

THE TORONTO WORLD

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LOS ANGELES, CAL.—Amos news stand, MONTECAL—Windsor Hotel and St. Lawrence Hall; all news stands and news.

NEW YORK—St. Dennis Hotel, all hotels and news stands.

OTTAWA—Despatch News Agency Co.; all hotels and news stands.

ST. JOHN N.B.—Harmon & Doherty.

WINNIPEG—T. Eaton Co.; T. A. McIntosh; John McDonald; Hotel Empire news stand.

All railway news stands and trains.

GRAHAM'S CHANCE.

Graham is a new name among the leaders of Ontario Liberalism. He is a new name in the history of the party.

Undoubtedly his opportunity for advanced thought and progressive action is wide. It is for him to make the name of Graham synonymous with the best that free Liberalism ever had or ever meant.

As an energetic and able editor, the pretty thoroughly saturated with partisan views, he should be a good judge of public opinion and should be able to hit off the popular policy.

There is every reason to believe that he conceives the trend of Ontario thought to be toward a large measure of public ownership; unswerving adherence to public rights and everlastingly enmity to the rapacious aggression of irrigated corporations.

Is Graham strong enough to proclaim the truth that Ontario is in sympathy with the forward policy of Premier Whitney? Is he big enough to aid Mr. Whitney and even to go him one better? The electrical ring would be happy did it know that Graham would do its bidding and be but a printer's devil at the head of a disorganized opposition, or an opposition without the soul to formulate a forward policy. With an opposition pushing a policy in sympathy with the enlightened ideals of the people of Ontario, and a government elected at every turn to public ownership and the upholding of public rights, the electrical ring would be between the gasping and the nether millions and the 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 influence that goes to the cause and that made George W. Ross the vocal jumping-jack of corrupt politics, (Graham must choose between the people of Ontario and the electrical ring, and his choice spells for him triumph or turn-down.

TORONTO AND ITS FRANCHISES.

That the Toronto street cars are habitually, at certain periods of the day and more or less always, overcrowded, is a fact which cannot be denied or disputed. The cause is equally certain. There are not a sufficient number of cars to meet the transportation demand, and until that shortage is remedied, any other kind of remedial measure will but aggravate the public inconvenience. And the urgent and important questions are what is the cause and who are responsible for the failure to place proper and sufficient transportation facilities at the service of the citizens? Now the Toronto Street Railway Company may be a separate person in law, but in fact it is a mechanism controlled by the men who compose its directorate and these men are to all intents and purposes the men who control the electric ring and its allied and subordinate companies.

The Toronto Street Railway Company, the Niagara Falls Electric Company, the Electric Development Company, the Toronto and Niagara Power Company, and the Toronto Electric Light Company are all in law separate persons. They can enter into legal and binding contracts among themselves, and hold each other bound thereby. The law allows these contracts, and the law will enforce them.

With the companies are merely instruments in the hands of a ring of capitalists who use them and the public services they are under obligation to perform, for their own financial ends. This is the explanation of such contracts as that entered into by the street railway company for the supply of Niagara power at an exorbitant price. And the contract is just a sample of what has been done and is being done to bleed the people who created the need for these utilities and

services and gave them their great and increasing value.

All these companies have in their measure the class of stock which is now described as "water." "Water" is introduced into any public service corporation's capital in an endless variety of ingenious ways, but the object and the effect of it is always the same. The "water" is simply antedated profits first secured, then capitalized and finally used as the ground for imposing excessive rates and charges upon the users and consumers. The people are thus soaked at every turn and when they seek redress they are confronted on every side by legal fictions cleverly engineered to defeat the call for equity and justice.

And as The World demonstrated yesterday, in the end every cent of the financial burden has to be borne by the people. Postponement of the readiest means of redress produces no ultimate benefit—only their immediate employment can bring real and lasting relief.

The Toronto Street Railway has \$5,000,000 of "water" in its stock composition. At the present rate of dividend this means that \$500,000 has yearly to be obtained from the earnings of the enterprise. These earnings come from the travelling 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 company finds in measuring its performance by its duty, that difficulty is not ascribable to Toronto or to the people of Toronto, but is due to the many breaches of public trust which have marked its history.

The request made by the Toronto Electric Light Company for power to increase its capital by the issue of \$1,000,000 of new stock at par, when the present stock is quoted at 90 per cent. premium, is another attempt to grab \$600,000 of anticipated profits and to saddle this public-service enterprise with another \$75,000 of "watered" stock on which dividends will have to be paid by the citizens who have to buy its product. Manipulations such as this in the case of public franchiseholders are utterly wrong and inexcusable. They are indefensible on any principle which assumes the right of the people to prices fixed on the basis of the true and legitimate cost of establishing the undertaking. And, as the case of the street railway shows, the citizens suffer, not only in excessive rates and charges, but in loss of time and in suffering. The city will never have the service and utility facilities which are its right until it has rid itself once and for all of the franchiseholding corporations that, forgetting their public trust, have sought to serve themselves at the expense of the public.

THE SUNDAY WORLD.

Are you keeping a file of the illustrated section of The Sunday World? The suggestion was made some time ago, early enough for those who cared to do so to preserve their copies each week, beginning with the first of the year. However, back numbers may be had on application to the office of publication.

Every number of The Toronto Sunday World contains a variety of fine, half-tone illustrations, of more than evanescent interest. To those directly interested they have a permanent value. Some men's portraits appear in print but once in a lifetime. If such a one appears in The Sunday World it is published under circumstances which would justify him in preserving that issue for his children. Glance at the features in to-morrow's World and see if you are directly interested.

Foremost are portraits of a dozen "power" mayors—mayors of towns and cities which elected them because they were wise men and favored the Beck power scheme. The first meeting of the Toronto city council for 1907 is the subject of an illustration which is of much local interest, particularly since the new council seems disposed to do things. There is pictorial record, also, of the street car tie-up, and a number of illustrations of the vicinity of Kingston, since ruined by the earthquake, a preliminary to pictures of the devastated city.

Amateur sports and pastimes are a strong feature of The Sunday World in pictures as well as in the news. To-morrow there is an extraordinary good picture of indoor baseball at the armories, showing the invincible Engineers at play. This is one of the most remarkable achievements of flashlight photography. Other illustrations are of groups which will interest a numerous class, including as they do the senior team of the School of Practical Science Rugby team, winners of the Mulock Cup; the Old Orchard roller hockey team, scene in the club room of the new Young Toronto Athletic Club, and the officials of the Martin road race at St. Catharines.

The ladies will find additional attraction in the fashion page of The Sunday World. Its illustrations are from the highest Paris sources, and the fashion hints are strictly up to the minute. One will not go astray in following suggestions from this department. A feature which is extremely popular is The Sunday

THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSIONERS 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 companies 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 good.

Reciprocal damage is demanded by the people of Canada. If the public are compelled to pay for delays to rolling stock, the railways 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 charges imposed by them.

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. 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 damage. If the board of railway commissioners are incapable of inflicting 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 interest 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 commissioners for approval they are received and filed and thereby become legal throughout the territory concerned.

The board of railway commissioners is supposed to stand between 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 intelligently, they are not worthy of the confidence of the people of Canada, and the authority reposed in the board should be withdrawn immediately.

It is utterly absurd to have tariffs filed with a board of railway commissioners 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 thoroughly 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.

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

World's baby page. In to-morrow's paper is given a number of portraits of handsome Canadian children, and a group of fairies at a fancy dress ball recently held by a dancing class in Toronto.

The new public school in East Toronto is the subject of a picture, and a portrait is given of Mr. Cartwright, the new president of St. George's Society, Hamilton.

Especially strong are this week's literary features. They are entertaining and instructive, and are written by men and women of exceptional ability. Nothing commonplace is given room in The Sunday World. It is all "worth while." Examine it, critically, to-morrow and every Sunday, and see how well this promise is fulfilled.

CONTRACT FOR THE CANAL.

Washington, Jan. 25.—A White House conference over the bids for the construction of the Panama Canal resulted this evening in a conditional decision to award the contract to William J. Oliver of Knoxville, Tenn. Oliver and M. Bangs proposed to complete the construction of the canal for \$75 per cent. of the total estimated cost.

LAST OF THE "LOVELIES."

Clearing of the Broken Lines in Men's Vests Tweeds, Worsts and Serges.

"Not Bulwer Lytton in his Roman tales could write with passionate red ink a more eloquent tale than do these remaining 'Lovely' Suits and Overcoats which are being sold."

Ed. Mackay has announced the closing days of the Semi-Ready Loney Sale. And he further said that he never again expected to be able to offer such appealing chances to gentlemen.

"His Majesty King Winter will be here for a few months yet. It's too late for me to sell that lot at full price, it's not too late for the buyers to get full value out of them, with a few seasons' wear afterwards to boot."

Saturday is the last day of the Loney Sale at 81 Yonge street.

DENATURED ALCOHOL.

Washington, Jan. 25.—The compromise over denatured alcohol decided upon by the house committee of ways and means carries a provision that the measure shall not become effective until after Sept. 1, 1908.

Wanted His Note Back.

Michael Fisher, a farmer of Perth County, alleges that in July, 1906, the Ontario Carriage Company of Stratford induced him to purchase five shares of preferred stock in the company, for which he gave his note for \$500. Afterwards he claimed that the representations as to the value of the stock were untrue, and began an action to recover his note. At the trial his action was dismissed, and defendants were given judgment on the counter claim for \$518.22 together with costs. Fisher appealed to the divisional court, who have now dismissed his appeal with costs.

A Lumber Deal.

The court of appeal yesterday heard the appeal in the action of the Western Canadian Lumber Company against S. M. Moore, a mill owner of Falkenburg, Muskoka District. The action was for damages alleged to have been suffered by reason of defendant's refusal to carry out a certain contract made by one McBeth, purporting to act as defendant's agent, to sell to plaintiffs the defendant's cut of hemlock for the year 1906. At the trial Judge Tait dismissed the action and the divisional court affirmed his judgment. Judgment is reserved.

MORE QUAKES IN NEW YORK.

Middletown, N.Y., Jan. 25.—Four earth tremors, distinct and severe enough to cause buildings to tremble and to startle the occupants, were felt in this city and vicinity to-day.

GRAHAM TO LEAD LIBS.

BY UNANIMOUS CHOICE

Brockville Editor Accepts With Condition That Party Through Province May Act as They Please.

George Perry, Graham, M.L.A. for Brockville, was selected by the Liberal caucus of the local house yesterday as leader of the party for the present session. The meeting was a protracted one, but appeared to be fairly harmonious, and no broken hearts were reported as a result.

J. A. Auld was chairman of the convention and G. S. May, Ottawa, and G. P. Graham, places Hon. R. Harcourt's name in nomination. Mr. Harcourt declined on account of his health. A. G. Mackay was nominated by C. N. Smith and declined on account of the pressure of private engagements. T. H. Preston was nominated by M. G. Cameron, and with a majority that would have justified his election de-

clined it on any account. Mr. Mackay thereupon nominated Mr. Graham, and the caucus embraced the opportunity to be unanimous.

Mr. Graham made the following statement after the caucus, which he could not be persuaded further to supplement:

"After full consultation with the members and understanding their views as well as the views of the Liberal party, I accept the leadership with the explicit understanding that neither my action nor the action of the party will interfere with the freest action of the great Liberal party throughout the province."

"I am personally in favor of, at an early date, calling together a limited number from the constituencies to deal with this question and others affecting the Liberal interests in the province."

His Career.

Mr. Graham was born March 21, 1882, at Eganville, Renfrew County. He is rather over medium height and looks rather distinguished, with silvery hair and the urbane expression of a successful newspaper man. In this capacity his versatility and adaptability will stand him in excellent stead in his new position, coupled with the political experience he has enjoyed for nearly twenty years past. His first counter in the political field was against Premier Whitney in Dundas. That was in 1891. In 1892 he went to Brockville to edit and manage The Recorder. Previously he had held newspaper positions in Morrisburg and Ottawa. In 1898 he won the Brockville seat and in 1902 doubled his first majority of 188 votes. In 1906 he lost the advantage, but retained his seat. He has been chairman of public accounts committee and for three months in 1904 followed J. R. Stratton as provincial secretary.

Mr. Graham is a good speaker, ready and witty and always good-humored. His reputation in every respect is immaculate and should be not adopt as an article of faith a belief in the impossibility of the Ross administration. He is likely to gather round him the elements of a strong party.

Fond of Athletics.

He is a general favorite and with a clear-eyed smile and a sweetness exerts great personal magnetism. He is interested in amateur sport, hockey, lacrosse, baseball, football and rowing.

AT OSGOODE HALL.

ANNOUNCEMENTS FOR MONDAY.

Chambers.
Cartwright, master, at 11 a. m.
Divisional Court.
Peremptory list for Monday, at 11 a. m.

Armstrong v. Cray.
Keller v. Miles.
Andrews v. Wilcox.
McDonald v. P. R. Co.
Mackay v. Smith.
Muma v. C. P. R. Co.
Court of Appeal.

Peremptory list for Monday at 11 a. m.:
Sims v. G. T. R. Co.
C. R. Co. v. G. T. R. Co.
Munna v. B. C. Co.
Toronto Jury Sittings.

Peremptory list for Monday at 11 a. m.:
Meadows v. Thomas.
Gallagher v. Austin.
McClintock v. Toronto Railway.
Hackett v. Toronto Railway.
Green v. Dominion of Canada G. & A. Co.

Toronto Non-Jury Sittings.
Royal Electric & Hamilton E. L. & C. P. Co. (to be continued).
Cohen Bros. have issued a writ against C. R. Elliott of Toronto, claiming \$1046.30 on two promissory notes.

Donald McArthur, with his laundry wagon, got mixed up with a car of the Toronto Railway Co. on 13th November last. Yesterday, thru his solicitors, Cook & Bond, he issued a writ against the company, claiming damages for injuries to his person, his horse, harness and wagon.

Wants to Redeem.

B. F. Segsworth of Toronto has been made a defendant in an action brought by A. J. Darroch to have a certain agreement set aside and to have it declared that he is entitled to redeem the lands and premises in question.

Could Not Inspect.

The Toronto Railway Company is being sued by Anna Marie Orr and William Henry Orr for injuries sustained. On 22nd January an order was obtained directing the company to allow an inspection of the car upon which the accident occurred. This they did not do, and an application was made yesterday in chambers to strike out the company's defence. The motion was enlarged until Wednesday next.

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EATON'S

Men's Reefers: Half Price and Less

Double-breasted short overcoats of navy blue English nap cloth and navy beavers; high storm collar, with tabs that fastens across throat; sizes 35 to 42. **3.99**

REDUCING THE BIG STOCK Monday at a price scores of men should take quick advantage of—January Sale.

Low Price On a Fur-Lined Coat

An almost irresistible one because—a big reduction on an INEXPENSIVE fur-lined coat—and **Take These** 26.95

that's uncommon. fur-lined coats that we've always sold for forty five dollars, at January Sale price, each.

Then Get Good Underwear Cheap

Just a matter of incomplete range of sizes. You save a third on every garment. Natural and Shetland wool; best quality trimmings; pearl buttons; ribbed cuffs, ankles and skirt. **1.98**

Shirts double breasted—all sizes; drawers in sizes 32 and 34 only. The January Sale price per garment.

MAIN FLOOR—QUEEN STREET.

THE T. EATON CO. LIMITED

claiming him as officer or patron in the Brockville clubs.

He is a Methodist, a Freemason and has been grand master of the A. O. U. W. of Ontario. In 1882 he married Miss Carrie, daughter of Nelson Southworth, Morrisburg, and has two sons. His father was Rev. W. H. Graham of Stormont County, and his mother Eleanor Stephenson, from the north of Ireland.

Among other messages Mr. Graham received congratulations by wire from the Brockville Liberal Association.

Premier Whitney, on rising in the house yesterday spoke of "his old friend who has become leader of the opposition. We on this side wish him all the personal comfort and satisfaction and everything he may desire in that respect."

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

Michie & Co., Limited

What else is there quite so good as a bottle of creamy

O'Keefe's Special Extra Mild ALE

THE CLIFTON HOTEL (Just Completed) NIAGARA FALLS, CANADA. Open Winter and Summer. Rooms Heated by Electricity. C. R. MAJOR — M. H. BAKER

quitted themselves. They have shown a manifest desire to act for the good of the people.

"If you could have seen the family air with which the street railway people approached the matter to-day, and then noted the way in which they 'sneaked' away you would have been encouraged in the belief that the victory question would soon be satisfactorily settled."

A happy feature of the evening was the presentation of two magnificent arm chairs to Mr. and Mrs. J. B. Ross, with an address expressive of esteem in which the couple are held by the friends of the Conservative party in ward one. Mr. LeRoy has for more than twenty years held the office of treasurer of the association. The presentation was made by Mr. Kemp and Hon. Dr. Fyne.

St. George's Society will hold its next meeting Friday evening next.

THE TRADERS BANK OF CANADA.

Capital Authorized - - - - \$5,000,000

Capital Paid-Up - - - - \$4,300,000

REST - - - - \$1,900,000

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

Head Office:—Yonge Street, Cor. Colborne

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General Banking Business Transacted.



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SWEET CAPORAL

CIGARETTES

STANDARD OF THE WORLD

JOHN

MAKING

New

During the winter months, when the weather is so cold, it is so important to have the best of clothing to wear. We have a large stock of the latest styles in men's and women's clothing, and we are now offering them at a special price. We have a large stock of the latest styles in men's and women's clothing, and we are now offering them at a special price.

Ladies' Coats

Ladies' Coats, in all the latest styles, in all the latest styles, in all the latest styles. We have a large stock of the latest styles in men's and women's clothing, and we are now offering them at a special price.

Opera and Walking Suits

Balance of Opera Wraps, special value. Walking Suits, in all the latest styles, in all the latest styles, in all the latest styles. We have a large stock of the latest styles in men's and women's clothing, and we are now offering them at a special price.

Ladies' Waists

Ladies' Waists, in all the latest styles, in all the latest styles, in all the latest styles. We have a large stock of the latest styles in men's and women's clothing, and we are now offering them at a special price.

Household

Blankets, quilts, and other household goods, in all the latest styles, in all the latest styles, in all the latest styles. We have a large stock of the latest styles in men's and women's clothing, and we are now offering them at a special price.

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