TUESDAY MORNING

THE TORONTO WORLD reckless borrowings of municipalities

that go in for trading heavily have Newspaper published every day in the year. -private exchange connecting all departments Main 252. caused an enormous depreciation in their securities and instanced the writing off by various banks of book SUBSCRIPTION RATES IN ADVANCE. values to its amount. The inference

in 1902 to The London Times, then

showed that depreciation was common

to all the class of securities in ques-

tion and depended indeed on changes

ties had fallen less than even Brit-

ish consols. In 1896 consols stood at

113 7-8, and at the time of the lord

provost's writing stood at 93 1-4, show-

ing a fall of 20 5-8-since when they

have dropped to around 87. Some

years ago the British municipalities

for temporary purposes direct

from the public better than

either emanate from or are inspired

in Canada. Toronto had them during

the campaign for the passing of the

hydro electric bylaw, when letters

purporting to be the free expression

of genuine, independent public opin-

ion were paid for at special advertis-

columns that are now publishing mis-

icading statements regarding the

municipal enterprises of Great Britain.

And it is surprising that so-called

"Liberal" papers in Canada, untiring

in their attempt to identify the "Lib-

with the party whose organs they are,

with which British Liberals are so

"The commission," it says, "inef-

ficient and nerveless as it has been, simply illustrates the nature of the 'political' state commissions every-

necticut case strikes still deeper in another direction. It proves not only the absurdity of the familiar

plea-likely to be more familiar

hereafter-of 'lack of power,' but the vital importance of improving the personnel of the state commissions.

The state may invest those commissions with unlimited powers, and

may hedge them about with sta-

dangerous it becomes when new

THE HOUSE PROBLEM.

rent-and it is a matter of commo

ed upon it."

loa

found that they could

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DETROIT, MICH-Wolverine News Co., and all news stands.

and all news stands. HALLFAX_Halifax Hotel news stand. LOS ANGELES, CAL, Amos news stand. LOS ANGELES, CAL, Amos news stand. MONTREAL_Windsor Hotel and St. Law rence Hall; all news stands and news boys. NEW YOR-St. Dennis. Hotel and Hotal-ings news stand. 1 Park Row. OTTAWA-Despatch and Agency Co.; all hotels and news stands. QUITECC-Quebec News Co. ST. JOHN N.B.-Raymond & Doherty. WINNIPEG-T. Eaton Co.; T.A. MCIB-tosh; John McDonaid; Hotel Empire news stand. All Railway news stands and trains.

ATTACKS ON RECENT BRITISH by the central corporation agency of MUNICIPAL ENTERPRISES. London. They are of a class with Next month the biendral election of membership of the London County those that emanate from the corporation offices in the United States, and

Council will take place and the contest is this year being fought with unusual keenness. The struggle lies between the progressives, who have, except at the election of 1895, when an equality resulted, always commanded a majority, and the moderates, who ing rates. These appeared in the same have renamed themselves "Municipal Reformers" after unsuccessfully fighting the election of 1901 as "Conservatives and Unionists." The chief combat rages round the extremer schemes which have marked the administration of the progressive party, who have beral" party of the United Kingdom in several directions gone beyond the more prudent and cautious methods shculd thus seek to discredit a policy pursued by the great provincial cities of Britain. Attempts are being made in Canada and the United States to turn the situation in London to the disadvantage of the principle of muni-

STATE RAILBOAD COMMISSIONS. Writing editorially regarding the accipal ownership and operation of su run of Connecti utilities and services as are naturally cut in forwarding a special message or practically monopolles, but these supporting the agitation in that state attempts convey a wholly erroneous against the stock-watering of electric incression. That this is so can be railways. The Railway Age states it to easily judged from the fact that the be in substance a plea for additional moderates or "Municipal Reformers," powers for the state railroad commisare pointing to the brilliant success sion. It states the immediate target attained in Manchester, Liverpool, of the Connecticut movement and the Glasgow and other provincial cities, governor's message to be the capitaliin connection with the operation of zation of the Connecticut Railway & their public franchises as an argument Lighting Co., whose great volume of

closely identified.

THE TORONTO WORLD

THE RAILWAYS AND BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Sixty-second Article.

At a recent conference between the board of railway commis sioners and the representatives of the railway companies, Chairman Killam drew the attention of the carrying companies to the fact that the Railway Act requires carrying companies, according to their respective powers, to furnish adequate and suitable accommodation for the receiving, loading, carrying, unloading and delivering of all traffic offered for carriage upon their railways; and, without delay and with due care and diligence, to receive, carry and deliver all such traffic; and to furnish and use all proper appliances, accommodation and means necessary for these purpe

Chairman Killam further stated that numerous complaints had been received on the subject of insufficiency of the supply of rolling stock and other equipment upon railways, and of delays in transportation and delivery of traffic, and intimated that the board desired to receive from all the railway companies information as to the extent to which they have complied with the provisions of the statute; to what extent they have failed to do so, and to what circumstances they attribute and on what ground they excuse any such failure.

The carrying companies will undoubtedly furnish the board of railway commissioners with a mass of figures and information which will completely mystify the board, and it can hardly be expected they will give any information which would convict them of neglect.

The prevailing car shortage is due to the insufficiency of motive power, and there is not an engineer on either the Grand Trunk or Canadian Pacific Railways who does not know that this is the cause. It is useless going to the officials for information on a subject of this kind. If the board of railway commissioners would consult some of the men who are doing the practical work in handling the traffic of the railways, they would receive more information in a few minutes than they will get from the officials in a year's time.

At one time it was customary for an engineer to have his own engine, and he had a pride in keeping his locomotive in good shape. To-day an engine is simply a piece of machinery, and as soon as a locomotive is run into the round house from one trip, it is sent out again under another man's charge, to perform further work, and under this system necessary repairs cannot be looked after, and the engine is worn out in half the time it would be if it were properly cared for. Not very long ago we were traveling on the International Limited, between Montreal and Toronto, and four different engines were used between Cornwall and Toronto, owing to the fact that numerous breakdowns occurred. So many engines are used up from overwork that the shortage of locomotive power is becoming greater every day, and these breakdowns are due to the fact that proper attention is not paid to keeping the locomotives in repair. A locomotive is somewhat like a human being, and its natural life is lessened by overwork.

We do not propose to instruct the railway officials with regard to how they should run' their own business, but these things are common talk amongst the employes, who are doing the practical work; and their knowledge is of more value than all the theories which can be evolved with regard to the causes for the insufficient supply of rolling stock. Another feature is the danger incurred by travelers who are using trains hauled by locomotives which are not in proper repair

We quite agree with Chairman Killam in his statement that the board has felt difficulty in making orders for the supply of cars or other equipment, upon specific complaints, for fear this might result in taking from others the public facilities to which they were equally entitled with the complainants. It would be manifestly unfair for the board to order the railway companies to supply equipment to stated parties. This question must be dealt with as a whole, and the only way in which the car shortage can be overcome is to enforce reciprocal demurrage, which would compel the carrying companies, in self-defence, to furnish the equipment required for the transportation of the traffic of the country.

The railway companies have no difficulty in supplying locomotives or cars for use in the construction of new lines of railways. These locomotives and cars should be retained for the movement of traffic on the lines already established. Perhaps it would be well for the board, if it has not already done so, to ascertain from the railways exactly what equipment has been taken from their ordinary equipment for use in the construction of new lines.

Chairman Killam further states that, in future, the board will adopt all means within its power to make railway companies live up standard, and to give to the public, so far as circum



Hon. G. P. Graham's bill, which was given a first reading, and Colonel Munro's bill, which got a second reading, were the only items of business before the legislature yesterday in a session that only lasted a few minutes.

To amend the Liquor License Act, Hon. Mr. Graham introduced a bill dealing with the three-fifths clause, and substituting a majority vote for this provision in the local option procedure. Further clauses of the bill read:

"It shall not be lawful for any license commissioner, license inspector or chief inspector during his tenure of office as such, directly or indirectly, for himself, or thru or on behalf of any partner, nor as agent for any other person or persons, to have any interest in any contract, agreement, business engagement, or business re-lationship with any licenseholder or the wife or busband of any license-

"Any license commissioner, license spector or chief inspector, who violates the provisions of this section shall forthwith cease to hold the office of license commissioner, license inspector, or chief inspector, as the case may be, and shall not thereafter exercise any of the functions or re-ceive any of the emoluments of his

"It shall be a sufficient answer or the part of any licenseholder, or the husband or wife of any licenseholder, husband or wife of any licenscholder, as the case may be, to any suit or proceeding brought on or in respect of any such alleged contract, agreement or engagement, that at the time the said alleged contract, agreement or engagement was entered into the per-son with or thru or on behalf of whom the alleged contract, agreement or on the alleged contract, agreement or en gagement was made, was a licens mmissioner. license inspecto spector, as the case may be." Amending Municipal Act.

J. Munro (North Oxford) obtained second reading for his bill to amend the Municipal Act. It provides for the filing of qualifications of elected muni-cipal officers in cities over 30,000 up to mine o'clock in the afternoon of the day after the election.

the day after the election. Hon. G. P. Graham asked if the report of the commission on horse breeding would be ready soon in view of the meeting of the Forse Breeders' Association this week, but Hon. Nel-son Monteith thought it could not be ready before the close of the session. Notices of Motion.

Mr. Torrance: Bill for the admin-strative control of pulmonary phthisis



FEBRUARY 19 1907.

Don't put off the fur coat purchase till another season if you can spare the money now.

To quickly clear these goods we're going to sell our invincible seventy-five dollar

Black beaver cloth shell; Indigo dyed; lining of full-furred Canadian spring muskrat-whole skins; storm collar of extra quality otter. The price, each..... 57.00

Fur Caps, Collars, Gauntlets AT BIG PRICE REDUCTIONS

Clearing Persian lamb caps and collars, satin lined-and Persian lamb gauntlets, leather and fur-lined-at reductions of many dollars. All of extra quality full furred skins, even glossy curl.

MAIN FLOOR-QUEEN STREET.



Cartwright, master, at 11 a.m. Judge's Chambers. the horse killed. He sued the railway company for \$1000, but at the trial re-covered only \$100. Yesterday his ap-peal to the divisional court was dis-Mr. Justice Teetzel at 11 a.m. Divisional Court.

Peremptory list for 11 a.m. 1. Miller v., Bayes. 2. McIntyre v. Newton. 3. Howard Stove Co. v. Dingman. 4. Yeates v. G.T.R. Co. 5. Miller v. Bowman. 6. Brown v. Dulmage. rissed with costs. Tax Sale

Tax Sale. John Legan and Annie Logan, exe-outor and executrix under the will of George Logan, deceased, have begun an action against the City of Torono, claiming a declaration that the deed purporting to purchase certain lands on Carlaw-avenue at a tax sale is void, and that there are no arrears of taxes on the lands. **Ontario Bank Issues Writ.** The Ontario Bank as assignee of the

against the administration of the Lon-

don progressivists. Late last month. too, Mr. R. A. Robinson. the modertion of the street railways. It would ering of securities, with construction they had obtained from defaulting be madness," said Mr. Robinson, "for and equipment account raised in the mortgagors and placed on the market any of us to sell, lease or dispose of balance sheet to meet it. these tramways. We cannot go back

on our policy, especially as the business shows signs of paying properly." Public ownership and operation of franchise monopolies is not an end in Itself, but a means to an end. That end, of course, is the provision of public services and utilities cheaply. and efficiently in the straight interests of the community. In order to

its accomplishment it requires that these services and utilities are conducted on proper business lines and there is no reason whatever in the where—commissions which charged as trustees with holding the even scales of justice between the pubnature of things why the management of a municipal system should be scales of justice between the pao-lic service corporations and the peo-ple have been true to the real in-terests of neither. But the Coninferior in any way to that of a private company. There are many indeed making for greater efficiency and economy as a comparison between the public and private systems of the United Kingdom conclusively shows. At the best or the worst, therefore, whatever measure of truth there is in the attack made by the "Moderates" on the edministration of the party hitherto supreme in the London county council-if there be any truth at all-goes not one whit beyond its immediate purpose-the discrediting of that administration. But the fact that Mr. Robinson has been compelled to declare himself in favor of county council ownership and operation of the street railways itself means much since his party for ten years opposed

the policy which they are now constrained to admit, has justified itself the near future, to take a drop. So by the result. People on this side far as can be seen at present, the the Atlantic can therefore judge for answer to that question would apthemselves what value to attach to pear to be "Decidedly no" as there special cables purporting to discredit is not on the horizon a single sign municipal jownership and operation of that would seem to point to any depublic utilities in the United Kingdom, cline, either in property values or in As The World has repeatedly pointed renas. Indeed, every indication, in out, isolated instances of loss owing the matter of values at least, would to improper management are no more appear to point in a precisely opposite. efficacious against the many examples direction. to the contrary than are the not infrequent failures of private manage- most forcibly struck with the great

ment against the existence of private scarcity in the number of houses to companies. Another ancient and exploded fal- knowledge that, for the last half dozlacy was made the subject of a spe- en years, the same conditions have

cial cable despatch which appeared in prevailed, practically amounting to a the Saturday issue of the leading cor- house famine. When one comes to poration organ of this city. This de- enquire into the causes, however, this match purported to prove that the state of affairs is by no means a mat-

stances render it reasonably possible, the service which the statute requires. If Chairman Killam will follow this statement up by immediate action, it will be beneficial to the country, but as already stated, there is only one way in which the car shortage can be overcome, and that is, to enforce reciprocal demurrage. In the United States this is a question which is being handled by the different boards of railway commissioners in a practical way. In Canada, it appears to be impossible to get the board of railway commissioners to do anything except ask for information. What we need is a board of railway commissioners that will act upon the information it already possesses.

watered stock has recently become a ter for surprise. About the year 1900, ply, that is all. Nor is this deficiency security paying good dividends, by its few houses having been built in the likely to be made up soon, considerlease, to a great holding corporation. several years preceding, the loan and ing the price of building materials, the ate leader, assured the electors of Lon- Out of a capitalization of some \$30,000,- financial companies had flooded the price of labor and the large number don that the party is in favor of the 000 in stock and bonds, about two-thirds, market with an almost incredible num- of public buildings about to be erectccunty council ownership and operat- says The Railway Age, represents wat- ber of somewhat old houses, which ed. Toronto has got to he a great at the face value of the mortgages-

The Railway Age attributes the plight from the builder's point of view simpof Connecticut largely to the failure ly amounting to slaughter prices. For

has been, found impossible for the a long day. Not until the deficiency disgrace is not in the going to jail, but in the action itself of wrong and guilt, builders to overtake the demand. Al- is fully made up and the supply of and I firmly believe the day has yet to



city and has long ago cast off her swaddling clothes. But prices for real estate are considerably lower than Every day for the last week he spent those of any thriving American city of the greater part of it at the head of-the same size. of Connecticut largely to the failure of the state railroad commission to exercise the powers it possesses under the state railroad law and offers some pertinent criticism on the matter of railroad commissions appointed for poli-tical reasons and without regard to other and more necessary qualities in population was then rapidly increas-ing, the demand got far and away in pertinent: security, many investors having had ing he was strongly advised to do so ing, the demand got far and away in security, many investors having had ing he was strongly advised to do so a sufficiently bitter experience in thru anonymous letters. On the other hand, he has had scores of letters tell-the city's population is now increasing investment, to "furnish them with get that he has hosts of friends. Some the city's population is now increasing investment, to furnish them with get that he has not recognize that the real at a much greater rate than ever, it plentiful food for reflection for many people do not recognize that the real disgrace is not in the going to jail, but

lowing five persons to a household, houses annually built in Toronto great- come for Mr. McGill to be proven inand taking into consideration the 500 ly exceeds the demand for the annual nocent or i or deceive. nocent or guilty of evil intent houses or more that yearly fall into increase in population, could the situdesuetude, or are torn down, one can ation be open to question, even, or readily form an idea of the enormous considered at all hazardous. Unless, number of houses that is required an- and until, a surfeit occurs in this nually to accommodate even one year's way, the prospective purchaser has no increase in Toronto. Therefore, at occasion to fear that there is, or can present, there is no boom. The de- be, anything approaching an artificial mand is simply in excess of the sup- inflation of prices. Indeed the rapid filling up of the northwest would seem

to guarantee that, for a long time to come, our eastern cities will on this account alone be kept prosperous and busy in manufacturing and supplying to those settlers articles. which newly settled territories do not of themselves in their early stages produce.

SOCIALISTS SUPPRESSED. 'olice Surround University and Arrest 71 Revolutionists,

St. Petersburg, Feb. 18 .- The Social Revolutionists have been holding meetings here lately under the cover of university autonomy. The police, however, determined to put an end to these gatherings and yesterday surrounded the university, arrested seventy-one revolutionists and seized 1500 pounds weight of incendiary proclamations. The prefect of police has ordered has ordered the arrest of all persons distributing elec-tion literature in behalf of the Radical party, and to-day closed two printing establishments where Radical ballots were being prepared, and seized 10,000 of them.

McGee Sent for Trial. Montreal, Feb. 18 .- W. J. McGee, the defaulting secretary-treasurer of the People's Mutual Building Society, was committed for trial on the Brown note forgery case.

Mr. Preston (Lanark): Bill to amend. the Assessment Act. suing William Newman and William J. J. Arthur on a promissory note for \$5000. Dominion Brewery Co. Assets.

THE MeGILL CASE.

Fair Play.

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THE MEGILL CASE. Editor World: Kindly allow me a small space in your valuable paper to contradict the statements in some of the Saturday papers referring to Mr. McGill going to Kingston. Evidently the statements in some of the statements in some the Saturday papers referring to Mr. McGill going to Kingston. Evidently the reporters of said papers could get no information from the authorities— therefore allowed their imagination to invent a report to their own thinking and liking and published it, which statements were not only cruel but ab-solutely false. I am now denying these statements under the authority of Sheriff Mowat On Saturday when Mr. McGill left Toronto he was not fettered to himself or to any other perone-eighth interest in the purchase by the defendant Lovell of the assets of the Dominion Brewery Co., and for an injunction restraining Lovell from selling or incumbering the assets without consent of the plain-

tiffs. Specific Performance. F. D. Bowerman has begun an ac-tion against R. L. Fraser claiming specific performance of an agreement fettered to himself or to any other per-son, but was driven to the Don Stafor the sale of certain lands on Bloorstreet.

Wants the Commission.

Toronto Non-Jury Sittings.

Peremptory list for 10-30 a.m.-

1. Niagara v. St. Catharines (to

Promissory Note for \$5000.

vincent v. Sun Life.

The Bank of

T. W. Hollwey, carrying on business under name of Stinson & Hollwey, have issued a writ against Mary Co-vert, claiming \$687.50 for commission for having obtained a purchaser for house No. 428 West Bloor-street, To-Ornamentation in Piano Construc-

Tobacco Account,

Alexander Rogers is claiming a bal-ance of \$493.82 from Isaac Halpern for ection cigars, cigarets, bibes and to-bacconists' sundries, sold and deliver-ed to Halpern by Rogers. A write has been issued to enforce the claim.

Prohibition Motion Fails. The motion for prohibition in the ac-The motion for prohibition in the ac-tion of The King against Hodgins, argued before Mr. Justice Anglin on Friday last, has failed. Judgment has been given to that effect. Horse Killed. Edward McCormack was horseback riding on Dundas-street in November.

ding on Dundas-street in November, 1905, when he was run down by a street car and seriously injured and ments.

The Ontario Bank as assignee of Standard Art Manufacturing Co., Standard Art Manufacturing Co., has issued a writ against Duncan J. Mo-Lean, claiming to recover \$1319.76 for goods sold and delivered by the com-rany to the defendant and for stock subscribed for by the defendant in the company.

Hamilton Man Injured. Hamilton Man Injured. John Everett of Hamilton in May lust was employed by Crawford Bros. at taking gravel out of a pit. While at work a ledge of rock fell and Ever-ett was buried in the debris. He sus-tained a broken leg and other injur-ies. At the trial of the action he brought suit for damages and recov-ered \$650. The appeal to the division-al court from that judgment has been dismissed with costs. dismissed with costs.

LIBERAL ELECTED.

London, Feb. 18.—The by-election on Feb. 16 in Banffshire for a successor to William Alexander Black, advanced Liberal, who died from injuries sus-, and Miss will take Muir's re tained in a railroad wreck near Aber-deen in December last, resulted in the return of Capt. Waring, Liberal, who received a majority of 2009 votes. train for

tion. One naturally looks to the interior of a plano for the crucial best. Tone and touch and power must be right or the instrument can count for little. All these are found with the planos that bear the name of the old firm of Heinizman & Co., 115-117 West King-street. Toronto. Art in another direcrville

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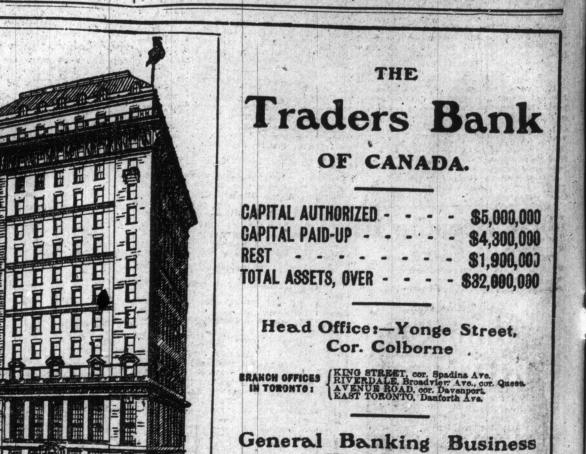
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