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THE FORWARD POLICY.

realized the marvelous development that has come to this province-its enormous wealth, its still greater possibiffties, and the newer and higher, and, we trust, cleaner, politics, that have

There is no parish politics in this province to-day if the people like to play the bigger and the greater game. They have the opportunity of carrying out the great new twentieth century prinpiple of public ownership as applied to all of the distribution of electrical energy all over this province. They have the opportunity of completing a national railway from the Niagara frontier via Hamilton, Toronto, North Bay, Cobalt and Chesterfield Inlet on Hudson Bay, or wherever the terminal port

They have the opportunity of inaugurating a great telephone and telegraph and of gradually extending it in every direction. They also have the opportunity of enabling the different municipalities to join their local telephone systems with this provincial telephone system. They have the opportunity, by controlling the electrical power at Niagara Falls, to regulate the freight rates of the Grand Trunk and the Canadian Pacific and every other railway system that crosses Ontario. If they take over the power as they ought to take over the power and control the whole supply, they can let the railways have it at the lowest possible price on condition that the railways revise continuously the freight and passenger rates charged by them all over this pro-

Furthermore the province has the power of compelling all kinds of companies and corporations to obey the law by reason of the sovereign powers of enforcing the law conferred upon the attorney-general. The province has supreme and sovereign powers in regard to taxation, and it can compel any corporation to treat the public fairly, no matter whether it is a Dominion corporation or not. It can compel the banks to respect the Banking Act. It can compel the insurance companies to respect the Insurance Act, and all other companies to respect the law under which they are administered, by enforcing the criminal code, which makes it a crime for non-performance of statutory duties on the part of these corporations. It can assist the municipalities to go in for public ownership in regard to power plants, in regard to lighting propositions, and all things of that kind. It can make such a forward march that all the other provinces will take their cue from Ontario as the

There never was a time in the history of Canada when such an opportunity for higher politics, for cleener politics, and for greater politics, was offered to any section of the federation. All it wants is for the people to recognize their great opportunity-to insist on every man in a representative position having a thoro appreciation of the responsibilities of his office, and the clause," and we believe that this Canadian law. If Mr. Hays and his the C.P.R. is once more denied by D. sacredness of the trust that he holds clause is the only legal protection that associates in the management of the

politics, there will be found arrayed the every road in the United Kingdom. to have it enforced in their own intercorporation interest and the servile In their own interest the railways saw est, then surely they should be possessed press in the service of these corpora- fit to give the penny a mile service on with the reputation of obeying the law tions. These papers will profess all every train they ran, instead of only themselves. kinds of friendship to public interests, on one train, and to improve the but they will betray them on every quality of the service so that thirdoccasion. The public, in realizing this class there on some roads is as good advanced policy, will also run up against nearly the entire legal talent of the country in the service of these corporations, but, thank God, we still have some newspapers that are true to public interests. The right of public meeting is still intact. Publicity is coming more and more to be an element in the protaction of public rights, and we have

in Mr. Whitney, whether we have in

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Our stock is always a pleasure to inspect and particularly so at pres-

Assuming a mere than or-dinary Xmas-like appearance, there is much to interest the shopper who is desirous of first chances in selecting.

In all lines one may see the most attractive and use-ful gifts imaginable.

And the earlier one in-

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else, directly responsible for the en-

ing this situation with a great deal

of interest, and the unknown and mod-

est Hampden, who has thus far been

of law in his department. He ought

to know the law. It should not be ne-

proceedings. We would sell the two-

what a high respect we had for the

Nordheimer's Exhibit.

ments.

have so far refused to do.

to say whether they desire this forward the legislature, and of their representa-

his to say, that the public press is people and the monthly and yearly subberately betrays that people in the inerest of corporations, the greatest pubknow of, and this country seems to b full of this kind of criminals.

A very significant thing occurred in the against the Grand Trunk Railway, thru its general manager, Charles M. Hayes, for disobedience of a statute. The statute in question was the fol-

"And be it enacted, that the gauge of the said Grand Trunk Raflway shall be five feet six inches; and the fare or charge for each first-class passenger by any train on the said raflway shall not exceed two pence currency for each mile traveled, the fare or charge for each second-class passenger by any train on the said raflway shall not exceed one penny and one-half penny currency for each mile traveled, and the fire or charge for each third-class passenger by any train on the said raflway shall not exceed one penny currency for each mile traveled; and that at least one train having in it third-class carriages shall run every day thruout the length of the line."

16 Vict., ch. 37, sec. 3.

This statute was put in the Grand Trunk incorporation exactly as it occurs in the incorporating acts of all the English railways, and the clause regulating the English railways reads

Seven and 8 Victoria, chapter \$5, passed in 1844, by the imperial parliament (9th Aug.), intriuled "an act to attach certain conditions to the construction of future railways authorized or to be authorized, by any act of the present or succeeding sessions of parliament."

present or succeeding sessions of parliament."

Section six (vi.). And whereas it is
expedient to secure to the poorer class
of travelers the means of traveling by
rulway at moderate fares, and in carriage in which they may be protected
from the weather; Be it chacted, that
on and after the several days herelmafter specified, all passenger railway
companies which shall have been incorporated or which shall have been incorporated or which by any act of the
present or any future session have obtained or shall obtain, directly or indirectly, any extension or amendment
of the powers conferred on them respectively by their previous acts, or
have been or shall be authorized to do
any act unauthorized by the provisions
of such previous acts, shall, by means
of one train at the teast, to travel
along their railway from one end to
the other of each trunk, branch or
junction line belonging to or leased by
them, so long as they shall continue to
carry other passengers over each trunk,
branch or injunction line once at the along their railway from one end to the other of each trunk, branch or junction line belonging to or leased by them, so long as they shall continue to carry other phissengers over each trunk, branch or junction line, once at the least each way on every week day, except Christmas Day and Good Friday (stich exception not to extend to Scotland), provide for the conveyance of third-class passengers to and from the terminal and other ordinary passenger stations of the railway, under the obligations contained in their several acts of parllament, and with the limmunities applicable by law to carriers of passengers by railway; and also under the following conditions (that is to say): Such train shall start at an hour to be from time to time fixed by the directors, subject to the approval of the lords of the committee of privy council for trade and plantations. Such train shall travel at an average speed not less than twelve miles an hour, for the whole distance traveled on the railway, including stoppages; such train shall, if required, take up and set down passengers at every passenger sfation which it shall pass on the line.

"The carriages in which passengers shall be conveyed by such train shall be provided with seats, and shall be protected from the weather in a manner satisfactory to the lords of the said committee. The fare or charge for each third-class passenger by such train shall be allowed to take with him half a hundred weight of luggage, not being merchandise or other articles carried for hire or profit, without extra charge, and any excess of luggage shall be charged by weight at a rate not exceeding the lowest rate of charge for passengers' luggage by other trains;

"Children under three years of age accompanying passengers by such train shall be taken without any extra charge and children of three years and upward, but under twelve years of age, at half the charge for an adult passenger.

"And with respect to all railways subject to these obligations shall come into force on the said first day of Novem

the people have to-day for the splen- Grand Trunk wish to appeal to the But against this higher and greater did penny a mile service they have on law, as they are constantly appealing

You are cordially invited to-day to inspect the spiendid collection of Steinway Art Planes now on view at Nordheimer's warerooms. There will be a recital this afternoon at four o'clock, when a spiendid program is arranged to be rendered by Miss Valborg and Martini Lotter, planists, Our favorably known bartione Arthur favorably known bartione Arthur Of course your grocer has WINDSOR TABLE SALT. favorably known baritone, Arthur Blight, will render the vocal numbers. This exhibit and recital will last to-day, Friday and Saturday only. He will send it to you always, it you specify WINDSOR.

Exhibition Board Discusses Buildings-Next Year's Show Aug. 26-Sept. 9.

ard yesterday afternoon. It was esti nated that the former could be built for 175,000, and the latter for \$110,000. The ward expect that with the balance on urance of \$101,000 recovered from the recent fire, and the proceeds of the

omething of a change, the board nov having in view a stand containing thirty-four, instead of twenty-six, tiers of seats, and accommodating 15,006, instead of 12,000, people. It was decided to begin work at once upon the new horticultural building, and to rush both it and the stand to completion. It is hoped work may be begun on the transportation building in the spring. The revision of the prize lists of the different classes will be begun at once, so that the lists may be ready for circulation by May 1 at the latest. The 1907 show will be held from Aug. 26 to Sept. 9.

as first-class on some of our roads in Canada, with a much greater speed, a much greater number of trains a day and other services that Canadian rall-ways never think of offering their patrons.

The magistrate's decision was in favor of the enforcement of the act, and while Mr. Hays is under liability to punishment for refusing to obey the law, the magistrate has consented to an appeal being taken from his decision.

Things are very different in Canada from what they are in England. No matter what the law is there, it is enforced by the authorities. Here there is no effort, apparently, by executive officers, to enforce this law, notwithstanding that we have a minister of justice who is attorney-general for the Dominion, at Ottawa, notwithstanding that we have a railway commission at Ottawa, specially charged with enforcing the railway act and all the other acts that come under its jurisdiction. And we have also a minister of justice who is, more than anyone else, directly responsible for the enforcement of all statutes connected

Too Costly. forcement of all statutes connected with railways. Why is he called minister of railways if not for this very purpose, and for no other purpose? If our memory serves us, the member increase in the figures, and the plans and that not not the connected with railways if not for this very purpose, and for no other purpose? If our memory serves us, the member increase in the figures, and the plans and that not have been connected with railways commodation the new morgue to be erected on the vote has a server been connected. for South York called attention to this very statute, some two sessions ago and asked if it was the law, and the then minister of justice dodged the issue, and the minister of finance, who can be a the recommendate of the reversing the recommendate of the reversion to this at Hanlan's Point, to replace those at Turner's, were approved. The new structure will cost \$8500, and will accommendate the recommendate of the reversion to the reversion to

spoke on behalf of the government, November, 1905, there were seventywas the law or not, and "jollies" the question for the time. Now a citizen has gone to the police court for the en-

forcement of the criminal law in regard to the same matter. He has still another recourse, and The World adnorthwestern section of the city a proanother recourse, and The World advises him to forthwith take his case to the high court of justice and ask for an immediate order compelling the railway to sell him a two-cent-a-mile ticket, and we would also advise him to take his case to the railway commission; both have mandatory powers, and can compel performance, like a streak of lightning, if they wish to act in a drastic manner. The public are watching this struction with a great deal ton-street.

TOLL ROADS CLOSED.

fighting for public rights, is entitled Four in Such Poor Repair That to our best consideration. He is do-Government Rules Them Out. ing what all our high officers of state

On the report of Toll Road Inspector The World does not take the view A. J. Holford, assistant engineer of the that the Hon. J. M. Gibson took with public works department, four toll such unction when he was attorney roads have been closed—one of five general of this province, in his cele-miles, from Cobourg to Port Hope; one brated declaration, "I am not a policeman." That is just what he was, at that time, and he was the boss policeman of the whole province who should have enforced the law at every point. The roads are closed for lack of repairs, and the right to assess Ministers of state are executive offi-Ministers of state are executive offi- tolls has been suspend

dinisters of state are executive officients has been suspended.

The Cobourg roads are but temporarily closed, the repairs ordered not having been made within the limit set, Pullman to New York via Grand. his grievance and then proceed to try but they will probably soon be comit by the statute book. Each minister pleted and the roads reopened. is responsible for the administration pever again be opened.

cessary to call his attention to the sta- to St. Catharines, Niagara Falls and tute, but once his attention is called to it, he should enforce its requireTrunk dally at 9 a.m., 12.01, 5 and 6.10 Buffet cars are attached to the If we were, Mr. C. M. Hays, we the 6.10 p.m.; cafe parlor car on the 6.10 p.m., also through Pullman to would not wait for any more court New York.

Not Buying Pere Maranette Montreal, Nov. 21.-The story of the general manager

OSGOODE HALL ANNOUNCEMENTS.

Chambers, Cartwright, master, at 11 a.m. Single Court. Cases set down for argument before he Hon, Chief Justice Meredith, at 11

Ambon v. Barber.
Re McGill.
Re Graham Estate.
Wade v. Elliott.
Buchner v

Buchner v. McQuillan, Linstead v. Linstead. story list for Thursday, Nov 2 at 11 a.m. 1. Byrne v. Brown. 2. Taylor v. Reld. 3. Re Frank E. Macdonald.

4. Re siles Estate.
5. Dodge v. The Globe, etc.,
Court of Appeal.
Peremptory list for hearing at 11 1. Sinclair v. Town of Owen Sound. 2. Northern Elevator Co. v. Lake Huron M. & M. Co.

No Business Ready. Counsel not being ready to proceed in any case on the peremptory list, the court of appeal were yesterday obliged to adjourn. The five judges took their places upon the bench, ready to hear argument, but one after another excuse was made as to why counsel could not go on. Other counsel had not been instructed and the court reluctantly was obliged to rise was obliged to rise.

Real Estate Moving.

K. Farah of New Liskeard has issued writ against C. A. Wismer and others claiming damages for wrongfully en-tering upon his land and carrying away gravel from the premises. He away gravel from the premises. He also asks for an injunction restraining them from continuing their wrongful

Bridget Devlin and Margaret O'Hara of Watertown, South Dakota, U. S. A., are sisters of Patrick Devlin, who died in 1905 in the Township of Oxford, Ont. About 35 years ago their brother Joseph left Ontario for the United States and no news has been received of him for 30 years. As beneficiaries under their father's will, they moved before Chief Justice Meredith in single court, for an order declaring that Joseph is legally dead, and that they are the only residuary devisees and legatees under the will. His lordship refused to declare Joseph legally dead, and directed the money to be paid into court. Local Option in Lakefield

William Leahy, an hotelkeeper of the Village of Lakefield, County Peterboro, moved before the Hon Chief Justice Meredith to quash the local option bylaw of that village. He claimed that the bylaw had not been posted up in the most conspicuous piaces, nor in the most conspicuous places, nor in large type, and that some five tenants had voted who had no right to vote. It was also alleged that should the bylaw pass the temperance people would purchase a building, to cost \$14. 000, to be used as a temperance hotel, and sheds would be erected for the accommodation of horses and rigs. L'or these and a number of other reasons the vote had not been properly taken. The chief justice held that most of quash the bylaw, and dismissed the

Gas Six Cents Per 1000 Feet. The Selkirk Gas and Oil Co. are appealing to the divisional court from the judgment of the local judge of the County of Haldimand, allowing them judgment for \$55.98, against the Erie Evaporating Co. The latter company were establishing an industry in the Village of Selkirk and they approached the directors of ed the directors of the gas company for cheap gas. No written agreement was entered into, and afterwards a dispute arose as to the price agreed upon. The gas company claimed the price was 13 cents per 1000 feet, and the defendants claimed that six cents was agreed upon. The county judge decided that six cents was the rate, and gave judgment for \$55.98, being the cost of 933.000 feet the quantity used. The plaintiffs are now appealing from the judgment. The court reserved judgment. court reserved judgm

Not a Preferred Creditor. ecause R. F. Dale was a directo as well as an employe of the Library Supply Co., Judge Hodgins has decided that he cannot qualify as a preferred

Adds Another Defendant. John Norman applied before Master in Chambers Cartwright yesterday to add V. J. Hedden & Sons Co. as deadd V. J. Hedden & Sons Co. as defendants to the action he has against the Hamilton Bridge Works Co. for injuries sustained. Norman was at work on the seventh storey of the Traders' Bank building while in course of erection, and it is claimed thru a fault of the company he was thrown off the building and only saved himself from instant death by performing an acrobatic feat by catching something in his downward course, and holding on until assistance came. He sustained a broken leg and other injuries. The master granted him permission to amend his writ of summons and statement of claim, as desired.

Trunk.

Now is the time to visit New York and see the great spectacle, the New York Horse Show. The last Pullman leaving Toronto is via Grand Trunk at 6.10 p.m. For reservations call at city office, northwest corner King and Yonge-streets.

Philadelphia, Nov. 21.—The dense fog which settled over this section Sunday has not yet lifted. Since Sunday only three light draught steamers and chooners are anchored at various oints in the 100 miles stretch of water between here and the sea. Among them is the American line steamship Haverford, which has 140 cabin and 900 steerage passengers on board

Simply the visible sign that baby's tiny bones are not forming rapidly enough. Lack of nourishment is the cause.

Scott's Emulsion nourishes baby's entire system. Stimulates and makes bone. Exactly what baby needs.

ALL DRUGGISTS: Soc. AND \$1.00

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If every man who has need of winter wear should take advantage of these bargains every one of them could start a savings bank account with the price difference.

Note the savings.

The quality of everything is backed up by the store.

Suits, 6,95

Regularly 12.50 and 18.50 Regularly 2.50 to 4.00 Scotch tweeds-dark gray and olive mixtures with overcheck; and English colored worsteds in pleasing shade of brown—checked pattern. New long single-breasted coat with centre vent. Best of trimmings. Sizes 34 to 44.

Overcoats, 7.49 Regularly 11.00

The long single-breasted Chesterfie'd; seam down back; bread shoulders; deep

centre vent. Best of choice in cloths-fine black cheviots, meltons and beaver cloths. Sizes 34 to 44. Raincoats, 4.95

Regularly 10.50 Harris' celebrated tweeds in new shades of gray and Bannockburn mixtures. length swagger cut ; deep centre vent.

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Neatly striped English worsteds in medium and dark colors. Well tailored. Side and hip pockets. Sizes 32 to

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Regularly 50.00

loose and full, lined with thickly furred carefully blendcollar of German otter. Coats are 50 inches long.

patterns.



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in Persian Lamb Jackets. there is little doubt but you will see a coat you

Should you prefer to have one made specially for you we would urge immediate ordering, so as to avoid the worst of the holiday rush.

For a coat 22 or 24 in. long prices range from \$125 10 \$175.

Catalogue, with Supplement,

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ITALIAN GOVERNMENT OFFERS PRIZES TO TORONTO STUDENTS

Four special prizes have been donat Four special prizes have been donated by the Italian Government to the University of Toronto, to be awarded to the four students who show the greatest proficiency in the study of the Italian language during the academic year 1905-1906. The prizes consist of four handsomely bound books written by celebrated Italian authors. The donation is largely due to the representation ation is largely due to the represent- ken by the students in the students in

Oddments from the big week's selling. Wedge shape.

Fur Caps, 1.19

Beaver, opossum, electric seal and astrachan. Underwear, 59c Regularly 1.00 each garment

Heavy elastic ribbed unshrinkable wool; exceedingly warm. Shirts double breasted and double back; drawers double across back. Sizes 34 to 44

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Fine colored shirts—negli-gee or laundried bosom; new stylish patterns. Most have separate cuffs.

White Shirts, 50c Regularly 1.00

Imported goods, of medium weight cotton. Evening dress style or short bosom. Wristbands or cuffs attached. Sizes 14 to 18.

Sweaters, 33c Regularly 50c and 75c

Jerseys, too. A mixed lot, but good choosing. Men's

Neckties, 121c

Four-in-hands, some with ed muskrat. High storm French seam and shield knots. Good silks in nobby

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Ladies' Fur-lined Coats, \$30 to \$150.

Every style, every color of cloth.

Hamster - lined,

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Latest Flat Muffs

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Imported Shells, silver, brewn or blended muskrat WHY! Sable Collar, \$60. Mink Cellar, \$75. \$30 to \$150 Ties. Stoles and Muffs Natural Canada Mink Ties, \$18 to



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Silk Volk Crepe de fetas, Pop Broadcloth IN SILK Exquisite ings for SI ing of Po and an in Fancy Ch LAR PRICE TWO SP Special

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