THURSDAY MORNING

THE TORONTO WORLD

parliament. The

Mean Bigger Dividends

Returns of British Board of Trade Fhow Startling

Growth of Business.

The principal reason set forth by the

G.T.R. for not carrying out the penny

a-mile rate in Canada, which their

charter calls for, is that it does not

pay; that the number of the people

were they to put the cheaper rate into

force it would mean a great loss to

Canadians are always open to reason,

THE TORONTO WORLD cease agitating in parliament until the it manages the postoffice. It is not

A Morning Newspaper published every brains, and any minister with determi-

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botels and news stands. OUTBEC-Quebec News Co. ST. JOHN N.B.-Raymond & Doherty. WINNIPEG-T. Eaton Co.; T. A. McIn-tosh: John McDonaid; Hotel Empire

news stand All Railway news stands and trains, ----

WHO ARE HIS FRIENDS ?

From what has happened in relation to the Toronto Electric Light Company and the Ottawa Electric Light Company during the past week, it is up to Premier Whitney to begin to count his friends and the friends of his public ownership policy.

The Toronto Mail is the Canadian branch of the J. P. Morgan-owned New York Sun, and its London cable, expressing bitter antagonism to public ownership and exalted glee at its supposed failure, is in keeping with its attitude toward Premier Whitney's public power policy. Is The Mail the premier's friend?

Dr. Preston, the Conservative whip, projected himself into the public gaze by his vote in the private bills committee in favor of the electrical trust. Has he sufficiently explained his opposition to Premier Whitney's public power polfcy? Is there any truth in the story that Major Hendrie was a party to the plant to sidetrack the hydro-electric

law is enforced. Any minister with right or proper that a telegraph sysnation, and any political party that railway corporation." The senator Telephone private exchange connecting all had the requisite courage could discipiminutes; but inasmuch as the Grand Trunk seems to be master of parlia-

two members will stand up in their places and demand enforcement of the law, denounce the discrimination of a third of a cent on every mile traveled east of Toronto, and demand that par-

liament forthwith pass a maximum ble adver. passenger rate. Mr. Aylesworth now has a bill in parliament, to make certain amendments in the Railway Act, and it ought to be no trouble to have our passenger rates defined so as to prevent discrimination at least and to fix a maximum tariff.

The worst possible kind of newspaper writing and the worst kind of political conduct is that kind of writing and that kind of conduct which admits an evil and either makes no effort to cor-NEW YOB.-St. Dennis Hotel and Hotal-ings news stand, 1 Park Row. OTTAWA-Despatch and Agency Co.; all effort would be useless; indeed, advises the public to lie down. Don't lie down; get after parliament and the newspapers.

The Globe is good enough to say that its article and its mild agitation will at least be of an educational character. We do not want any more education in the matter, but we want some enforcement of the law, and the public will remember that Sir Wilfrid Laurier and his attorney-general, Hon. A. B. Aylesworth, have confessed in parliament that they are not able to enforce federal law. Let us for aschange try some one who will. There's a gentleman in the States named Roosevelt, and an attorney-general in his cabinet named Moody and a railway commission in office, all working together, all conse-

crated to the public-service, and all making the railways sit up and obey the law. There are no railways brazenly defying the law in the States today. They are defying the law to-day in Canada and the prime minister and the attorney-general confess incompet-Light ence, and a pretended great newspaper advises the people to keep on lying down in front of the law-breakers.

FOR SPEEDY JUDGMENT. The World hears that Judge Win-

return tickets were based on three cents west of Toronto, while east of Toronto they were based on three and tem should be under the control of any had also several grievances in conne-third cents. nection with the operation of the tele-Both parties in the house of comnons make a mistake in disregardphone service, which he declared to be ing these complaints, and in seeking a source of annoyance all the time. to divert the question into a persona Hon. Mr. Davis has made a distinct The discrimination is wrong, and the refusal to give the penny-a-mile advance in the direction of bringing accommodation is wrong. The rail-way companies should also be forced to redeem the unused portions of railthese important public utilities under national ownership and operation, and way tickets. If ticket-scalping is not further consideration will convince him allowed, the right way to prethat only in that way will the revent it is to take away every forms he urges in the way of cheap ment to sell an unused ticket at a rates and efficient service: be attainsacrifice; in other words, to give every ed. He had the support of Senator assenger an absolute right to get the value of his ticket at any sta-Ross (Halifax), who also held that tion on the line. the time will soon come when it will Some members of the house of commons profess a great horror of the demagog. There is danger, no doubt, be necessary for the government to acquire the telegraphic and telephonic in pandering to the passions and prelines thruout Canada, and Senator pudices of the people, but these dan-gers are not much in evidence in the

Power, who declared that they should be for the Dominion at large and there is that members of parliament will lose touch with the people; and not for the benefit of particular sections of the country to the detriment pay too much heed to the arguments of other sections. The leading note advanced by the privileged classes whose representatives haunt the lob-bles of parliament, and the rotunda of opposition came from Senator Scott of Ontario, whose knowledge of the of the Russell House. Ottawa is not telegraph and telephone systems of Canada, and movements which find little support in parliament may find very substantial support in the coun-England is about as accurate as Mr. Aylesworth's. Only the trunk teletry at large. It may be the duty of a phone lines are in the hands of the public man to oppose the people when British government, the other sysduty to serve the people; and in a parliament which represents a widely-scattered population there is great tems will not be transferred till 1911. Nor is it the case that the people are taxed large sums of money to keep danger of losing touch with national sentiment. up the telegraph system because "it is costing the country more than when it was under private manage-**Cheaper Railway Fares** ment." The deficit in the operation

of the latter system arises from the great reduction in the rate, made by the government, which now stands at 12 cents for 12 words, and one cent per word thereafter for all parts of the United Kingdom. And Mr. Aylesworth, who in that spoke truly, stated before Sir William Mulock's commission, that the telegraph system of

Britain was a joy and delight. He severely condemned the telephone service of London, ur.aware, apparently, it was worked by the National Telephone Company-the Bell of the United Kingdom.

ELECTRIC LIGHT COMPANY EX-PROPRIATION.

wish the G.T.R., C.P.R. or C.N.R. to Editor World: Some little time ago work their systems at a loss. While The Globe published an article advocating the immediate expropriation of the Toronto Electric Company and proposrailway companies when all the rest ing that it should be done by issuing of the world, supplies overwhelming, eviapparently perpetual city bonds to the dence that cheap rates lead to an in-

shareholders for the par value of their creased business. A Few Facts. holdings bearing interest at 7 per cent.

themselves.

From the returns recently issued by This, as The World pointed out at the Schlünd, in the action brought by Fos-ter, claiming for a commission of \$65, 000, has failed. Amendment of the time, simply meant that these bonds the British board of trade, some very would be worth double their face startling facts in regard to this matter are made public. In the year 1878, where there was a single mile of street value on the stock market, and as the ter are The . . . claim was allowed and success company's stock then stood in the quotations at about 160, was equival-ent to presenting the shareholders with a 40 per cent. bonus. The prothere there was a single mile of street railway (or tram line, as it is called there) there are now more than eight. The number of passengers carried has increased fifteen times, raising the re-ceipts from fares sixteen times higher. The capital expenditure of these same street railway was then "50 000 000 to the town of Milton, are being asked by Priscilla Dixon, for an divided, the costs were in the cause. Standard position was certainly one in which consideration for the public interest being asked by Priscilla Dixon, for an account of the trust money, amounting was conspicuous by its absence, and street railways was then \$20,000,000; to-day it is \$290,000,000. was based upon an erroneous view and have made extensive plans for of the financial situation of the comto-day it is \$290,000,000. In London alone there are some 150 ed by the late George Hume, for inpany, an element which must always pany, an element which must always be kept in view, if a fair bargain is to be struck. The Toronto Electric Light Com-pany does not hold a perpetual fran-chise, since on the expiry of its thirpany does not hold a perpetual fran-chise, since on the expiry of its thir-Bank of British North America have an action pending against William mileage run by the cars was about 15,ty years' agreement in 1919, the city 800.000 has the right to purchase all the in-Newman and William J. J. Arthur over a promissory note for \$5000, made Jan. The returns for the street cars (or terests and assets of the company, comprising plant, buildings and equiptramways, as they are called there) of the United Kingdom for the past year 17, 1906, by defendants and Blaney H ment, or the amount, if not agreed upon, may be ascertained by arbitra-Scotit, John D. Moffaitt and Christy ELLIOTT & SON furnish even more extraordinary fig-ures. The lines, if placed end to end, Armstrong, payable one day after detion. Should the city then resolve to mand, and endorsed by the Consumers would stretch across the Atlantic and nearly reach the City of Toronto, whilst Coal Co. The master in chambers was of course, be wound up, and after the number of passengers carried re-present over 40 per cent, more than the entire population of the world; in other words, some 2,236,000,000 people. applied to for summary judgment, and 79 King St. W., Toronto payment of its bond issues and other after consideration dismissed the mocharges, the balance of assets remaintion. ing would go to refund the sharehold-ers' capital. If there be any water Division Court List Judge Morson will hear the follow. Owing to Low Rates. in the capitalization, not represented ing cases at the tenth division court this morning: Cunning Law v. Head, Marvelous as these figures are it must be remembered that it is solely owing to the low rates charged that they in plant, buildings and equipment, the difference between it and the award \$17; McKenzie v. Crumb, \$25; Har-greaves v. Puddy Bros., \$81.91; Parkof the arbitrators would require to be each such enormous proportions. made up b- means of a reserve fund The rates in operation on the street rallways over there barely average three-fourths of a cent per mile, and yet with this low fare all the compaer v. McGill, \$20; Daily Star v. built up out of profits, or a loss would ard, \$39; Sager v. Allendar, \$37.50; Ams- bills are concerned. He finds it almost be sustained by the shareholders. Assuming that the company could den v. Robson, \$20; Hawhorne v. Haw- impossible to secure the information he thorne. \$64.85; Jackson v. Mallaby, \$7; desires in certain matters, and the min-Brady v. Cummings, \$65; Anderson v. Ibson, \$7.86; News Pub. Co. v. Bell and ister of railways, Hon. Mr. Emmerson, Mitchell, \$54.40; White Bros. v. Hussey, seems determined to avoid answering for the remainder of its franchise nies operating them are able to pay working expenses and a dividend varycontinue to pay dividends at the present rate of 8 per cent-a supposition by no means clear looking to its finng from 3 to 10 per cent. on their capiexpenditure. tal expenditure. Another important feature is that no matter what rush may occur, every pa3-senger can be sure of getting a seat. If there is any infringement of this rule the conductor and driver of the car \$9.89; Tuckett v. La France, \$64.36; safeguard the government can employ by the conductor and driver of the car \$9.89; Tuckett v. La France, \$64.36; safeguard the government can employ the conductor and driver of the car \$9.89; Tuckett v. La France, \$64.36; safeguard the government can employ the city under the Hydro-Electric Commission's Policy-a fair proposition for immediate expropriation

one-way rate was three cents a mile. All the reduced rates in the way of **AT OSGOODE HALL** NNOUNCEMENTS FOR THURSDAY. **Chambers**

> Cartwright, master, at 11 a.m. Single Court. The Hon. Chief Justice Falconbridge t 10 a.m. Cases set down for hear

Hodgins, v. Seall Diehl v. Carritt. Clisdell v. Lovell. Cline v. Winters. Kingsweil v. McKnight.

induce-

Oxtoby v. Ware. Webber v G. T. R. Divisional Court. No sittings of divisional court until

londay, March 18. Toronto Jury Sittings.

The Hon. Mr. Justice Magee, at 10 Peremptory list: Vankoughnet v. Toronto Towel Co. Foster v. Toronto Railway Co. Norman v. Hamilton Bridge Co. Christie v Arthnurs Preston v. Toronto Railway Co

Toronto Non-Jury Sittings. The Hon. Justice Mabee. Peremptor

st for 10.30 a.m.; Sapera v. Singer. Clark v. Hubbard. Crabbe v. Little.

Moses v. Little. Housekeeper's Wages.

Nellie Redpath has begun an action they are wrong, but it is always his gainst S. W. Burns, claiming \$1880, she alleges is due to her which wages as housekeeper and for other

> Action for Libel. Robert Reid of Ottawa has issued. whit against The London Free Pres Printing Co., claiming damages for

Damaged His Property.

Jacob Dorst claims that thru the negligence of workmen in the emoloy of the corporation of Toronto hisproperty has suffered \$1000 damages. He has instituted an action for a mount.

Purchased Bricks.

The Port Credit Brick Co. claims that James J. Walsh of Toronto owes a bal: ance of \$2596.30 on centain bricks pur nased by him. A writ has been issued to enforce the company's claim Action Dismissed.

The suit brought by the Fulton Lum in the country to-day is so small that ber Co. against Trussler Brothers has, on consent, been dismussed without costs to either party.

Balance of Account. Warren Brothers & Co. are suing William Ward of Coldwater for \$370.31.

and never wish to take an unfair ad- being the balance of account for goods vantage of anyone; neither do they sold and delivered. Advance on Apples. W. Peterson of Toronito wants this is the case, many Canadians can- him \$400 advanced to Usborne on an not understand why this bogie of a apple transaction. In the writ an inloss on cheap rates is put up by the junction is also claimed restraining the defendant from shipp ing the apples except as directed by Peterson

Statement of Claim Stands. The application of Clement A. Foster to have certain paragraphs struck out of the statement of claim of J H

latest style ; sizes 36 to 44. 8.00 and 10.00 Raincoats for 5.95 Dark gray and fawn English cravenette; full length ; sizes 34 to 44. 2.50 and 3.00 Trousers for 1.69 Striped worsteds in good patterns ; sizes 32 to 42 waist. 1.25 and 1.50 Trousers for 99c Good strong tweeds in neat patterns. - 60.00 Fur-lined Coats for 37.00 Black beaver cloth, lined with Canadian muskrat; otter storm collar. 35c to 75c Caps for 19c For men and boys. Tweeds and beaver cloth. 75c to 1.50 Shirts for 59c

MARCH 14 1907

MEN'S BARGAIN

10.50 to 15.00 Suits for 6.95

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English flannnel, cashmerettes, cream mohair and fine drill. Sizes 15 to 161/2.

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power commission and give the railway board undue prominence. Is the major from Hamilton a friend of Premier Whitney?

Provincial Secretary Hanna, after the whole story now has been told, showed excessive zeal in the interest of the Toronto Electric Light Company, and astonishing lukewarmness regarding the interest of the citizens of Toronto. Does he believe in Premier Whitney's public power policy?

Are W. R. Brock of the electrical his importunities further the premier's public power policy?

have run to do the bidding of the elec- of Judge Winchester's judgment on trical trust! The days have been full the assessment before they are askof his explainings, but he has not yet ed to express an opinion in opposition fully explained why he was so anxious to the action taken by last year's to commit the citizens of Toronto to the council. All things call for a speedy tender mercies of the Toronto Electric judgment from Judge Winchester. Idght Company.

As a friend of the citizens of Toronto, TELEGRAPH AND TELEPHONE and the public of the Province of Onstario, The World is pleased to suggest to Premier Whitney that he run over the list of his professed friends and see if every man is staunch for his public power policy. It may assist him, in checking that list, to know that the people of this province are firm in the be-Lief tha there should be no legal gentlemen in his cabinet and no man in his councils whose aim it is to subvert, queer and bunco his public power poldey:

The time is ripe for every man to show which side he is on, whether the side of the people or the side of the electrical trust.

CAN THE GRAND TRUNK CONTINUE TO DEFY THE LAW ?

The Globe deals with the Grand Trunk's disobedience of the condition scn," he said "why the government in its original charter which gave the should not manage the telegraph as people of Canada a penny-a-mile service, and as usual deals with it in such a way as to leave it muddled, with no way showing out of the difficulty. The World believes that if the government at Ottawa had the proper nerve and the minister of justice and the minister of railways recognized their duty they would enforce the law forthwith and compel the Grand Trunk to live up to its solemn agreement. As it is, The Globe admits that the public must live. up to the law, and that the corporations, and especially the Grand Trunk, are free to disobey it.

There are a dozen ways open to the government and to the public to force respect for this law. One was for the government to have refused to make any arrangement with the Grand Trunk for a Grand Trunk Pacific while it was delinquent in regard to an existing law; another way is to pass a law fixing the maximum passenger tariff in this country, not only for first, but for second class; and the third way to compel the Grand Trunk to respect the law would be for the twenty-two members of parliament who sit for the constituencies along the main line of the Grand Trunk east of Toronto to never

chester has decided to give judgment on the assessment for the extension o? James-street in a fortnight. It is a pity that his onerous dutles prevent him from giving more speedy judgment. Those persons who own land adjoining the proposed extension improving their holdings are held back. Nearly \$1,000,000 of building construction would be started in this district almost immediately if Judge Winchester's judgment on the assesscombine, and his kind, true friends of ment were brought down and the ex-Premier Whitney? Will acceding to tension of James-street put under way. The Simpson Company alone will have to spend nearly half a mil-Then let us look at Mayor Coats- Idon in improvements. Further, the worth. With what speed he seems to city council is entitled to the benefit | exercise its right, the company would,

CONTROL.

On Thursday last the Dominion senate indulged in a short debate on the telephone and telegraph situation in Canada. It was initiated on a Saskatchewan requiring the appointment of an expert officer to act on the board of railway commissioners with special control, as regards construction, location, maintenance and operation of telegraph, and telephone lines. In supporting his proposal Senator Davis referred to the existing telegraph service as very bad and indicated that in his belief "the time is coming, and at no very distant period, when the telegraph system of the country will have to be taken over by the government. There is no rea-



motion tabled by Hon, T. O. Davis of ancial obligations, and very unlikely, Saskatchewan requiring the appoint- were it subjected to competition by way the present shareholders and Toronto, in particular. would be secured a return equal to their dividend, and at the expiry of

the company's franchise would ceive their capital in full. On the other hand, the corporation, in carrying on the business, would be in these enterprises. In all the great cenworse position than the company tres of population every passenger is and would be enabled at once to secure for the citizens the benefit of No overcrowding is permitted. the cheap Niagara light and power can be secured there, why not here? promised by Mr. Beck's commission. A settlement on these or similar lines would appear to be fair, both to the company and the city.

Financier. that it is impossible to prevent over crowding. The management of the Toronto

The World invites an expression of opinion from bankers, accountants Street Railway should take a trip to and other financial experts on the Europe; they would then have an opabove proposition, and to receive sug-gestions as to the proper basis for what can be done here. There is not a early expropriation of the light com- single city or town in Europe of twice pany's franchise.

PARLIAMENT AND THE PEOPLE. sengers have to encounter on our street

Toronto Star: In the house of com- lation of oxer six millions of people it mons on Friday Mr. W. F. Maclean would be impossible at any hour of the day or night to find such a state of things as it allowed to exist here. Sure-

discriminate either as between per- passengers lead to an increased revegard to a penny-a-mile service, and was discriminating against the peo-

er the Grand Trunk was bound to ly if it can be prevented there, and give to the people between Toronto people can travel in ease and comfort and Montreal a third-class penny-a and Montreal a third-class penny-a- the same thing can be very outside, we here, at the very outside, we mile passenger service. He declared have not more than 300.000 population. that under the Canadian Railway Act the Grand Trunk was bound not to discriminate either as between nor

sons or between localities similarly nue for the owners of the railways, situated. He contended that the com-pany refused to obey the law in re-or later be adopted here.

Law Supreme was discriminating against the peo-ple who live in the country between Toronto and Cornwall, on the main Toronto and Cornwall, on the main

Toronto and Cornwall, on the main line of the Grand Trunk. There, he said, the one-way fare was three and one-third cents a mile, while for the corresponding distance from Toronto west on the Grand Trunk the regular

Mean Larger Dividends. Cheap fares have led to an enormous re-increase in the number of passengers

carried, and to the earning of bigge

dividends on the capital invested in

sure of obtaining a seat in the car

the size of Toronto whose citizens have

to put up with the discomfort pas-

cars. In London, England, with a popu-

the

The management of

many of the questions. The signifi-cance of this is very apparent. Mr.

HARD ROW TO HOE. tollow-court Head, Woodstock Express: Billy Maclean Har-seems to have a hard row to hoe in the Park-How-Dominion house as far as his rallway What to Do With Oar fitris,

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han Michie's finest blend Java and

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the conductor and driver of the car would be the issue to the sharehold-ers of city bonds for the par value of their holdings, bearing interest at 8 per cent and redeemable in 1919. In the authorities in Canada in general, 1127.19: Moran v McMillan, Low Rates to Pacific Coast. McLeod V. La France, \$13.03; Fringle V. to protect its own interests. But the, Denvy unter April 30, the Grand Trunk Cruickshank, \$77.90. Suits over \$100: Robertson V. Jacques, \$151.26; Moran V. McMillan, \$151.31. \$127,19; Moran V. McMillan, \$151.31. Cruickshank \$77.90. Suits over \$100: Robertson V. have a right to know what they are Grand Trunk ticket offices.

