

The Toronto World.

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FORWARD AGAIN:

The business men of Toronto, the manufacturers and business men of all this portion of southern Ontario, must be up and doing to hold the trade of the new silverland to our north. The one sure way of securing that trade for this city and this portion of the province lies in the extension and improvement of the state-owned Temiskaming and Northern Ontario Railways.

Now people have any conception of the mining development and prospecting now under way north of the Canadian Pacific main line from North Bay to Sudbury. Cobalt and its mines, and by Cobalt we mean the town of that name and the immediate Township of Coleman, will have an output of twenty millions of silver this year. But other camps in the Township of Lorne, James, and on Gowganda Lake promise to become other Cobalts in the near future. The iron mines in Huron promise to be great shippers; Sudbury itself is now sending out over three millions of nickel and copper; and all this work is only in its infancy. The rush of prospectors to this hitherto mysterious lone-land is equal to that made to California or Australia in other days. Then there is lumbering and farming, not to mention the production of pulp! This new country is going to be a great consuming centre for our products.

But further railway facilities are needed. The country must be reached not only from North Bay, but from Sudbury, and The World believes that the state-owned road should have a new southern end at Sudbury, running north and northeast by Gowganda and Elk Lake, to the main line at Charlton. This would make the Canadian Northern and the Canadian Pacific lines from Toronto feeders of the new country as well as the Grand Trunk. But let the government own the whole system—north of Sudbury and North Bay, building all the extensions that are called for, and building them rapidly. The government and its commission will respond to public opinion, in this respect, and it is for the people down here in the south to create that opinion out of the facts we know to exist. A government policy, like the policy of an enterprising trading company, must be courageous and confident of the future; at times the railway must anticipate, not follow, the new movement. The Temiskaming and North Ontario road today is behind requirements, notwithstanding the vigor of the commission's policy; it needs even more vigor and it will be forthcoming just as fast as public opinion takes shape in that direction.

We believe that it is also the duty of the government commission to take the telephone of the new silverland. There is a poor service there today.

In the meantime we hold the government will have the heartiest support of the province in an even more energetic railway policy in Temiskaming.

BANK OF HAMILTON ANNUAL STATEMENT.

In this issue is published the 37th annual statement of the Bank of Hamilton, one of the soundest and most successful of our banks, and one that, at the end of a somewhat unusual business year, presents to the public a statement of its financial standing which cannot but be a matter of congratulation to the officers, shareholders and public.

Not profits for the year amount to over \$300,000, being over 14 per cent. on the paid-up capital of \$2,500,000. After paying dividends to the shareholders totalling ten per cent. for the year (amounting to \$247,161), and writing sundry amounts off bank premises, etc., the balance carried forward at the credit of profit and loss account brings it to over \$300,000—more than enough, by the way, to pay a whole year's dividends, should lean years ever come in the future.

Attention might be called to the total resources of the Bank of Hamilton, which, on Nov. 30, amounted to \$2,810,837.27, of which over 32 per cent. is in what are known as "liquid" assets—that is, cash or securities immediately convertible into gold. This high percentage of "liquid" assets illustrates

Annual Stocktaking Sale

A chance to secure high-class goods at little cost.

Pyjama Suits, an assortment of Flannels and Merceries, etc., at 50c.

English Flannel Shirts, at 25c.

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WHAT WE HAVE WE HOLD!

Watson Griffin offers the following solution of the Intercolonial Railway question:

"It has been announced," he says, "that the Canadian Pacific Railway will ask authority from parliament to issue one hundred million dollars of new stock to be offered to the shareholders at par. The proceeds to be used in extensions and improvements. Someone has suggested that the Dominion Government should buy the whole of this new stock. Such an arrangement would probably not be favorably regarded by the company, but I believe if the government would offer the company one hundred million dollars cash and the Intercolonial Railway for one hundred million dollars of the company's stock the offer would be accepted. The stock of the company is now selling at about 176, and many well-informed men believe it will soon be worth \$200 per share. Owning one hundred million dollars of the C.P.R. stock it would be comparatively easy at any future time to acquire absolute control.

"By this arrangement the Intercolonial Railway would be freed from political graft and run on business principles. The government would no longer be burdened with Intercolonial deficits and the dividends on the C.P.R. stock held by the Dominion would more than pay the interest on the capital borrowed to purchase the stock. The financial standing of the Canadian Pacific Railway is very high in the world's money markets and the government would have no difficulty in borrowing money at three per cent. to be used for the purpose of buying this stock.

"It might be provided that the Canadian Northern Railway should have running rights on reasonable terms, and the government is building a separate railway in the Maritime Provinces for the Grand Trunk Pacific. "Sir William Van Horne told me some years ago that if the Intercolonial Railway System were transferred to the Canadian Pacific Railway on fair terms for the company and the country, they would be willing to guarantee that the rates would not be increased.

"Sir William Van Horne on another occasion said that if the Canadian Pacific Railway had control of the Intercolonial Railway System they would build a number of first-class hotels thruout the provinces and make every effort to direct tourist travel there. They would also use all their influence to draw immigration to the farm lands of those provinces and to direct the attention of British and American capitalists to their mineral resources and industrial possibilities. I have no doubt the genial face of George H. Ham would become very familiar to the people of the Maritime Provinces if the C.P.R. had possession of the Intercolonial.

"The men in control of the Canadian Pacific Railway are probably the most successful railway managers in the world to-day, and by an arrangement such as I propose we might eventually have government ownership of a wide-spread system, under the most favorable conditions, and the Maritime Provinces would be in exactly the same position as other provinces of the Dominion.

"I once asked Sir William Van Horne if the section of the Canadian Pacific Railway between North Bay and Port Arthur paid. He replied in effect as follows.

"It pays as a bridge between the east and the west, but only as a bridge. The local traffic does not pay, but we could not do without the connection. Mineral discoveries in the future may pay, possibly make local traffic to pay, but under present conditions if our line went no farther west than Port Arthur we could not stand the burden of maintaining that long unprofitable section.

"It seems to me that the Intercolonial is in much the same position that the C.P.R. would be if its line began at Quebec City and terminated at Port Arthur. There is much profitable traffic on some sections of the Intercolonial, but quite a long stretch of the railway is at present merely a bridge between the Maritime Provinces and Central Canada. If it were part of a great system, with ramifications in every part of the Dominion, the bridge would pay."

The World publishes the above somewhat novel and sweeping suggestion dealing with the Canadian railway problem on a large scale. We believe that something like it will be adopted sooner or later by the Canadian people. Some years ago the suggestion was made in parliament, when the capital stock of the Canadian Pacific was \$30,000,000 or less, that all the new stock of that company that was thereafter to be issued should be taken up by the Dominion Government; and had that suggestion been then inaugurated, the control of the road would to-day have been in the hands of the country, and Canada would have held a high-class asset.

Another possibility is that of the consolidation of the Grand Trunk and Intercolonial Railway, providing that the country has control of the whole proposition.

The World believes that in some way public ownership of the great railways is coming and coming much more rapidly than people think, and the mere fact that a suggestion like this kind of Mr. Griffin's, who has long been a careful student of Canadian affairs, is of itself significant. And the more rapidly the present-day consolidations go on in the big systems, and the more powerful they become, the more likely is public ownership to overhaul them.

But in the meantime The World believes that Canada can not afford to part with the Intercolonial until we have secured a national continental route from ocean to ocean. Canada can take over the Grand Trunk, or the Canadian Pacific, or the Canadian Northern; but we cannot part with what we have: what we have we hold.

Thaw Still in Courts. WHITE PLAINS, N.Y., Jan. 19.—At the request of Thaw's counsel, Justice Tompkins to-day rescinded the order for a trial on the question of Thaw's insanity, made at the request of Thaw's mother, and the proceedings were withdrawn.

THE SENATE AND LEVEL CROSSINGS.

This is how the senate finally lined up in March last on the Lancaster Bill to abolish level crossings:

For: Bernier, Bolduc, Cloran, Coffey, Ellis, Ferguson, Landry, McDonald (Cape Breton), McKay (Truro), McLaren, McSweeney, Miller, Montplaisir, Wilson—14.

Against: Baird, Baker, Belue, Belth, Belcourt, Bestock, Bowell, Campbell, Carling, Cartwright, Casgrain, David, Derbyshire, Desautels, De Vehr, Fiset, Frost, Gibson, Gilmour, Jaffray, Jones, Kerr, King, Leves, Loughhead, McHugh, McMullen, Parley, Power, Riley, Robertson, Ross (Halifax), Roy, Scott, Sheehan, Sullivan, Talbot, Thompson, Watson, Wood, Yeo, Young—42.

BRITISH MARINER CAPTURES A CHINESE GUANO BOAT

HONGKONG, Jan. 19.—The Chinese harbor guard boat Samstul yesterday captured a small boat, the British steamer Cherpo for fouling a wood raft.

This angered Capt. Lewington of the Cherpo, who, arming himself with a revolver, boarded the Samstul in a small boat, arrested the commanding officer, and turned him over to the captain of the British gunboat Robin.

AFTER DEATH, DISSECTION

Medical Fraternity Exists Which Has Weird Mission to Perform.

CHICAGO, Jan. 19.—The formation recently among Bohemian residents of this city of a cremation society, has led indirectly to the revelation of a medical secret society of 21 years' standing.

A score of prominent physicians and surgeons admit they are members of the Union Fraternity, a society having for its object the dissection of the bodies of its members after death and cremation of the remains.

Secret chapters exist in New York, Philadelphia, Boston, Cleveland, Detroit and other cities in the east. Each chapter is known as a vertebrae. The high officer is known as the Encephalon, the Greek word for head. Its other officers are named after other parts of the human body. The members undergo a preparation of apprenticeship of four years before admitted to full knowledge of the ritual.

SHOULD SCREEN THE GOODS

And So Prevent Shoplifting—Grand Jury's Suggestions.

The sessions grand jury in their presentation to Judge Winchester drew special attention to the large number of charges that have been made for shoplifting. The increase they attribute to the manner in which departmental stores display their goods on the counters and the jury recommend that large screens be used, which would not hide the wares but would lessen the temptation some people could not resist of taking articles.

The jury also recommend that immediate action be taken to enforce the law in having better protection by fire escapes on a number of large buildings in the city. Crime of an indecent character, the jury think, should be dealt with by the lash.

Sentence day in sessions has been fixed for next Monday.

YOUNG AUSTRALIAN PARTY

National Organization That Will Strive for Full Autonomy.

LONDON, Jan. 19.—(C.A.P.)—According to Australian newspapers, the national committee made the following additions to the party manifesto of the Young Australia National Party:

"Australian citizens to own control and rule the commonwealth government and to acquire the following additional powers: The right to make treaties with any power or nation; right to appoint consuls to any country; an Australian navy, built and manned by Australians and under absolute Australian control; commonwealth legislation, defining citizenship; wealth legislation, defining citizenship; only Australian citizens to own lands and mines; the abolition of naval subsidy to Britain; the abolition of titular distinctions."

QUAKE SURVIVORS' EXODUS

One Quarter Million of People Quit Demoralized Portion of Sicily.

WASHINGTON, Jan. 19.—That one-quarter of a million of Italian laborers will leave their native land within four months, principally for the United States, as a result of the earthquake is the claim made by importers of New York City in a brief filed with the federal court here today.

These importers claim that the lemon raising area of Italy will lose nearly 300,000 workers.

"Facing the conditions now existing in Sicily, we solemnly assure your honorable body that unless the duty upon lemons is materially reduced, the importation of the lemon has reached its end," they say.

CHANGE IN TARGETS

Domination Rifle Association Think Present Ranges Are Too Easy.

OTTAWA, Jan. 19.—The Dominion Rifle Association at its meeting in February will discuss a change in the targets. It is felt that the 200-yard range and target is too easy, and probably the same target will hereafter be used only at 300 yds. Thus the actual ranges will be 300, 500 and 600 yards. A new steel target is proposed the size of a man's head and shoulders that is to be placed on the ground in places unknown to the shooter at varying distances. By a button an operator brings one up which, on being hit, falls.

WARRINGTON BACK

Had Been Away on Business Trip and Had Been Detained.

Walter H. Warrington of 30 Landsdowne avenue, who has been missing since Tuesday last, has been detained by Mr. Warrington phoned The World that he had simply gone away on a business trip and had been detained longer than he expected.

He knew nothing whatever as to what may have happened to Harry Carroll.

JAILBREAKERS IN VIRGINIA

EIGHT BAD PRISONERS LOOSE

WHEELING, W. Va., Jan. 19.—Eight prisoners escaped early to-day from the jail at Weston, W. Va.; Moundsville, W. V., and Charleston, W. Va. The wife of the Weston jailer is in a serious condition from being choked and beaten by four men who escaped here.

The majority of the men are desperado characters.

GOING TO BRAZIL.

Douglas Calder of The World's business department has accepted an appointment to represent the Foster-McClellan Co. of Buffalo, N.Y., in Brazil, and other South American countries.

Mr. Calder leaves to-morrow en route to his destination, accompanied by the hearty good wishes of many friends in Toronto. He will travel via England.

An Electric Merger.

ROCHESTER, N.Y., Jan. 19.—Practically unanimously the stockholders of the Rochester and Eastern, and Rochester, Rochester and Eastern, and Rochester Railway Co., all trolley lines, have voted here in favor of the proposed merger of the three companies into the New York State Railways, which is designed to take over, as a holding corporation, all of the electric railways in this state controlled by the Vanderbilt-Andrews syndicate.

Leg Broken While in Bed.

FORT FRANCES, Jan. 19.—(Special) For some time there has been regular blasting operations at the big power dam. Last evening a freak blast hurled a ten pound rock to the roof of the Empire Hotel, breaking the knee cap of C. N. R. Brakenham Robertson, who was in bed. It made a hole a foot square in the roof of the building.

EATON'S JANUARY SALE

Men's Suits: Strong Values in the January Sales

5.19 Dark grey Heavy English Tweed Suits, a sturdy wearing cloth, neatly finished; three-button, single-breasted sacque coat, well lined, thoroughly tailored, sizes 36 to 44; January Sale price 5.19

7.89 Heavy Winter Weight Suit, of Worsted-finished tweeds; English materials, grey and brown sacque coat; strong Italian cloth linings, sizes 36 to 44; stripes and mixtures; three-button, single-breasted a very fine suit for the money; January Sale price .. 7.89

Save on Boys' Norfolk Suits

A good durable English tweed, in very dark olive shade with stripe, plain double-breasted coat, with belt in loops, knee pants, sizes 29 to 33; January Sale price 3.89

MAIN FLOOR—QUEEN STREET

Men's and Boys' Neckwear at .5

Long Narrow Reversible Four-in-Hand Neckwear, in navy blue, fancy patterns and polka dots; also shield bows, in neat fancy patterns; here is a chance, men, to replenish your wardrobe with good serviceable everyday neckwear for little money; clearing Thursday, each5

Cold Weather Means Muffler Needs.

And Thursday we intend clearing out our FANCY SILK SHAPED MUFLERS, padded with satin linings; no man can afford to expose his neck and chest to this cold weather when we are offering protectors for such little money; January Sale price, each .. .42

MAIN FLOOR—QUEEN ST.

Great Value-Giving in Boys' Underwear

The high quality of these "Wolsey" and "Korrecit" Natural Wool Underwear Garments is so good that we could say much in their favor; soft as good wool can make them, and the excellent finishing, it's a saving chance for mothers to clothe their boys in the warmest and best fitting garments at a price within the reach of all; they're balances of regular stock, sizes 22 to 32, all greatly reduced; January Sale price69

MAIN FLOOR—QUEEN ST.

Men's Eiderdown Blanket, Bath or Lounging Robes.

Slightly soiled is the only reason why these robes are so greatly reduced, made with collar, girdle, two pockets of eiderdown and blanket, soft, in good patterns and colors; also some of beautiful Turkish crash; balances left from regular stock, sizes small, medium and larger; great reductions on all these 1.98

MAIN FLOOR—QUEEN ST.

A Cold Weather Comfort Men's Fur-Lined Coats

The cold weather is here in earnest, but men clad