-land to sell supplies to the Interco-lonial Beilway at three and four lonial Railway, at three and four prices, and whose head office, work-shops and warehouses were all situated on a chair in one of the rooms of Mr. Pearson's law office at 45 Sackville-street, Halifax. The comments near the out the street at 45 Sackville-street, Halifax. The company never at any time, of course, had any supplies in its pos-session. All they did was to obtain purchase orders from the Interco-lonial Railway, and send in their bills for the required goods as they were supplied by regular dealers with the middleman's profit add-ed, amounting in some cases to as much as three and four prices. This simple method of procedure This simple method of procedure brought thousands of dollars to "the head office." Mr. Pearson's son occupied the responsible posi-tion of secretary of this ingenious organization, while an office boy in his office carried the honors of its presidency. The "Honorable B.F." himself, it is understood, looked after the dividends. It was the same fertile-minded worthy who

the public accounts con Pearson—the man next

# EATON'S DAILY STORE NEWS Men's New Fall Wear **EXTRA LOW PRICED FOR SATURDAY**

For a dressy fall or winter suit, what beats a good Scotch tweed? Here's a pure wool Scotch tweed in neat grev mixture, and it's a winner for steady, honest wear and smart appearance. Cut in most trim-looking new single-breasted fall style. Best of tailorwork; well lined. Sizes 36 to 44. It's a tacky to get 10.95 there's no mistake, and you're lucky to get 10.95 lined. Sizes 36 to 44. It's a fairly wondrous offer,

SEPTEMBER 6 1907

### A STYLISH RAINCOAT-PRICE REDUCED TO \$7.95.

Imported cravenette cloths, dark grey or olive with stripe; wide, full-fitting, self collar. A thoroughly well-made garment with good serviceable linings. All sizes, and we'll need them Saturday, for this is a real 7.95 good money-saving offer. Price .....

### THIS FALL - WEIGHT OVERCOAT.

Chesterfield style, three-quarter length, should get a good share of Saturday's business. Oxford grey cheviot cloth; twilled Italian lining; silk faced front and lapels. Very dressy and correct. Sizes 34 to 44. Price .....

#### A WINTER-WEIGHT OVERCOAT

Another long, warm Winter overcoat, in

that new shade of Cambridge grey;

stylish Chesterfield cut, with broad

lapels; best of lining; it's on

these fashionable new garments

that you can best see how

In the long Chesterfield style with vent; single-breasted; velvet collar. The cloth is a fine grey melton. Italian lining; all sizes. Specially low-priced for quick business, at .....

> \$1.99 the Extraordinary Price for These Trousers.

Sacrificing two hundred pairs for early morning lively business, and there's no doubt that it will come in floods:

> solid cloths, in medium and dark shades, wide and narrow striped

OHN CAT Cleari Balanc We are non reods, and t have decided to Clearance Few Days. Very Speci much reduced been made on **Muslin Wash** Wash Dress **Cloth and Ty** Fancy Twe Suits, **Fancy Linen** 'ers, &c., White Musli Summer Sil Shaped Line Costume and a host ing items, a marked awa secure room Good . MAIL ORDERS JOHN CA MINE Street-BOWLING

ESTABLISH

Canadas Win F Shots in a On the Canada five rinks of the Victorias by fou Canada. D.E.Kilgour. W.A.Flaws. C.Morrison. H. J. Fairhead, s

E. Powis. Dr. McIlwraith. G.M.Begg. J.S. Willison, sk

H.Worthingt I.Mackenzie

Murpsy, sk.

.K.Doherty

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Philadelphia New York . Batteries Ferguson a O'Day.

M CLNCINN of Philadelp pion, to-day 8-6, 6-4, in ment at the Massachuse and best pl Miss Lolse dian champ of Miss M score 6-4, surprises.

Surprises. Miss May ladies' dou

Daughter

Michael

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R.W.Hull. A.M.Moore. George Laird

24, Mr. Borden on the other hand denies having written any such letter.

manipulated the celebrated Hali-fax land deal, where several lots

sible for the train? All these are matters of record-of exact record-and the coroner and the crown authorities must see that these records are produced. In a word, the probe must be put good and deep into the train despatcher's office and all connected therewith.

Furthermore, witnesses must be produced to give, as far as they can, their own experience of the actual delays at each station, and whether the station agents had any assistance on the day in question to handle the rush of people, and what was the character of this assistance. Also, whether the public were able to buy tickets as fast as they wanted to buy them, and whether there was any delay in order that the public might buy tickets, and whether, in consequence of several such delays, any kind of order was issued to "hustle the train to make up for lost time."

We do not want theories, but we want these facts brought out, and every despatcher and station agent and operator along the several points put in the box to tell his full story. Before these men tell their stories the whole ground should be gone over by half-a-dozen special officers detailed for that purpose by the attorney-general. The Ottawa railway commission and its officers, who are supposed to intervene in cases of this kind, ought also to have every detail of this kind ready for presentation to the minister of railways and to the coroner's jury.

The World again comes back to the question, why the two great railways that have such extensive systems in the Province of Ontario, and who do such an enormous business in the Province of Ontario, and who get the main bulk of their revenues from the Province of Ontario, see fit to ignore this province altogether in the way of their engine and carbuilding and general construction works. One would think that in a province where they got so much business they would be disposed to establish engine shops and car-building shops and switch-building plants, and all the other industries that go with railroad management; but, for some reason or other, this province has been deliberately ignored. Why?

The government of Ontario, the Prime Minister of Ontario, and every member of the legislature has good reason for asking this questionand they are well within their rights in asking it in the legislature. If no satisfactory answer can be given, if this railway policy has been adopted by way of retaliation, as we have heard it said more than once, it is well that the people of Ontario should know the fact, because the people of this province are able, thanks to the sovereign powers possessed by their legislature, to protect themselves. They have a great engine of self-defence in the power of taxation, and they have also the right of enforcing the railway and criminal laws of this country.

There is a general impression that the railway magnates in Montreal regard the people of this province as cranks because it is maintained that the public have some rights, and because we think that if we have streets which the railways wish to cross they must only be crossed on conditions to which the people themselves are a consenting party. In the eyes of these railway magnates, it is a crime to insist on any kind of respect for these public rights. We have often been told in Montreal that Toronto was set apart for punishment because, some years ago, she made the Canadian Pacific pay for use of the Don improvement. All these are quite interesting things to know, and if so, they can be brought out quite easily by the Ontario Government and in the legislature.

And do not let anyone for a moment forget that it is the people of Ontario who eventually have to pay for these railroad accidents. The railway magnates say that the accidents cannot be prevented; that they are an unavoidable part of running a road, and therefore they ought to be charged up to the traffic. In other words, the traffic, which means the people, must pay not only for the traffic itself, but also for the destruction of railway property, trains, engines, tracks and the like, and also that the people must pay for the loss of life. If, for instance, the companies have to pay \$10,000 for each life they destroyed in the recent accident. they have a right to charge it up to traffic, and, as a matter of fact, every loss of this kind is charged to the people.

Who is keeping record of all these accidents and the names of every citizen of Ontario who is killed by the railroads, whether he be employed that no subscriptions are solicited from any such interests.' "The Star, in commenting upon it, said: "To the man who thinks to buy

share of the profits of the deal. the consideration of the party leaders by opening his purse to them, Mr. The Mr. Henderson above mention-Borden offers the straight statement ed is a prominent Conservative, but The Halifax Herald ventilated the that such subscriptions cannot be to ceived.' Elsewhere, on the same page The Star expressed its admiration at The Star expressed its admiration at Bowlen's wish to keep the elec-libel suit that followed. The Herald Mr. Borden's wish to keep the elec- libel suit t toral machinery clean. Considering is a clean sistance' to the party by 'making them gifts of money' out of his 'personal means' this was very modest and humble. It is just possible, of course, that the warning from St. John is the course, independent paper, owned

that the warning from St. John is the letter Mr. Graham had in mind, but In Thursday's issue, under the headon the other hand it has no bearing

ing "Political Intelligence," The World gave credit to The St. John Sun for an article which appeared in The St. upon the decision to send money thru Mr. Giroux rather than Mr. Pelletler. "What is worth noticing, however, i sa certain concidence in dates to which attention has been directed by John Globe.

this open disagreement.

"Mr. Borden spoke in Montreal on Saturday, Oct. 15. On Monday, the 17th. Mr. Graham sent three thou-"Down Town" Work. 17th, Mr. Graham sent three thou-sand dollars to Mr. Pelletier's com-

mittee. Mr. Blair resigned from the Rev. Byron Stauffer has written from railway commission on the 18th, ex- Buffalo, accepting the call to the pas-pressing his willingness to take the torate of Bond-street Congregational Mr. Graham sent Mr. Giroux 'three Church, and saying:

thousand dolars in the same way.' On the 24th when Mr. Borden was riding why I contemplate a step that inthe 24th when Mr. Borden was runns why 1 contemplate a step that in-four thousand dollars in the same way.' On the 25th, when Mr. Borden was pondering his course, 'five thou-trian the same of denomination. My answer to them may be to you some hint as to my at-titude towards your work. I reminded was pondering his course, live thou-sand dollars in the same way.' The them of a young man of ancient days, warning against people who were who, when his choice of a bride was 'opening their purses' came on the challenged by his parents, said: 'Get 26th, and the last 'four thousand in her for me, for she pleaseth me well.' 26th, and the last 'four thousand in the four street Church pleases me. Its 26th, and the last 'four thousand in the four street Church pleases me. Its the same way' went on the 29th, after | "Bond-street Church pleases me. Its which time it was perfectly clear that problem—the problem of the down-town which time it was perfectly clear that problem—the problem of the down-town which time it was perfectly clear that church everywhere—is that about which me and that the state of the the effort to intimidate certain min- our Satiour would most concern Him-isters had come to nothing. The elec-tions were the next week.' "In facing the task before me I am The St. John, N. B., Evening Times lack of strength. But, blessed be Je-(Ind. Con.) is not in favor of putting times lack of strength. But, biessed be de-up any fight against the return of D" which made heaven and earth.' I shall Pugsley as member for the City and need your prayers and the hearty sup-County of St. John Mr. Bedenia is not of all of your You will overlast County of St. John, Mr. Borden's re- port of all of you. You will overlook quest to the contrary notwithstanding. my faults and bear with my mistakes It shays: for the sake of the goal of true success It says: for the sake of the goal of true success "There is no telling in advance what toward which we will set our faces. The the Conservative convention will do captain of our salvation Himself out-relative to the coming by-election. It lined the goal for which we must aim, is certain, however, that many of the "To preach good tidings unto the older heads, and those upon whom meek, to bind up the broken-hearted, would fall the heavier part of the pur- to proclaim liberty to the captives, the den of a contest, are not favorable to opening of the prison to them that are den of a contest, are not favorable to opening of the prison to them that are the nomination of a candidate in op- bound; to proclaim the acceptable year position to Hon. Dr. Pugsley. Some of the Lord and the day of vengeance younger members, with nothing to lose of our God; to comfort all that mourn; and possibly some publicity to expect, to appoint unto them that mourn in are said to be keenly in favor of a Zion, to give unto them beauty for fight."

There is considerable interest thru- heaviness; that they may be called out the country as to who is the di- trees of righteousness, the planting of recting mind behind the two Conserva- the Lord that He might be glorified.' tive papers in St. John. They former-| "I look forward to the day of the ly belonged to David Russell, but it is beginning of my pastorate, Sunday, Oct. said were sold to a syndicate, in which 6, with an impatient longing to begin Messieurs Graham and McNabb of the work, for I am already drawn to-The Montreal Star are prominent, ward you in love." There is a bond of sympathy between Mr. Russell and The Star people, and

Bank Has No Assets. TRENTON, N. J., Sept. 5.—Anderson C Wilson, a member of the banking Mr. Russell will be the man next to minister, with Dr. Pugsley in the C house of J. M. Caballos & Co., of New

cabinet.

York, which made an assignment to Hon. B. F. Pearson and Mr. Russell. William D. Howe last October, between them, are quite influential terday filed a petition asking that the as newspaper owners in the Maritime firm be declared bankrupt. Provinces. It would be interesting to tion places the liabilities of the firm at know just how far they are working \$3,699,900, and assets at \$300. The as-together. One thing is certain, and sets consist merely of household goods. that is that the Pearson papers are ousily booming the new ministe

CASTORIA. The Fredericton Gleaner (Con.) re-calls Mr. Pearson's influence in the The Kind You Have Always Bought days when Hon. Mr. Emmerson was Signature minister of railways and canals, and of

