

## The Toronto World

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## SUPPORT THE POWER COMMISSION.

Last night, at Berlin, forty delegates from Galt, Guilph, Waterloo, Berlin, Acton and Mount Forest met in conference with the Hon. Adam Beck and Mr. Cecil B. Smith over the Niagara power question. The meeting was of an educational character, and the representatives of the electric power commission attended, not in any controversial or party interest, but for the purpose of affording authoritative information on the lighting and industrial situation in the district.

As was only to be expected from the exhaustive manner in which the difficult problems involved have been worked out by Mr. Beck, his colleagues and expert advisers, he had no difficulty in meeting the tentative and hesitating criticism offered in opposition to the object of the meeting. Mr. Beck's statement was too clear and precise to meet with effectual rejoinder, and the meeting unanimously endorsed a resolution supporting the commission and the Union of Municipalities, and the delegates pledged themselves to do all in their power to secure the submission of the necessary bylaws at the ensuing municipal elections.

It is to be hoped that this campaign of education will be prosecuted vigorously in all the districts included in the survey of the commission. The provision of cheap power is one of the most notable achievements of the provincial government, and if it did nothing else, entitles it to the thanks of the communities who will directly benefit by it. In view of the nearness of the municipal elections and the importance of eliciting as strong and general an expression of approval as possible, it is the duty of every supporter of cheap power to act the part of voluntary advocate to the best of his ability. No greater boon could be proffered to the area covered by the Niagara power policy. Acceptance will secure for the district one of the main elements of its future industrial prosperity and add greatly to the amenity of its municipalities.

## GOOD FROM THE COBALT SLUMP.

That there is truth in the old proverb, declaring it to be an ill wind which blows nobody good, has been again made apparent by the result of the cooling process recently applied to ardent Cobalt speculators. Whatever may have been the real inwardness of the transaction whose failure caused the collapse in stock values, it can have no adverse effect on the district as an industrial proposition. The mineral wealth so well vouchered for by many independent and reliable scientific experts remains as it was, and the interests of the province lie not in the frolics of the bulls and bears, but in the development of the mines. It has been matter of regret that so large a proportion of the stocks of the companies holding prospectively good claims has been suffered to pass into the hands of outsiders. The slump has enabled home investors to get back some of their own, and report puts their purchases at a very considerable figure.

Than this nothing could have better established the confidence felt in Ontario in its great mining camp. Mr. D. M. Stewart of the Sovereign Bank, in his recent address to the Canadian Club, expressed his belief that what Canada most needed to-day was men of courage, men of broad views, men with large ideas, men of faith. It is satisfactory that such men are to be found in Ontario, and that their presence affords an assurance that in future more care will be taken to retain the ownership and control of the provincial resources, in place of allowing them to be utilized for profit of foreign speculators, and for the support of foreign industries. Canada has arrived at the psychological moment when her people are no longer under compulsion

to act as producers of raw material for the benefit of United States manufacturers. Canadians are being told with increasing frequency that British capital will be freely given, if the conditions necessary for its release are forthcoming. These conditions are not onerous, but they are imperative. What the British investor asks is a Canadian company, a strong Canadian directorate, a responsible Canadian board, and reliable Canadian auditors. That is the kind of aid Canada needs, and which no pains should fail to be taken to secure.

No province occupies a better position than Ontario for enlisting the services of British capital in the development of its industries. Its credit is of the highest; its resources are recognized; it has already shown its capacity for efficient self-government, and offered substantial proofs of the sound and stable character of its institutions; it enjoys the beneficial reputation of being closely in touch with British traditions and British standards. Ontario should therefore have no difficulty in diverting part of the ever-flowing stream of capital Britain pours out in external investments. In that endeavor the provincial government can materially assist, both directly and indirectly, and in no field is their better scope for legislative and administrative assistance than in that provided by the winning of its mineral wealth, the preparation of the raw ores for the market, and the establishment of derivative industries. Calls are being made upon the provincial government to certify the titles of mining claims, and even to prove the nature and quality of the deposits by its own expert staff. But why wait to do this until they have been alienated? Rather reserve all the unsettled lands, prospect them, and lease the proved areas on a royalty basis. No more effectual policy could be devised for ensuring the assistance of British capital; building up provincial industries; improving the conditions of provincial labor, and securing a revenue, whose wise disposal could not but make Ontario the banner state of the continent.

## CORPORATIONS AND OVER-CAPITALIZATION.

After President Roosevelt's latest congressional address, it would be interesting to know the Hon. A. B. Aylesworth's opinion of its author. For the executive head of the United States actually dared to express a very strong belief in the evils of excessive over-capitalization, thus being directly opposed to the Dominion minister of justice, who holds that corporations are quite entitled to take all that's going out of the public.

The president, however, advocates a far more complete control than the state has at present over great corporations. "A control that will, among other things, prevent the evils of over-capitalization, and that will compel the disclosure by each big corporation of its stockholders and of its properties and business, whether owned directly or thru subsidiary or affiliated corporations. This," the president says, "will tend to put a stop to the securing of inordinate profits by favored individuals at the expense, whether of the general public, the stockholders or the wage-earners." This is the corporation situation in a nutshell.

## GOVERNMENT OWNERSHIP IN 1886.

State ownership of railroads is by no means a new political issue on this continent, as is recalled by an article on "Some Mistakes as to Government Ownership," contributed to a recent number of The Commoner. In 1885 the United States senate appointed a select committee, consisting of three Republicans and two Democrats, with Senator Cullom of Illinois as chairman, to examine into and report regarding interstate commerce. That committee made a very exhaustive investigation of the railroad situation, both in the United States and in Europe, and reported unanimously in 1886. Referring to the fact that practically all the railroads of continental Europe were owned by the government, the committee said:

"Regulation thru state ownership has been practically unknown in the United States. It is of foreign origin and is foreign to the character of our institutions. The time may come when the people of the United States will be forced to consider the advisability of placing the railroads of the country completely under the control of the general government, as the postal service is, and as many believe the telegraph service should be. This would be the surest method of securing the highest perfection and greatest efficiency of the railroad system in its entirety, and the best method of making a harmonious whole in its operations, and of bringing about that uniformity and stability of rates, which is one of the greatest needs of trade and commerce."

The lapse of twenty years has amply demonstrated the accuracy of this declaration. The continuance of private ownership of railroads, and its later developments, has conclusively shown its natural bias towards monopoly, unfair discrimination and all the concomitant evils from which the United States is now striving to free itself by means of government supervision. But experience will also demonstrate the impracticability and futility of government regulation just as it has been found impossible for municipalities to control franchise-holding corporations and to enforce their contractual obligations.

Winter's Here.  
The Street Railway Company sweepers were out for business last night for the first time this season.

## THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Third Article.  
There have recently been numerous prosecutions against trade combinations, alleging the illegal fixing of prices and restriction of competition, but the Canadian Freight Agents' Association, the most iniquitous combination of them all, has been allowed to exist without protest or interference from any quarter, and has even received the active support of the Dominion government in its disregard of the laws against such combinations. The Canadian Freight Agents' Association was formed for the purpose of fixing prices and preventing competition between railways, and to increase the revenues of the carrying companies where that could be done without a too vigorous opposition from the public, and it has been fairly successful in these objects. We propose to show some of the things the Canadian Freight Agents' Association has done for the people of Canada since its formation, for, while the public are pretty well acquainted with the increased charges which have been imposed, they have come about so gradually that we have not, perhaps, realized they are part of a well defined plan of action, and that the revenues of the carrying companies have in the aggregate been increased enormously by the changes which have been made.

Prior to the formation of the Canadian Freight Agents' Association, the collection of demurrage, or car service charges, was a rare occurrence. Today, thanks to this association and the board of railway commissioners, demurrage has been made a legal charge. Later on we will deal more fully with this branch of the transportation problem.

After it was found that the demurrage rules were working nicely, the association began to look around for another source of increasing their revenues, and a decision was arrived at to abolish the system of free cartage. It was customary at one time to perform free cartage at stated points on general merchandise traffic, and the tariffs of the carrying companies were prepared on a basis covering the cost of this work. When the decision was arrived at to abolish free cartage, new tariffs were prepared, making additional charges for this service, and while the changes in themselves might appear trivial, in the aggregate they added a very large sum to the revenues of the railways.

Still another source of revenue was found in the imposition of storage charges, which are now being collected on traffic left in the warehouses of the carrying companies for a few hours. Why, of course, this is a proper charge, the railways are not warehousemen, simply common carriers, and they are not obliged to provide facilities for taking care of your property, that would be too much to expect from them. But, without the combination known as the Canadian Freight Agents' Association, storage charges would not be in existence to-day.

Yet another source of increased revenue was found in the imposition of increased charges for switching at central points, and the switching tariffs at present in force, which have received the approval of the board of railway commissioners, are simply outrageous and would not be tolerated for a moment if the board was in a position to deal intelligently with railway rates. That is about as far as the railways have gone up to the present time, but the end has not yet been reached, and will not be reached until such time as the people of this country arise in their might and demand an equitable adjustment of transportation charges. If this is not done, the next thing we may expect will be a rate for handling freight from the rail to the cars, on the plea that the tolls authorized by the board of railway commissioners simply cover the carriage of the traffic in question, and do not include handling. Perhaps we are doing wrong in even suggesting this, as it may open the eyes of the railway officials to still another source of increasing their revenues. However, when the attention of the public is drawn to anomalies in the charges of the railway companies, it is difficult to see how different points, and to other abuses which the board of railway commissioners was designed to prevent, the publicity given to these abuses has the effect of bringing about their correction. Our object is to set forth plainly the things which require correction, and ask the support of the people in securing reform.

We will recapitulate the things which the Canadian Freight Agents' Association has done for the people of Canada:

Abolished competition between railways.  
Secured the legalization of demurrage charges.  
Abolished free cartage.  
Imposed additional charges for storage.  
Increased the charges for switching at central points.

The extent of the premier of Canada has already been called to the fact that the Intercolonial Railway is actively represented in this illegal organization, but no action has been taken to withdraw from the association. We would like to ask the Dominion government to explain how they can expect the people to observe the laws of the country when they themselves show such an utter disregard of their own acts. The government is responsible for the legislation regarding combinations in restraint of trade, and it is certainly not too much to expect that they will strictly observe the laws prepared under their own supervision.

A vigorous protest should be entered by the representatives of the people against a continuation of the membership of the Intercolonial Railway in the Canadian Freight Agents' Association.

## THE FARMER AND FREIGHT RATES AND THE RAILWAY COMMISSION.

Fourth Article.  
In reply to the questions asked by "York Farmer" in our issue of Wednesday, we would say that he is in precisely the same position as every farmer or manufacturer located at a local point on any of the Canadian railways, and is discriminated against because he is at a local point. As we understand the matter, he is located at a local point, on the Canadian Pacific Railway eight miles from Toronto, and because his originates on the line of the Grand Trunk Railway, he is compelled to pay that company's local rate to Toronto, plus a charge of 50 cents per ton for a haul of eight miles on the Canadian Pacific Railway, instead of having the benefit of a proportionate mileage rate thru from starting point to destination.

In the first place, a rate of 50 cents per ton for switching a car of the distance of eight miles is simply an outrage, more particularly in view of the fact that the delivering line does not provide the rolling stock in which the tie is loaded, but simply hauls the car a distance of eight miles.

In the second place, if the farmer in question was located on the tracks of the Canadian Pacific Railway, at a competitive point, "e.g." Toronto Junction, the Grand Trunk Railway would absorb the Canadian Pacific Railway Company's switching charge and make free delivery to the consignee on the C.P.R. tracks at Toronto Junction.

What we want to find out is, why the farmer at a local point is discriminated against in this way, and compelled to pay 50 cents per ton more than his neighbor at a competitive station?

It was to remedy abuses of this nature that the board of railway commissioners was appointed, but its members have absolutely failed to appreciate their obligations to the people in the matter of regulating transportation charges.

We do not believe that parliament has ever dealt specifically with the rates on the line for farming purposes, but the railways have frequently issued special rates on this traffic when it suited their purposes to do so.

We intend to deal exhaustively with this whole question of switching tariffs and local rates, but in the meantime simply answer the questions asked by "York Farmer," by saying that his complaint is quite justified under existing conditions. The only way to secure reform is for the farmers throughout the country to demand that the board of railway commissioners shall fulfill their obligations to the public and protect them against extortionate charges of the kind specified by our correspondent.

Two Presentations.  
Ernest Shipman Gets Fur Coat and Miss Knott a Bouquet.  
Ernest Shipman, the general manager of Smeely, Shipman & Co.'s attractions, who is in town with the "Punches of Daventry" Co., called behind the curtain on Wednesday night of this week and presented with an exquisite fur-lined overcoat by the members of the company.

Miss Knott made the presentation, and her performance and won the admiration of all present. Last night a committee of the Art and Literary Club of the university backed by many of their fellow-clubmen, tendered Miss Knott a beautiful bouquet of white roses, accompanied by the cheers of those present.

Flam-Flammed the Laundry Man.  
Henry Mack, 223 Bathurst-street, left some "washee" with Lee Sang. He returned with his "checkee" and a dollar. The "checkee" was 25 cents. Lee handed out the 75 cents change. Mack walked off with the dollar bill. The change and the "washee." Detective Verney arrested him.

Sold for \$80,000.  
A block of land fronting 233 feet on Queen-street, opposite the Avenue, and fronting also on Richmond-street, has been sold for \$80,000. There are ten stores, a carriage factory, two houses and a vacant lot on the property.

CASTORIA  
For Infants and Children.  
The Kind You Have Always Bought  
Bears the Signature of Dr. J. C. Watson

## OSGOODE HALL

## PETER RYAN SUING BANK FOR "FRAUDULENT CONDUCT"

Asks \$50,000 Damages From Bank of Montreal—Claims Wrongful Charges Against Him.

## ANNOUNCEMENTS.

Chambers.  
Cartwright, master, at 11 a.m.  
Single Court.  
Cases set down for hearing before Chief Justice Meredith at 11 a.m.:  
1. Hyland v. Hyland.  
2. Brodrecht v. Everatt.  
3. Shepherd v. Shepherd.  
4. Niagara v. St. Catharines.  
5. Re Gambell-McConnell v. Carter.  
6. Brown v. Brown.  
7. Goldsmith v. Welsh.  
8. Blackmore v. Fawcett.  
9. Te. Gambell-McConnell v. Carter.  
10. Divisional Court.

Peremptory list for 11 a.m.:  
1. Hogaboom v. Hill.  
2. Gunn v. Turner.  
3. Scott v. Jernham.  
4. Western v. Moore.  
5. Rex v. Ing Kong.  
6. Elieher v. McLean.  
7. Divisional Court.

Peremptory list for 10 a.m.:  
1. Cook v. Lumis.  
2. Haladner v. Helpert.  
3. E. C. E. Corporation v. O'Connor.  
4. Montgomery v. Ryan.

Mr. Ryan After the Bank.  
Peter Ryan yesterday issued a writ against the Bank of Montreal and John D. Montgomery, claiming an accounting by the Bank of Montreal to him as a customer of the bank in respect to the dealings and transactions between him and the bank since he has been a customer. Mr. Ryan also claims that the bank is largely indebted to him, and that he has been wrongfully charged with amounts from time to time which ought not to have been charged against him. He claims also "fifty thousand dollars" damages by reason of the wrongful and fraudulent conduct and act of the defendant, the Bank of Montreal and by reason of the deceit and conspiracy of the defendants as against the plaintiff in the action.

Consented to Judgment.  
A consent judgment for the plaintiff was obtained yesterday in single court in the action of Ward v. Dalton. The defendants, E. A. Dalton and George Lawson, are restrained from acting as directors of Sovereign Mitt, Glove and Robe Co., unless duly elected at a properly called meeting of the shareholders of the company. The company is to pay the plaintiffs' costs of action, including injunction motion.

Dr. Cretchen's Case Reserved.  
The divisional court, after hearing for three days the appeal of Dr. Cretchen from the decision of the Ontario Medical Council to strike his name off their register, have reserved judgment.

Want the Insurance.  
The Birkebeck Loan Co., which carried on business at London, Ont., paid the Canadian Fire Insurance Co. \$25 as premium on a policy for \$1000 insurance on a building in Sudbury. The building was burned down in November, 1905, but the insurance company would not pay the loss. The policy was as usual, but the company claimed that the application described the building as a tenement house, while the fact was that it was occupied by a family of Italian brewers. The fire occurred by the overheating of a stove, which, the company claimed, was due to negligence. The Birkebeck Company having gone into liquidation, the action was brought to recover by the London and Western Trusts Co., the liquidator. At the trial at London on Aug. 1, 1906, before Chief Justice Falconbridge, the action was dismissed, with costs to be paid by the Trusts Company. An appeal is now being heard by the divisional court. The case will continue to-day.

Obtained Judgment.  
Louisa Jones, trading as T. Jones & Company, obtained judgment against the Lindsay Stone Quarry Co. for \$1481.50 and costs.

THE CITY'S DISGRACE.  
Editor World: I attended the meeting of citizens on Dec. 3, who were just aroused over the tragedy outside our harbor. There is another disgraceful condition prevailing in our city, namely, that of the city morgue. It is a shame that a respectable citizen, to whom money has been voted and plans prepared for a new morgue. What is the delay? Are our councillors lacking in business ability, or is it to be another case of Yonge-street bridges?

A. W. Miles.  
Senators Released.  
Halifax, Dec. 4.—The Canada Sealing Company, owner of the schooner Alice Grutridge, has received a cable from the British Minister, Montevideo, Uruguay, stating that the four sealers arrested there six weeks ago without cause had been released and sent to Falklands.

## T. EATON CO. LIMITED

STORE CLOSSES DAILY AT 5 P.M.

## Bargains for Men

Savings on garments the weather and the fashion say wear now.

And such savings as will tickle the fancy of the most economical.

Overcoats, 7.49

Regularly 11.00

Fine smooth black beaver and melton cloths; latest long Chesterfield style; sizes 34 to 44.

Suits, 5.89

Regularly 10.50 to 12.50

Stylish all-wool tweeds and fancy worsteds; sizes 36 to 44.

Raincoats, 2.95

Regularly 8.00

Harris tweeds in gray and brown patterns; shouldered lined; long and loose fitting.

Trousers, 1.79

Regularly 2.50 and 3.00

Solid worsteds in stylish patterns; sizes 32 to 42.

Fur Coats, 49.00

Regularly 65.00

Canadian Raccoon—extra well furred whole skins, richly marked; Italian quilted lining; leather arm-shields.

Fur Coats, 22.50

Regularly 28.60

Black Russian calf and Bulgarian lamb; length 50 inches; Italian quilted lining; high storm collar.

Boots, 3.50

Regularly 5.00

Best American make; first quality patent celtskins; Goodyear welted.

Underwear

Regularly 1.00 and 1.25 each garment; Friday 69c.

Clearing fine lot of winter undershirts and drawers.

Colored Shirts, 79c

Regularly 1.00 and 2.00

Laundried, negliges or pleated front; stylish new patterns.

Pyjamas, 4.75

Regularly 7.50 and 10.00

Nightrobes, too. Finest silk garments, best make and finish; plain cream, pink and mauve.

British American BUSINESS COLLEGE!

Y.M.C.A. BUILDING, YONGE AND MCGILL STREETS.

Oldest STRONGEST. Best Day and Evening Classes.

Individual and Expert Instruction. WINTER TERM—Jan. 2, '07. Enter any time.

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A Superior School. Arrange now for next term. Advantages unsurpassed. Handsome Catalogue free.

W. J. ELLIOTT, Principal.

EAST HAMILTON.

Evening Telegram: A distinction in name without a difference in nature separates the Corporation Toryism from the Corporation Liberalism of Hamilton, in fact of the whole province.

The defeat of the official Conservative candidate in East Hamilton is in origin the local product of the street railway strike, the disorder and the presence of the military.

The defeat of the official Conservative candidate is in effect a blow at the reactionary Toryism of the province, which makes up part of the Conservative representation in the legislature, and the same element which makes up the bulk of the Liberal representation in the legislature.

The best, the truest friends of the Whitney government were most afraid of a result in East Hamilton that would have increased the power of reactionary, corporation Toryism.

A defeat for reaction and a victory for progress in East Hamilton should be a notice on the Whitney government that it must live by the virtues of its policy in the province, not by the bigotry of its following in the constituencies.

As to the effect of the East Hamilton by-election on the fortunes of the Ontario opposition, there is not enough of the opposition left either in numbers or quality to be affected by anything. The provincial Liberalism of Ontario is dead in the trespasses and sins of a long-continued subservience to the reactionary and corporation element in its membership. East Hamilton has delivered the Whitney government from the danger of subservience to the same element on the Conservative side.

The result in East Hamilton will suggest to the Whitney government that the ideals of Hon. Adam Beck are safer guides than the expedients of corporation Toryism. The result in East Hamilton is not a defeat for a government that hates reaction and privilege, and loves progress and public rights. And that is the only sort of government which is worthy of victory.

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