

The Toronto World

A Morning Newspaper Published Every Day in the Year.
MAIN OFFICE 33 YONGE STREET

COURTNEY LOVE, Circulation Manager of THE TORONTO WORLD, do solemnly declare that the following statement shows the net circulation of THIS WORLD for each day in the month of September, 1907:

Sept. 1	40,370	Sept. 13	40,370
Sept. 2	40,370	Sept. 14	40,370
Sept. 3	40,370	Sept. 15	40,370
Sept. 4	40,370	Sept. 16	40,370
Sept. 5	40,370	Sept. 17	40,370
Sept. 6	40,370	Sept. 18	40,370
Sept. 7	40,370	Sept. 19	40,370
Sept. 8	40,370	Sept. 20	40,370
Sept. 9	40,370	Sept. 21	40,370
Sept. 10	40,370	Sept. 22	40,370
Sept. 11	40,370	Sept. 23	40,370
Sept. 12	40,370	Sept. 24	40,370
Sept. 13	40,370	Sept. 25	40,370
Sept. 14	40,370	Sept. 26	40,370
Sept. 15	40,370	Sept. 27	40,370
Sept. 16	40,370	Sept. 28	40,370
Sept. 17	40,370	Sept. 29	40,370
Sept. 18	40,370	Sept. 30	40,370

Total net circulation for 30 days, 1,200,000

Net Average for 25 Days

41,608

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Sept. 9	40,370	Sept. 30	40,370

Net total, five Sundays

39,559

The foregoing figures include all papers actually sold and do not include damaged papers, samples or returned copies. And I make this solemn 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 virtue of "The Canada Evidence Act, 1891."

Declared before me at the City of Toronto, in the County of York, this 1st day of October, 1907.

(Sgd) JAMES BAIRD.

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

LONDON'S DUTY.

London has a splendid opportunity tomorrow to show the world the right democratic government in Canada. Nominally the constituencies select and elect their representatives in parliament—actually, they do neither, and the result is that the great majority of members feel no sense of responsibility to the people for their political conduct. First and last, they are at the call of the party machines, cheerfully turning down proposals and measures called for in the public interest if the flat so goes forth and just as readily supporting them if at any later date a change of attitude is forced by the drift of popular opinion. Members of parliament of this kind are of no real value to the people for whom they are presumed to speak and act. They are merely pawns in a political game, carried on between the party that at the moment controls the fleshpots and the party that longs to be among them.

Major Beattie's election, it is represented, means the vindication of the city from a cause of reproach; in other words, that it will purge London's electoral record. But whatever blots appear on the city's parchment have been the work of the party machines, and their constant determination to carry their men at all costs. The election at this moment of an independent candidate, thoroughly in earnest on the overshadowing political issue, every day becoming more insistent, whether Canada is to be ruled by public-spirited corporations for their own profit or to rule them for the common good, would far better rehabilitate London in the eyes of the province and the Dominion. There is no suggestion of personal antagonism to Major Beattie in the declaration that the country to-day needs independent men in parliament and the legislatures, men with clear convictions on the important public questions that must be met and answered in the interest of the mass of the people. None of these questions is so immediately clamant as that which calls for the safeguarding of the public franchises and their operation in the interests of the citizens who create them and are justly entitled to the cheapest and most efficient service possible.

Surely it is a fair demand that a man who aspires to represent his fellow-citizens in parliament and the legislatures should be prepared to render a reason for his political faith, and be ready to pledge himself in season and out of season to work for the causes he declares essential for the public welfare. Public ownership after years of patient agitation has won its way by dint of its intrinsic merits to the forefront of Canadian politics. It has been adopted by Mr. R. L. Borden, leader of the Conservative party, who, The World believes, is sincere, but it is notorious that many members of parliament on both sides give the principle only lip acknowledgment, and will do their best to prevent its accomplishment. Nothing will so much aid its quick and decisive success as the appearance in parliament of a compact and determined band of independent and stalwart friends, pledged to active and unflinching support. This is the one effectual method of lending assistance to the responsible legislators who have declared themselves on the side of public ownership and operation of all franchise monopolies.

Ontario is leading the way in the policy which seeks to secure for the people the full benefit of the huge water powers which promise such vast and enduring results for the Canadian people. That nation will be best equipped in the industrial race which preserves intact these great natural sources of

PUBLIC OWNED LAND WOULD REMEDY EVILS

Socialist and Single Taxer Debate on the Problem of Wage-Earner's Conditions.

"Single Tax v. Socialism" was the subject of a debate at the Labor Temple Sunday afternoon. W. A. Douglas, B.A. (single-taxer), endeavored to show that the land-owners grew rich at the expense of the people—that whether a workman lived on the outskirts of civilization or in the heart of the big city, his condition of life was materially different—while the land-owners grew immensely wealthy with the growth and development of the towns and the fair share towards taxation. He advocated putting the burden of taxation on the land only, contending that by so doing the masses would be afforded the workman, who would get a larger share of the results of his labor.

Fred J. Peel (socialist) held that the single-taxer's ideas were economically unsound, a barrier to real progress and calculated to intensify the evils they sought to diminish. These sentiments the majority of those present endorsed, and in an open discussion several expressed the opinion that the only remedy for the present social evils was ownership by the people, not only of public utilities but of the land, and all the industries which then be operated on a co-operative basis, securing for every member of the community a fair share of the wealth of the world. Under the present conditions, the masses produced the wealth, which was monopolized by the few, and the masses became the slaves of the capitalists.

RAILROAD REGULATION.

Last week a somewhat notable conference opened in Chicago under the auspices of the industrial department of the National Civic Federation of the United States. This is the organization which in 1906 appointed a large delegation to investigate and report upon the results of municipal ownership and operation of public franchises in the United States and Europe. Although the delegation included representative men in various walks of life, and of various opinions on the question involved, the verdict was markedly in favor of the principle of public ownership and operation when municipal government is honest and efficient. The Chicago conference was attended by five hundred delegates drawn from forty-two states, and was presided over by Dr. Nicholas Murray Butler, president of Columbia University.

Perhaps the most significant feature of the principal addresses was recognition of the decisive trend of public opinion in favor of public ownership, both state and civic. It was generally admitted that the popular movement in its favor was justified by the existence of grave corporate evils, and still further, that strict government control alone stood between a continuation of the present system and the public ownership and operation of franchises. Thus William Dudley Foulke, at one time president of the national civil service commission, expressed the view that "government control of railroads is wisely putting off the day for government ownership and operation, which would otherwise be very near us—putting off until a time when the state itself shall be far better equipped and qualified than now to assume the duties which may be found to be inevitable."

BRANTFORD INDUSTRIES ARE ALL PROSPEROUS

List of Leading Concerns and Their Staffs.

BRANTFORD, Oct. 27.—The industries of this city are unaffected by the unsettled financial conditions, but, on the contrary, are exceptionally prosperous. Following is a list of industries in the Telephone City, and the number of men employed:

Adams Wagon Co., 115; American Radiator Co., 100; Wm. Buck Co., 40; Barber & Ellis Co., 100; Brantford Carriage Co., 240; Burrill Co., 16; Brantford Starch Co., 70; Brant Milling Co., 18; Brantford Felt and Rubber, 80; Cock-shutt Plow Co., 400; Canada Glue Co., 80; Cordage Co., 50; Felt Roofing Co., 20; Farmers' Binder Twine, 75; T. J. Fair & Co., 125; Good & Shoney, 20; Muir, 270; H. B. Gardner, 18; Ham & Nott, 150; Hampel Box Co., 28; Massey, 100; Harris Co., 80; Matthews Co., 70; Brink Co., 15; Pratt & Letchworth, 50; Wm. Patterson, Son & Co., 180; Schultz Bros., 200; Screy Co., 20; Simpson, 135; Sand Line Brick Co., 360; Carriage Co., 30; Verity Plow Co., 360; Wood Bros., 18; Watrous Engine Co., 450; Watrous Nail Works, 20; Small concerns, 150; total 442.

Mr. Ryan's Condition. William Ryan, who was seriously injured in an auto accident at Colborne, was reported last night at St. Michael's Hospital to be doing as well as can be expected, the shock following the amputation of his foot is severe.

POLITICAL INTELLIGENCE

To-morrow the Dominion by-elections in three constituencies take place. For the information of those interested in political "dope" the following records of past performances are given:

—LONDON—

1887—Carling (Con.)	845
1874—Walker (Lib.)	804
1878—Carling (Con.)	64
1882—Carling (Con.)	247
1887—Carling (Con.)	133
1881—Hyman (Lib.)	133
1896—Beattie (Con.)	41
1900—Hyman (Lib.)	133
1904—Hyman (Lib.)	133
1905—Hyman (Lib.)	329

The vote by wards in the general election of 1904 and the by-election of 1905 (when Mr. Hyman entered the cabinet), when Wm. Gray was the Conservative candidate, was as follows:

Ward 1	995	Gray Hyman
Ward 2	805	1118
Ward 3	1239	1118
Ward 4	1249	1216
Total vote	4278	4301
Hyman's majority	23	

There were over 1200 voters added to the lists on the recent registration.

—NORTHUMBERLAND EAST—

1887—Keeler (Con.)	780
1872—Keeler (Con.)	85
1878—Bigger (Lib.)	168
1878—Keeler (Con.)	63
1882—Cochrane (Con.)	273
1887—Mallory (Lib.)	13
1891—Cochrane (Con.)	286
1896—Cochrane (Con.)	397
1900—Cochrane (Con.)	346
1904—Cochrane (Con.)	206

The riding was altered in 1903. The by-election is due to the death of Mr. Martin.

—WELLINGTON NORTH—

1867—Drew (Con.)	221
1872—Higginbotham (Lib.)	60
1874—Higginbotham (Lib.)	6
1878—Drew (Con.)	108
1882—McMullen (Lib.)	20
1887—McMullen (Lib.)	988
1891—McMullen (Lib.)	186
1896—McMullen (Lib.)	186
1900—Tolton (Con.)	31
1904—Martin (Lib.)	308

The Hamilton Herald says: Henri Bourassa has resigned his seat in the

THE TORONTO WORLD

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NEW TEACHING METHOD FOR SCHOOL FOR DEAF

Dr. Coughlin of Belleville Going to Detroit to Obtain Latest Information.

Dr. Coughlin, principal of the Provincial Institute for the Deaf and Dumb at Belleville, and Mr. Coughlin, who, while in Peterborough, have gone to Detroit to inspect the school for the deaf, and particularly in regard to training in the vocal system of articulation, which is used with a great degree of success in that institution, as the minister of education is contemplating the introduction of this system into the Belleville Institute.

Mr. Mathison, the late principal, in his report to the department, strongly favored its adoption, and Dr. Coughlin, who, while in Peterborough, gave special attention to his medical practice to the treatment of children with defective faculties, is very favorably impressed with its advantages. They will probably return to-morrow. This method of teaching the deaf to articulate has, however, not met with the same success in England that is reported to have been obtained in the States.

AT OSGOOD HALL

ANNOUNCEMENTS FOR TO-DAY.

- Chambers.
- Cartwright, master, at 11 a.m.
- Single Court.
- The Hon. Mr. Justice Teetzel, at 11 a.m.
- Clunan v. Kelly.
- 2. Buffalo Mines v. Cobalt Mines.
- 3. Buffalo Mines v. Cobalt Mines.
- 4. MacLaren v. MacLaren.
- 5. May v. L. B.
- 6. Peterson v. Usborne.
- 7. Ball v. Parks.
- 8. Pinkerton v. Bigger.

Peremptory list for 11 a.m.:

- 1. Plenderleith v. Parsons.
- 2. Clark v. Hubbard.
- 3. Darby v. McGregor.
- 4. McCann v. Martin.
- 5. Baldwin v. Toronto.
- 6. Allan v. Place.

Toronto Non-Jury Sittings.

Peremptory list for 11 a.m.

1. Confederation Life Association v. Moore.

2. North Shore Copper v. Trusts and Guarantees.

3. Cornell v. Parquhar.

4. Benor v. Canadian Mail Orders.

5. Walsh v. Gummerson.

6. C. B. C. v. Met v. Bailey.

Insurance Money Cause Trouble.

Herbert Whipple White has begun an action against Findlay Lemon Temple and William Bell, to recover a part of certain insurance moneys left by the late John Temple. All the parties reside in Hamilton.

Breach of Contract.

A claim is made by T. M. Ostrom of Toronto against the Monarch Life Assurance Co. of Winnipeg, for \$16,000, of which \$11,000 is alleged to be due under a certain contract, and \$5000 is asked for damages for breach of the same. A writ of summons has been issued by the court.

Refused Order of Mandamus.

Hector McLeod and Alexander Morrison, ratepayers of S. S. No. 11, Township of Tay applied to the divisional court for an order of mandamus to compel the public school trustees of that section to purchase a certain property for a school site, and immediately build a school house. The divisional court has now been given by the court refusing the mandamus.

Bandits Captured.

SPOKANE, Wash., Oct. 27.—With \$14,000 in National Bank notes concealed on their persons, two rough looking men, believed to be the bandits who held up the Great Northern Oriental Limited train near Bond Siding, Mont., Sept. 12, and secured \$40,000 in greenbacks, were arrested in a Great Northern car as it entered this city last night.

The suspects gave their names as G. E. McDonald, 43 years, old, and Ed. Smith, 33 years.

THE RAILWAYS AND THE PEOPLE

Says The Hamilton Herald: There is justification for The Toronto World's new campaign against the railway companies. Neglect of Ontario interests by the railway companies is an old story. The province from which they derive the bulk of their revenue is the province which appears to receive the least consideration from them. It has been found to be bad policy to have the affairs of one of the great Canadian railways directed from England. Similarly, it is poor policy to have the control of the Canadian railways so centralized that even trivial matters in dispute between officials and shippers must be referred to Montreal for settlement. What is needed is a little decentralization. The traffic interests of Ontario should be attended to by an official appointed for that purpose and these should be a devotion of authority from the Montreal headquarters to him.

Relief might also be found in the extension of the activities of the Dominion railway commission. The plan of enlarging the commission and dividing its activities, certain of its members to devote all their time to the investigation and adjustment of traffic disputes and the redress of shippers' grievances, is worthy of consideration.

A prominent farmer and live stock breeder in Ontario County applauds the action of The Toronto World in trying to arrive at better conditions as regards the supply of cars and the railway accommodation in Ontario, especially of the C.P.R. This man informs him that last fall he ordered a car to be sent to him, and the car never came. He waited a week and the car never came. He then visited the office of the car distributor in Toronto, where he was told that the car would be there next day sure. In the meantime his animals were being fed at this rate, but the car never came. He then visited a higher official in the City of Toronto, telling him of his trouble and then got the car in two or three days.

The question that annoyed him was the fact that one of the chief officers of the road would make a positive statement and promise to have the cars there and then fail. The local agents do all they can to supply their customers, but there is lack of organization and attention higher up that prevents the farmers and local shippers from getting justice.

Editor World: While the complaint of car shortage in Ontario has been a matter of widespread observation, I would like to attract your attention to the "lobbed" passenger service meted out to the traveling public by the Grand Trunk to Toronto. Up to 9.55 a.m. three trains leave here for Guelph, Georgetown and Toronto; but follows a gap till 5.30 p.m., the obvious result being that a business man is tied up practically an entire day on the road waiting for a train. This schedule having been duly pointed out to the company time and again, leaving here at 2.40 p.m. for Toronto, the wonderment of all, however, this train was withdrawn some three weeks since, whilst two other trains of parties were left on, one leaving Guelph 10.10 a.m., the other sandwiched in between 8.00 and 8.30 a.m. and 6.00 and 10.40 a.m. The Boards of Trade of Guelph and Berlin have taken up this matter with the authorities at Toronto, the result being something by putting this matter in the limelight. The restricted service being given results in the evening train on Fridays, reaching the city after midnight, and on Saturdays, especially at 7.50 a.m. as scheduled, absence of a dining car making this all the more intolerable.

Berlin, Oct. 24.

The Canadian Ramapo Iron Works, Limited, of Niagara Falls, Ont., writes: "In Tuesday morning's issue of The

EATON'S DAILY STORE NEWS

The Grand Thanksgiving Festival

NEVER before did the store look so beautiful—the decorations, the displays, illuminations, music and the thousands enjoying it—the Festival is in full swing; and, with only two days more to do your Thanksgiving shopping, and the invincible values we're offering, there's every reason for you to come to Eaton's.

There is a charm and look in the new "Alexandra" style of Winter Fur Coats, and particularly the Persian Lamb Coats, that only the little Parisienne's expression of "chic" can explain. True, we made them ourselves, but our designers have the utmost skill, and we bring the very best models from abroad for adaptation.

Thus you have this Coat, of the best whole skin of the Persian Lamb, with bright, glossy, even curl—as fashionable a coat for women of style as you might find in the best shops on the Continent.

It has a semi-military front, with high collar, large leg-o-mutton sleeves, with cuff, trimmed with fancy buttons and extra fine quality satin lining.

To all appearances, so perfect a Coat would cost much more, but Eaton's Economy makes this price possible. See them in the new section, each, \$155.00.

We're making a special Thanksgiving display of Furs, so don't leave the Festival without visiting our new Fur Salon.

—SECOND FLOOR—N. YONGE.

T. EATON CO. LIMITED

190 YONGE ST., TORONTO

Toronto World on the 22nd inst. in the column headed "The Railways and the People" says: "Not a car, not an engine, not a switch is built in Ontario."

"We are pleased to advise you that we have at Niagara Falls, Ont., a well equipped modern plant for the manufacture of switches and track equipment in Canada. We have purchased and are purchasing—so far as we can do within reason—all material within the Dominion of Canada, and are endeavoring to build up what we consider a much-needed industry in the Ontario peninsula."

"As you will note by our letter head, we are manufacturers of general railway track equipment, frogs, switches, crossings and switch stands."

What The World said or C.P.R. made a car, an engine, a switch in its own shops in Ontario.

TRAIN STRUCK WAGON.

Two Boys Disappeared Mysteriously After the Smash.

WELLAND, Oct. 26.—The express at Air Line last night at 9.30 crashed into a team of horses and a wagon. The engineer plainly saw two boys on the wagon, and when the train was stopped the lads could nowhere be found. Both the horses were killed outright and the front part of the wagon was broken to pieces.

The train crew and passengers made an extended search in the vicinity, but could not find the boys. The boys were 40 feet, they escaped injury, and as soon as they realized what had been done they made off, fearing responsibility for the accident. The boys are Wilford House and A. Morningstar, aged respectively 10 and 12 years. They were returning from taking a load of lumber to Bridgeburg. Each wrapped himself in a blanket and both fell asleep.

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

Michie & Co., Limited

IMPORTED at cost more—but they are not one bit better than

O'Keefe's Special Extra ALE

STREET RAILWAYMEN'S DUES

Increase in Assessments to More Than 75c. Per Month.

Two meetings were held at the Labor Temple on Saturday by the Toronto Street Railwaymen's Union, to receive the report of the delegates, Messrs. Magnus Sinclair and J. Thompson, who attended the recent international convention at New Orleans.

The convention decided to increase the monthly dues and raised the assessment to the international union, which was agreed to by the local delegates, subject to confirmation by the members of the union. This was unanimously given at both meetings. Under the new rule the dues for Toronto men will be between 75 cents and \$1 per month.

THE TRADERS BANK OF CANADA

INCORPORATED 1855.

Paid-Up Capital \$4,350,000

Reserve Fund 1,900,000

Total Assets 33,700,000

Deposits 23,500,000

Head Office: Cor. Yonge and Colborne Streets, Toronto

BRANCHES IN TORONTO

Cor. Yonge and Colborne Streets. Cor. Avenue Road and Davenport Road.

Cor. Yonge and Bloor Streets. Cor. King St. and Spadina Avenue.

Cor. Queen St. and Broadview Ave.

Drafts purchased. Letters of credit issued, available in all parts of the world. Deposits received at interest.

A GENERAL BANKING BUSINESS TRANSACTED