## SATURDAY MORNING

### THE TORONTO WORLD services and gave them their great

and increasing value. A Morning Newspaper published every day in the year.

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hoys. NEW YORK-St. Dennis Hotel. OTTAWA-Despatch and Agency Co.; all hotels and news stands. OBTREC-Quebec News Co. ST. JOHN N.B.-Raymond & Doherty. WINNIPEG-T. Enton Co.; T. A. McIn-tosh; John McDonald; Hotel Empire news stand. All Railway news stands and trains.

minimum GRAHAM'S CHANCE.

is wide. It is for him to make the have marked its history. name of Graham synonymous with the The request made by the Toronto ever meant.

All these companies have in their measure the class of stock which is now described as "water." "Water" 

> cent of the financial burden has to be borne by the people. Postpone

ment of the readlest means of redress produces no ultimate benefit-only

yearly to be obtained from the earnings of the enterprise. These earnings come from the traveling public of Toronto-from whom indeed comes the whole money needed to make the company a profit maker. And it is the "water" in the stock that makes it necessary for the company to starve the system and to withhold from the

citizens the ready, convenient and comfortable transportation service they contracted to receive and have every right to demand. Whatever may be the difficulty the street railway

Graham is a new name among the company finds in measuring its perleaders of Ontario Liberalism. Pos- formance by its duty, that difficulty sibly he is a new manner of man. is not ascribable to Toronto or to the Undoubtedly his opportunity for ad- people of Toronto, but is due to the vanced thought and progressive action niany breaches of public trust which

hest that true Liberalism ever had or Electric Light Company for power t increase its capital by the issue of As an 'energetic and able editor, \$1,000,000 of new stock at par, when the pretty thoroly saturated with the present stock is quoted at 60 per rartisan views, he should be a good cent. premium , is another attempt to judge of public opinion and should be grab \$600,000 of anticipated profits and able to hit off the popular policy. to saddle this public-service enterprise There is every reason to believe that with another \$375,000 of "watered" he conceives the trend of Ontario stock on which dividends will have thought to be toward a large measure to be paid by the citizens who have of public ownership; unswerving ad- to buy its product. Adaptions herence to public rights and everlast- such as this in the case of public fran-

## THE TORONTO WORLD

# THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSION-ERS FOR CANADA.

Forty-eighth Article We believe that the action of the board of railway commissioners in enacting legislation authorizing the collection of car service charges without exacting an equivalent return from the railway com-

panies was prejudicial to the interests of the people of Canada. A contract which is entirely in the interests of one party is neither fair nor equitable. The order issued by the board of railway commissioners, which makes the collection of car service charges legal, is absolutely in the interests of the carrying companies-issued by a board which was ostensibly brought into existence for the public

Reciprocal demurrage is demanded by the people of Canada. If the public are compelled to pay for delays to rolling stock, the rail-ways should compensate shippers or consigners for delays to traffic en route.

The law of equivalents should govern this question and the railways should give a service commensurate with the value of the ed by them. charges impos

The board of railway commissioners should be called before the house of commons and asked to explain their refusal to grant the people equal protection with that given the carrying companies. people equal protection with that given the carrying companies. They cannot plead ignorance of the actual position of matters, as their attention has time and again been called to the necessity for enforcing reciprocal demurrage. If the board of railway commission-ers are incapable of initiating legislation required in the interests of the people, they have no right to existence. When the railway companies decide that it would be in their in-

terest to make changes in their tariffs or in their regulations, they do not wait for someone to suggest that certain things should be done-they simply go ahead and do them, and when the tariffs or regulations in question are placed before the board of railway com-missioners for approval they are received and filed and thereby become legal thruout the territory concerned.

come legal thrubut the territory concerned. The board of railway commissioners is supposed to stand be-tween the railways and the people, and it should not be necessary for them to have a complaint presented before they can see their way clear to act. They should be in a position to know exactly what these changes mean, and if they are inimical to the interests of the public, they should be promptly rejected and returned for correction. If they are not competent to consider matters of this nature intelli-contly, they are not worthy of the confidence of the people of Cangently, they are not worthy of the confidence of the people of Can-ada, and the authority reposed in the board should be withdrawn immedictely.

It is utterly absurd to have tariffs filed with a board of railway sioners for approval, and have those tariffs sanctioned and made legal without the slightest attempt at inspection by the members of that board.

The statement that it is beyond the power of the board to intelligently scrutinize the tariffs prepared by the railways may be true so far as the present board of railway commissioners is concerned, but it would not be true if the members of that board were thoroly qualified traffic men. The government must assume responsibility for appointing incompetent men to the most important position in the Dominion of Canada, and they will be held strictly to account for their refusal to investigate the working of the organization known as the board of railway commissioners for Canada. The board of railway commissioners should be the most useful

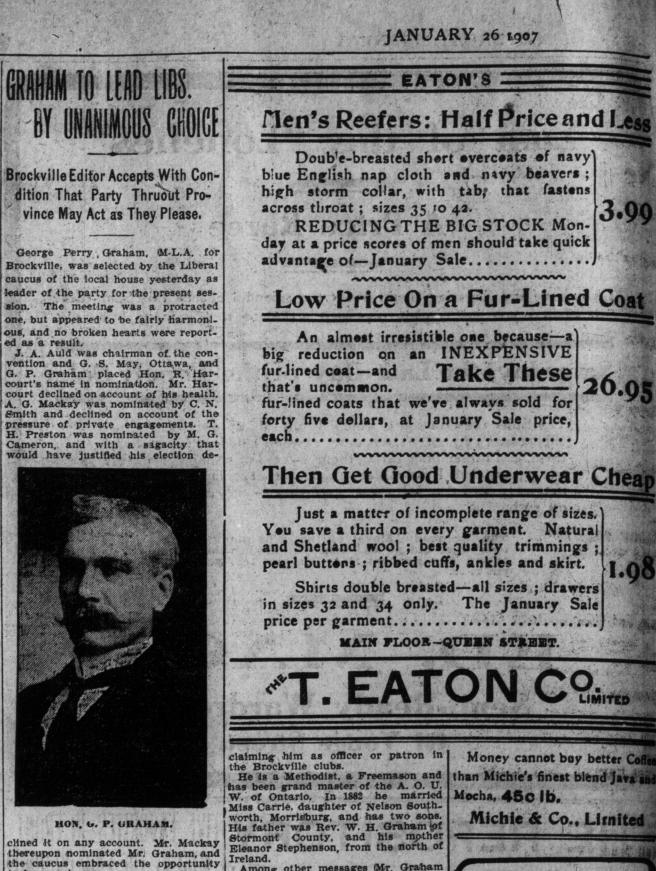
body in Canada; it is instead the greatest farce that has ever been placed before the people How long will the government permit the present situation to continue? The people are simply disgusted with the policy of inactivity displayed by the government in connection with transportation questions and will not be slow to resent their indifference when the opportunity presents itself.

Pere

Pen

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

World's baby page. In to-morrow's ing enmity to the rapacious aggres-sion of irrigated corporations. Is Graham strong enough to pro-is Graham strong enough to propaper is given a number of portraits.



to be unanimous. Mr. Graham made the following statement after the caucus, which he could not be persualed further to sup-plement: "After full consultation with the members and understanding their views as well as the views of the Liberal party, I accept

my action nor here in any way

and others af-

nterests in the

March 31, 1859.

County. He is eight and looks

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Mail Orden What else is there JOHN

claim the truth that Ontario is in of the people to prices fixed on the sympathy with the forward policy of basis of the true and legitimate cost would do its bidding and be but a loss of time and in suffering. The without the soul to formulate a foring a policy in sympathy with the en- that, forgetting their public trust, lightened ideals of the people of On- have sought to serve themselves at tario, and a government pledged at every turn to public ownership and

the upholding of public rights, the electrical ring would be between the upper and the nether millstones and

the influence that gags The Globe and that made George W. Ross the vocal Every number of The Toronto Sunday World contains a variety of fine, jumping-jack of corrupt politics. Grahalf-tone illustrations, of more than ham must choose between the people of Ontario and the electrical ring, and evanescent interest. To those directhis choice spells for him triumph or interested they have a permanent value. Some men's portraits appear turn-down.

in print but once in a lifetime. If such a one appears in The Sunday TORONTO AND ITS FRANCHISES. That the 'Foronto street cars are World it is published under circumhabitually, at certain periods of the stances which would justify him in day and more or less always, over- preserving that issue for his children. crowded, is a fact which cannot be Glance at the features in to-morrow's downed or disputed. The cause is World and see if you are directly inequally certain. There are not a suf- tcrested. Foremost are portraits of a dozen ficient number of cars to meet the transportation demand, and till that "Dower" mayors -mayors of towns and full price, it's not too late for the buyshortage is remedied, any other kind cities which elected them because they of remedial measure will but aggra- were wise men and favored the Beck vate the public inconvenience. And rower scheme. The first meeting of the urgent and important questions the Toronto city council for 1907 is

are what is the cause and who are the subject of an illustration which is responsible for the failure to place of much local interest, particularly proper and sufficient transportation since the new council seems disposed facilities at the service of the citi- to do things. There is pictorial rezens? Now the Toronto Street Rail- | cords, also, of the street car tie-up, way Company may be a separate per- and a number of illustrations of the son in law; but in fact it has no indi- vicinity of Kingston, since ruined by viduality of its own. It is a mechan- the earthquake, a preliminary to picism controlled by the men who com- tures of the devastated city.

pose its directorate and these men are to all intents and purposes the strong feature of The Sunday World men who control the electric ring and in pictures as well as in the news, its allied and subordinate companies. To-morrow there is an extraordinarily

The Toronto Street Railway Com- good picture of indoor baseball at the pany, the Niagara Falls Electric Com- armories, showing the invincible Enpuny, the Electric Development Com- gineers at play. This is one of the pany, the Toronto and Niagara Pow- r. ost remarkable achievements of er Company, and the Toronto Electric flashlight photography. Other filus-Light Company are all in law separ- trations are of groups which will inate persons. They can enter into legal terest a numerous class, including as and binding contracts among them- they do the senior team of the School selves, and hold each other bound of Practical Science Rugby team, winthereby. The law allows these con- ners of the Mulock Cup; the Old Ortracts, and the law will enforce them. chard roller hockey team, scene in But the companies are merely instru- the club rooms of the new Young Toments in the hands of a ring of capi- routo Athletic Club, and the officials talists who use them and the public of the Martin road race at St. Cath-

services they are under obligation to arines. perform, for their own financial ends. The ladies will find additional at-This is the explanation of such con- traction in the fashion page of The tracts as that entered into by the Sunday World. Its illustrations are street railway company for the supply from the highest Paris sources, and of Niagara power at an exorbitant the fashion hints are strictly up to price, And that contract is just a the minute. One will not go astray sample of what has been done and is in following suggestions from this debeing done to bleed the people who partment. A feature which is exreated the need for these utilities and tremely popular is. The Sunday

Toronto

Premier Whitney? Is he big enough of establishing the undertaking. And, ronto is the subject of a picture, and to aid Mr. Whitney and even to go him as the case of the street rafiway a portrait is given of Mr. Cartwright, one better? The electrical ring would shows, the citizene suffer, not only in the new president of St. George's Sobe happy did it know that Graham excessive rates and charges, but in ciety, Hamilton.

printer's devil at the head of a disorganized opposition, or an opposition utility facilities which are its right ing and instructive, and are written until it has rid itself once and for all by men and women of exceptional ward policy. With an opposition push- of the franchischolding corporations ability. Nothing commonplace is given room in The Sunday World. It is all "worth while." Examine it. critically. the expense of the public. to-morrow and every Sunday, and see

> how well this promise is fulfilled. THE SUNDAY WORLD.

CONTRACT FOR THE CANAL. Are you keeping a file of the il-

upper and the nether millistones and gasping for breath. George P. Graham, new leader of the Ontario opposition, has the chance of his life to make a big name for himself and convert the Liberal party of Ontario. But he will have to show soon and surely that he is free from the office of publication. lustrated section of The Sunday the office of publication.

LAST OF THE "LONELIES."

Clearing of the Broken Lines in Men's Fine Tweeds, Worsteds and Serges.

"Not Bulwer Lytton in his Roman tales could write with passionate red ink a more eloquent tale than do these incompared the passionate red in the solution of the solution of

it's too late for me to sell that. lot at the lands and premises in question. full price, it's not too late for the buy- Could Not Inspect. ers to get full value out of them, with a few seasons' wear afterwards to boot." Saturday is the last day of the Lonely Sale at 81 Yonge-street.

DENATURED ALCOHOL.

Washington, Jan. 25.—The compromise was made yesterday in chambers to over denatured alcohol decided upon by strike out the company's defence. The the house committee of ways and motion was enlarged until Wednesday means carries a provision that the meanext.



ANNOUNCEMENTS FOR MONDAY, Chambers.	views as well as of the Liberal pa
Cartwright, master, at 11 a. m. Divisional Court.	the leadership with the standing that neither
Peremptory list for Monday, at 11 .m. Hjermstad v. Crary.	great Liberal party th
Keiper v. Miles. Andrews v. Willcox.	"I am personally in early date, calling tog
Richardson v. Smith. Mackey v. Smith. Muma v. C. P. R. Co.	number from the deal with this question
Court of Appeal. Peremptory list for Monday at 11	fecting the Liberal province."
. m.: Sims v. G. T. R. Co. C. P. R. Co. v. G. T. R. Co.	Mr. Graham was bor at Eganville, Renfrew
Munna y. C. P. R. Co Toronto Jury Sittings	rather over medium h rather distinguished, y and the urbane expre
Peremptory list for Monday at 11 . m.:	cessful newspaper man
Hopkins v. Thomas, Meadows v. Austin.	will stand him in ex his new position, coupl
Gallagher v Toronto	THE HOW PODEIOIL, COUP.

AT OSGOODE HALL

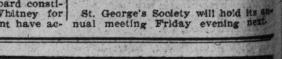
McCutcheon v. Toronto Railway. Hackett v. Toronto Railway. Green v. Dominion of Canada G. Terente Non-Jury Sittings Royal Electric & Hamilton E. L. Cohen Bros, have issued a writ against C. R. Elliott of Toronto, claiming \$1046.30 on two promissory notes. Wants Damages. Donald McArthur, with his laundry

He is a general favorite and with a obtained.

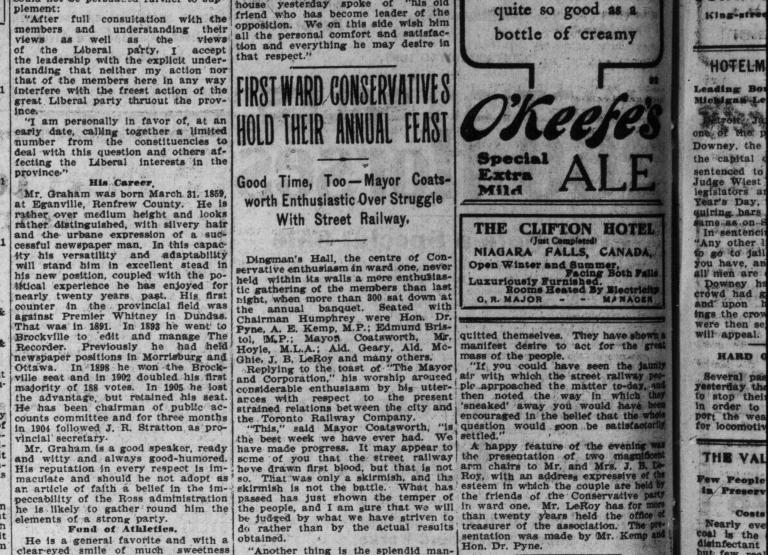
Special Extra Good Time, Too-Mayor Coats-Mild worth Enthusiastic Over Struggle With Street Railway.

on was made by Mr. Ke

He is a general favorite and with a clear-eyed smile of much sweetness exerts great personal magnetism. He is interested in amateur sport, hockey, lacrosse, baseball, football and rowing just such cases as the present have ac-







remaining 'Lonely' Suits and Over-against the company, claiming dam-coats which I am selling,' said Ed. ages for injuries to his person, his Mackas he announced the closing days horse, harness and wagon. of the Semi-ready Lonely Sale. And he further said that he never again R. F. Segsworth of To:onto has been he further said that he never again expected to be able to offer such ap-pealing chances to gentlemen. And R. F. Segsworth of To:onto has been made a defendant in an action brought by A. J. Darroh to have a certain pealing chances to gentlemen. "His Majesty King Winter will be agreement set aside and to have it here for a few months yet, and while declared that he is entitled to redeem

The Toronto Railway Company to allow an inspection of the car up-on which the accident occurred. This they did not do, and an application

C. P. Co. (to be continued).

Promissory Notes.

Wanted His Note Back.

sure shall not become effective until after Sept. 1, 1908. Michael Fisher, a farmer of Perth County, alleges that in July, 1905, the



MORE QUAKES IN NEW YORK.

Middleton, N.Y., Jan. 25 .- Four earth