

## The Toronto World

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## CHEAP POWER FIGHT JUST BEGUN

In spite of the unanimous endorsement of the Ontario government's power policy by the municipalities, the fight for the public ownership of Niagara power has just begun.

"Since the result of the vote has been made public, the forces of the power companies, represented by their newspaper organs, have been preparing the ground for the public supervision of the transmission of power to the municipalities, with a view to turning over this crucial portion of the public power policy to private companies. And by the power companies' organs we mean particularly The Toronto Globe, controlled by Senator Jaffray, who is a director of the Toronto Electric Light Company, and allied with the electrical combination that is inimical to this public interest.

"The people will not be satisfied with 'government supervision of the distribution of electric power.' The people demand government control, perhaps government operation, and very likely expropriation of the existing transmission line. Without government ownership of the transmission lines the whole public policy for cheap power falls to the ground.

"And concurrent with this preparation by The Globe for 'government supervision of distribution,' we have the federal government's intended legislation regarding the exportation of power and the report of the Canadian section of the international waterways commission, suggesting that the power companies should build the transmission lines in Canada. The World believes now, as it has always believed, that this proposed federal legislation regarding power aims at assisting the existing power companies to combat the public power policy of the Ontario government, and keep in the control of the private companies the generation, the transmission and distribution of power which Premier Whitney, Hon. Adam Beck and the people of Ontario desire to vest in the government of Ontario.

The World believes that the Canadian section of the international waterways commission is acting in conjunction with the federal government along the same line.

In view of all these facts, we believe that the fight for the public ownership of Niagara power has only begun. The treachery of The Globe and its sister organs to the interests of the public and the presumptions that it makes of the federal government in favor of the monopolistic power companies must be fought to the last ditch. The call is loud for Ontario men to see to it that the public ownership child is not strangled in its cradle by The Globe and the federal government, both of which owe allegiance to the power combine.

## DO THE RAILWAYS REFUND ON UNUSED TICKETS?

The following letter, addressed to W. F. Maclean, M.P., was received by him yesterday:

"Dear Sir,—I understand you have been instrumental in changing the law in regard to redemption of tickets, and that in future unused portions would be redeemed on presentation. This is evidently not the case, I presented enclosed ticket to C. P. R. to-day and they asked me to sign a document (copy enclosed), which means that I will be from two to three months before a refund is granted. I am not allowed to sell the ticket, so that the law protects me not at all. This ticket could not be used on account of poor connection, and another ticket had to be bought over another line. I am out my money till at the pleasure of the company they care to pay me. In the United States the laws are different, totally. I had an unused portion of a New York Central ticket and mailed it to New York and got my money by return mail.

"The World is in a position to say that Mr. Maclean never claimed that he had been instrumental in changing

the law in regard to redemption of tickets; that any information to that effect given to the public was by The Mail newspaper, which claimed that it had succeeded in inducing the Grand Trunk Railway to make the cashing of claims for refunds on unused tickets payable as soon as presented at any ticket office, instead of following the former round-about practice of signing an application; or having it investigated in three or four directions and the money being returned within the next two or three months. This may or may not now be true as regards the Grand Trunk, but certainly it is not true in regard to the Canadian Pacific Railway, as the above letter points out, because the writer of it received a formidable looking document of blanks to fill out and sign; this document has then to go on to other officials for their statements, and when it gets back to the passenger department the money may or may not be refunded as that office sees fit.

All this is but an incident in the fight that Mr. Maclean is making in Parliament for a maximum standard passenger rate and ticket, which will be good at any time in any direction, and which, if not used, will command its actual cash value at the railway office or at the hands of another traveler.

The Mail, besides saying that it has effected a substantial improvement in the interest of the traveler, who finds an unused ticket on his hands, charges Mr. Maclean with trying to promote the business of the "ticket scalper" or the "ticket broker." True, it is that a broker or scalper is doing nothing that was not legitimate in this country until a short time ago, he is doing nothing that is not legitimate in the United States or in other countries; but in this country now to do the thing that a ticket broker does is a crime; and it is to abolish this law that Mr. Maclean is moving. But he does not happen to be proceeding in that direction in the interest of the ticket scalper or the ticket broker, but altogether in the interest of the ordinary everyday traveler, who ought to get the lowest possible rate, go at any time and go on any line, who ought to be free to "route" himself as he wishes, and not to have his line of travel indicated to him by the railway and limited in other directions as he sees fit to give him a cheap ticket.

In the meantime our correspondent had better fill in the long-winded application that the Canadian Pacific has asked him to file, and eventually he may get his money back. But we advise our correspondent and every other citizen of this country to take pains to use his vote at the next opportunity as will wipe from the statute book in Canada any law which puts such a stigma on honest Canadians as to make it a crime to sell an unused railway ticket, and we trust that every Canadian will back up the member for South York in having this law repealed and in having the railway act amended in the direction of getting the lowest possible rate for railway travel on all occasions.

As we understand the argument of the railway companies, they are giving a few favored individuals, "the cheap excursionists" to wit, low rates at the expense of the ordinary everyday traveler. The latter, too, are helping to pay the fare of "the commuters," who have low rates, by paying to the ordinary everyday traveler the man who now pays the highest rate—every time seems to be their motto.

## THE BRITISH CANADIAN LOAN.

The British Canadian Loan and Investment Company, Limited, which was incorporated in 1877, has for some years past been in a process of gradual liquidation. Last July the paid-up value of the shares was returned to the shareholders, and final payment to them was made on Dec. 31 last, by the purchase of their shares at a premium of ten per cent. of the paid-up value thereof, by Messrs. Pellatt & Pellatt of this city, for a client of theirs. The retiring directors, who have been instrumental in bringing about this most satisfactory return to the shareholders of the par value of the stock, together with a premium of ten per cent. are A. H. Campbell, president; Sir Henry M. Pellatt, vice-president; Samuel Tresselt, V. Brock, A. H. Campbell, Jr., William Ince and Edward R. Greig.

It is understood that this company, which has been for many years so well and favorably known to the investing public, is to be at once reorganized, with Sir Henry M. Pellatt as president, and with him will be associated a board of directors well known in the financial world.

## Mr. Fred G. Cox Retires From the Imperial Life.

Mr. Frederick G. Cox, who has been managing director of the Imperial Life Assurance Company of Canada since its commencement, has been elected to the presidency of the Provident Investment Company of this city—an important institution closely identified with several of Senator Cox's interests—and intends to devote his entire time to its affairs; and as a consequence he has resigned his office in the Imperial Life. During Mr. Cox's association with the Imperial Life it has prospered far beyond the expectation of those who identified themselves with it at its beginning, and in retiring from this juncture, he does so with the knowledge that it has been firmly established and that its financial position is very strong and that it ranks to-day as one of Canada's leading and strongest life offices.

## Dies From Fall.

Bellefleur, Jan. 9.—Mrs. Benjamin Read, an old lady of this city, fell and broke her hip on Dec. 23. Owing to her advanced age, she being 85, the fall proved fatal and she died last night.

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

Thirty-Fourth Article.

Competition in any line of business means increased activity and enterprise; it is the barometer that marks the rise and fall of a country's commerce; when competition is eliminated, decay sets in, because there is no incentive to struggle for supremacy, and stagnation is the inevitable result. Competition is vitally necessary to the progress and development of Canada.

For some time back competition between the carrying companies in this country has been unknown, and in consequence the railways have neglected the interests of the people in the matter of providing adequate facilities for handling the business, and have allowed matters to drift along as best they might. Traffic arrangements, entered into between the railways, have eliminated competition, and even water-carriers have been excluded, in recent agreements entered into between the railways and boat lines, whereby the latter were allowed to make stated differential rates. The result has been that the cost of transportation has been increased throughout the country, as compared with what it would have been were it not for the compacts made by the carrying companies.

Agreements of the nature referred to are in restraint of trade, and are a violation of the laws of the country. It is the plain duty of the government to take proceedings against those who offend the laws; but, instead of doing so, in connection with the transportation companies, we find that the government have joined hands with them, have become parties to these traffic arrangements, and have set at naught the laws found upon the statute book. The community-of-interests arrangement which has been made by the carrying companies is prejudicial to the best interests of the people, and should be made the subject of a public investigation.

It is necessary that competition in transportation should be restored; and, as the government must to a certain extent accept responsibility for the present situation, they should endeavor to place matters upon a basis that will restore to the public the benefits of a competitive service. This can best be accomplished by extending the Intercolonial Railway westward to Georgian Bay and the St. Clair River. We believe that this extension is necessary in order to make that railroad a paying investment; but even if the line were run at an actual monetary loss each year, it would be advisable to construct it as the benefits derived therefrom in the shape of increased facilities and competitive rates would be of almost incalculable value to the public.

The wheat fields of the Northwest might better be left uncultivated than used for the purpose of producing grain which cannot be made use of and carried to market, and which the farmers are compelled to let rot in the fields of agriculture, owing to their inability to get facilities to carry it to the ocean. The acreage under cultivation is increasing year by year, but there is not a corresponding increase in the capacity of the carrying companies, and unless steps are taken to remedy the present condition of affairs it will become worse each season, and disaster to the commercial interests of the country will be inevitable. The necessity for additional transportation facilities is so apparent that it is not necessary to argue on that point, and as the railways at present in operation are utterly inadequate to meet the necessities of trade in this country, it is absolutely necessary that the government should step in and provide additional facilities to protect the trade of Canada. The extension of the Intercolonial Railway to Georgian Bay, and the erection of elevators, would be one method of providing increased accommodation for the produce of the Northwest.

When the Intercolonial Ry. was extended to Montreal, the people of Canada were informed that a traffic agreement had been entered into with the Grand Trunk Railway, which ensured equitable treatment for shipments routed via St. John, N.B., as compared with traffic consigned via Portland, Me., but this understanding has now been lived up to, and the Grand Trunk Railway declines to issue thru bills of lading by the Canadian route when it comes in competition with their Portland service. It therefore becomes necessary, for the protection of the Canadian route, that the Intercolonial Railway should be extended west, so that it will not be dependent upon the Grand Trunk Railway for traffic required to load the steamships plying between St. John and Europe.

## THE INTERCOLONIAL RAILWAY IS NECESSARY IN THE INTERESTS OF THE CANADIAN ROUTE AND THE CANADIAN PEOPLE.

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

## CANADA TO MANCHESTER.

Another Cargo Service to Be Established by C. P. R.

Canadian Associated Press Cable. London, Jan. 9.—The C. P. R. intend running a service of cargo steamers between Manchester and Canada. It is also rumored that a couple of other steamship companies contemplate emigrating from Liverpool to the Canadian coast, and the rumor does not apply to them.

## THE BANK OF TORONTO.

A half century of successful banking in Canada was reported at the annual general meeting of the Bank of Toronto, held on Wednesday to have been completed on the 8th of July last. During this period the average rate for the fifty years being 5.23 per cent. A rest account of nearly \$4,500,000, 12 1/2 per cent. larger than the paid-up capital, has been accumulated during this term, not less than \$2,500,000 of which has been set aside as a reserve fund, and an average of \$50,000 per annum. Of the eleven competitors of the Bank of Toronto in 1856, but four are now in operation, the periods of depression since experienced having shaken out all but the best.

The bank's profits for the past year amounted to \$544,295, to which is added \$109,046, brought forward from last year, and \$183,945 premium on new stock. From this dividends of 10 per cent. were paid the stockholders, \$10,000 transferred to the bank's reserve fund, \$100,000 written off bank premises and \$33,945 transferred to rest.

The deposits during the year increased to \$4,737,123, an increase of \$570,045, and the commercial loans are now \$26,288,198, representing an increase of \$5,746,279, or over 28 per cent.

Among the new features of the report were the recommendation that dividends be paid quarterly in the future and that the authorized capital be increased to the sum of \$10,000,000, in order that the bank might be in a position to meet the demands of the rapidly expanding business of the country.

## From Snow to Sunshine and Flowers.

It is summer now in Florida. There is golf, boating and open-air bathing. Why not escape the rigors of the northern winter to the sunny South? The Pennsylvania Railroad is the natural route to Washington and all resorts in the south from Buffalo. Daily connecting with Pullman trains to St. Augustine, and through sleeping cars to other points. Address: F. Fraser & Co., 307 Main street, Elliott-square, Buffalo.

## Profits to Capital.

New York, Jan. 9.—Stockholders of the American Sugar Refining Co. today voted to reserve the working capital and all accumulated profits in excess of dividends. A suggestion that the annual dividend of 7 per cent. be increased had been made.

## Off Again; Gone Again.

New York, Jan. 9.—The schooner Shellia ran ashore off Portland, N.J. The Shellia was floated this afternoon with the assistance of life saving crews.

## When you want BLACK silk,

you don't say "a pool of silk." When you want Windsor Table Silk, say so—"WINDSOR."

## AT OSGOODE HALL.

ANNOUNCEMENTS.

Masters' Chambers.

Cartwright, master, at 11 a.m.

Single Court.

Cases set down for hearing before the Hon. Chief Justice Falconbridge at 10 a.m.:

Rogers v. C. P. R.

Union Bank v. Bringham.

Herrington v. Herrington.

Lawson v. Rittenhouse.

Logan v. Drew.

Quebec Bank v. Williams.

Whitehead v. Goldie.

Sinclair v. Fraser.

Tor. B. & M. Co. v. Kaiser.

Berrie v. Berrie.

Hamilton Cataract v. Niagara.

Greene West v. Morning.

Brook v. Byratt.

Trusts and Guarantees Co. v. Corbett.

Brenner v. Gellinas.

Garside v. Garside.

Divisional Court.

Peremptory list for 1 a.m.:

1. McClellan v. Powassan.

2. Brown v. Wilcock.

3. Bohan v. Galbraith.

4. King v. Palmerston.

5. Emerson v. Gurney.

6. Demanded Their Property.

Toronto Non-Jury Sittings.

Peremptory list for 10.30 a.m.:

1. Irwin v. Prendergast.

2. Brown v. Berrie.

3. Johnston v. Johnston.

4. Carter v. Toronto Gas & S. E. Co.

5. Birney v. Foster.

6. Balster v. Mulvey.

7. Sutherland v. Goodman.

8. Riddell v. Phillips.

9. Valpato v. Port Credit Brick Co.

10. Fort Over Green.

Clark & Clark, Limited, of Toronto, have issued a writ against S.F. Lawrance & Co., of London, Ont., to recover \$425.50 on 25 barrels of grease sold to the defendants.

## Suing for Damages.

James Murray is suing the Canadian Express Co. for damages for injuries he sustained owing to the negligence of the company's servants.

Crow and Murray of Toronto have begun an action against the Canadian Express Co. for damages for injuries to property of theirs while in the custody of the express company, owing to the negligence of the company's agents.

## Pulpwood Concessions.

Charles A. Ray, a retired judge, now living in Washington, D. C., has an action pending against Charles E. Hewson of Barrie, and others, over certain pulpwood concessions on mining locations on the Mississauga River. The defendants moved before Master in Chambers Cartwright to have certain paragraphs in the statement of claim struck out. Judgment was yesterday given dismissing the motion with costs in the cause.

## The Dominion Express Co. are appealing to the divisional court from a judgment obtained against them in October, 1906, by F. T. James &amp; Co., thru their agents in Selkirk, Man., had two cars of fish shipped to them at Toronto. When they arrived, six days later, they were found to be damaged. The plaintiffs claimed that the express company were negligent and that instead of sending the cars of fish by express, they were attached to freight trains and were twice as long in coming as they should have been, and because of this they were damaged. At the trial James &amp; Co. recovered judgment for \$45.97 and costs. From this judgment the express company are now appealing. The court reserved judgment.

## Action to Stand.

Falter Brothers applied before the master in chambers to have the action brought against them by Samuel Rosenberg dismissed for want of prosecution. The master was dissatisfied with costs to Falter Bros. in any event of the cause.

## Judgment Vacated.

M. H. Fringle, begun an action against Walter and Ryan in December last. Through oversight an appearance was not entered in time for William Ryan, one of the firm, and default judgment was signed. Upon application to the master in chambers the judgment has been set aside and Ryan will be allowed to defend, as he claims to have a good ground for defence.

## Attacks Terms of Will.

T. J. F. Quay of Butte, Montana, applied yesterday to Chief Justice Falconbridge to have quashed the terms of the will of his father, William Quay of Port Hope, by which he is bequeathed \$15,000, on condition that he shall not be engaged in a spirituous liquor traffic, nor in gambling or games of chance, directly or indirectly.

War Minister Gabbas asserts that he intends to attack the Wedraes tribe with his Raulsi is supposed to have sought refuge.

Appearing with Mrs. Le Grand Reed at her concert one week from Saturday is the famous cellist, Karl Griener. The other assisting artists are: Kelley Cole, the eminent tenor, and Miss Ethel Cave Cole, pianist.

## Raulsi Keeps Moving.

Tangier, Jan. 9.—A column of troops under the command of Kaid Setib, consisting of four hundred men with several guns, to-day moved toward Arzila, whereupon the followers of Raulsi evacuated it.

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## The Imperial Life.

At the annual meeting of the Imperial Life Assurance Company of Canada, held yesterday with the company in the chair, Sir Mackenzie Bowell, in the chair, a most gratifying report of the past year's transactions was presented by the directors of the company. It may be noted that this is the first annual meeting held by any Canadian life office, and in itself speaks well for the way in which the affairs of the company are conducted. The report is printed in another part of this issue, and is one in which the shareholders and the public have every reason to take pride. It speaks of the most satisfactory progress made in the most essential of a sound, successful business, and of the substantial increase in the assets, in reserves, in surplus, and in the average rate of interest earned on the company's invested funds, all of which were accompanied by a most favorable mortality experience, and by a substantial decrease in the expenses of management. The net result of the above achievements is shown in the enhanced security afforded policyholders in the Imperial Life, and in the large amount of surplus earned by the company during the year. The company's statement shows that it has now reached an enviable position, and that it is a company of which all Canadians can be proud.

## Jury Trial in Damage Suits.

Hartford, Conn., Jan. 9.—Gov. Rollin S. Wooster, Jan. 9.—The shoe factories here which locked out their employees two months ago reopened today, but only 800 of 7500 men returned to work.

Intense excitement prevails. A delegation of eighty of the shoemakers' children have gone to Paris to arouse sympathy.

## T. EATON CO. LIMITED

STORE CLOSING DAILY AT 6 P. M.

## MEN'S BARGAINS

If you can't see abundant reason for participating early on Friday—in these unparalleled opportunities there's something wrong with your eyesight. The list below gives the brief facts and figures of, probably, the best aggregation of bargains you were ever privileged to indulge in.

## Overcoats, 4.89

Regularly 8.50 and 9.00. Long single-breasted tourist style of imported tweeds, in neat dark brown mixed patterns; velvet collar. Sizes 34 to 42.

## Fur-Lined Coat

Regularly 75.00: Friday 55.00. Superior quality English beaver cloth; muskrat lining; fine dark Canadian otter. Storm collar.

## Suits for 7.95

Regularly 11.50 to 13.50. Scotch and English tweeds—dark brown and olive mixtures—overplaid effects; latest double-breasted cut. Sizes 36 to 44.

## Trousers, 98c

Regularly 1.25 and 1.50. Dark patterned heavy tweeds. Sizes 31 to 40.

## House Coats, \$5

Regularly 7.50 and 10.00. Fine camel hair mixtures—fawn and light and dark gray; plaid lining; reverse plaid trimmings.

## Fur Coats, 43.50

Regularly 65.00. Canadian raccoon; storm collar of finest fur; quilted and padded lining; leather armshields.

## Winter Caps, 23c

Men's and boys'. Regularly 50c, 75c and 1.00. Black beaver or marten cloth with turn bands to protect ears.

## Underwear, 79c

Regularly 1.25 and 1.50 each garment. Winter weight. Sizes 34 to 46.

## Cardigan Jackets, 98c

Regularly 1.50 and 2.50. Imported English cardigans, in fine elastic cloth. Sizes 34 to 48.

## Muffs, 42c

Regularly 75c and 1.00. Black corded silk and navy polka dot satins; quilted satin lining.

## Cuffs, 10c a pair

Regularly 18c to 25c. 4-ply linen; sizes 9 1/2 to 11. Some soiled or poorly laundered—but that's all.

## MAIN FLOOR, QUEEN STREET

## EDUCATIONAL.

## ATTEND THE BEST—IT PAYS

## ELLIOTT

## Business College

Car. Yonge and Alexander Sts., Toronto.

Has now the largest attendance in the city. There is a reason for it. Students here at any time. Night School, Monday, Wednesday, Friday. Circular free.

W. J. ELLIOTT, Principal.

## BRITISH AMERICAN BUSINESS COLLEGE

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Yonge and McGill Streets.

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Enroll this week for an evening course in Bookkeeping, Shorthand, Typewriting, Penmanship, etc. Casual individual instruction; terms moderate. Open to day scholars or more subjects. Telephone M. 1119. Write or call for catalogue of Day or Evening School.

T. M. WATSON, Principal.

## THE CLIFTON HOTEL

Just Completed.

NIAGARA FALLS, CANADA.

Open Winter and Summer.

Facing Both Falls.

Luxuriously Furnished.

Electricity.

G. R. MAJOR, M. A., MANAGER.

## Money cannot buy better Coffee

than Michie's finest blend Java and Mocha, 45c lb.

Michie & Co., Limited

## THE

## Traders Bank

## OF CANADA

CAPITAL AUTHORIZED - - - \$5,000,000

CAPITAL PAID-UP - - - \$4,300,000

REST AND UNDIVIDED PROFITS \$1,800,000

TOTAL ASSETS, OVER - - - \$32,000,000

Head Office—Yonge Street, Cor. Colborne

Branch Offices: KING STREET, Cor. Spadina Ave.

RIVERDALE, Broadview Ave., Cor. Queen

AVENUE ROAD, Cor. Davenport

EAST TORONTO, Danforth Ave.

General Banking Business Transacted