

The Toronto World

A Morning Newspaper Published Every Day in the Year.  
MAIN OFFICE 83 YONGE STREET

Circulation Statement for the month of October, 1907

Oct. 1	40,592	Oct. 17	40,007
Oct. 2	40,384	Oct. 18	40,197
Oct. 3	41,007	Oct. 19	42,227
Oct. 4	40,703	Oct. 20	41,399
Oct. 5	41,494	Oct. 21	42,232
Oct. 6	41,402	Oct. 22	42,232
Oct. 7	41,264	Oct. 23	42,232
Oct. 8	41,431	Oct. 24	42,232
Oct. 9	41,151	Oct. 25	42,232
Oct. 10	41,339	Oct. 26	42,232
Oct. 11	41,223	Oct. 27	42,232
Oct. 12	41,223	Oct. 28	42,232
Oct. 13	41,223	Oct. 29	42,232
Oct. 14	41,223	Oct. 30	42,232
Oct. 15	41,223	Oct. 31	42,232
Oct. 16	41,223		

Net Average for 27 Days  
**41,921**

The following statement shows the net circulation of the Sunday World for the month of October, 1907.

Oct. 6	38,491	Oct. 20	38,444
Oct. 13	38,491	Oct. 27	38,444

Net-circulation, four Sundays—149,876

**37,469**

The foregoing figures include all papers actually sold and do not include damaged papers, samples or returned copies. And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act, 1907.

(Sgd) COURTNEY LOVE,  
Circulation Manager.

One issue of the Daily and Sunday World Aggregates

**79,390**

NATIONAL CONTROL OF RAILWAYS.

Some days ago The World incidentally referred to an address on "National Control of Railways" delivered by Mr. Seth Low before the recent convention held in Chicago at the instance of the National Civic Federation of the United States. Mr. Low was at one time president of Columbia University, and afterwards mayor of New York City, and is a recognized authority in the domain of political economy. For that reason alone his address deserves attention, but even more for its intrinsic merits. Not only is the origin of the railroad problem clearly explained, but unlike many contributions to the ethics of the question, it states the case for the public with equal impartiality and ability.

Mr. Low begins by pointing out the difficulty the plain man finds in understanding "in what respect railway business so far differs from any other business that those on the inside can honestly and honestly become multi-millionaires, while those upon the outside so often find themselves the owners of worthless stock." Comparing with savings bank directors who do not become rich in this way, he suggests "that the many millions of the few have, in many cases, been made at the expense of those for whom these few have been trustees. He thinks that there has been in railway boards of direction a widespread loss of the sense of trusteeship, and," Mr. Low adds, "he is more and more coming to demand of railway directors the same sort of self-abnegation that the law demands of a private trustee as towards his ward."

This is well put and it epitomizes the radical change that has taken place in the conception of the nature and function of railroads. In Britain and the United States the first theory of railway-riding held it to be a branch of private business, subject to the ordinary law of competition, which could be relied on to give the users the cheapest and best service possible. But it was soon found that discrimination in rates and rebates of rates might be used, and were used, to favor certain shippers at the expense of others. This in a service required by everybody, was obviously inconsistent with its public character and common fairness between citizen and another. This point, that what the public wants in railway management "is the public quality as distinguished from the business quality, Mr. Low illustrated in an apt and pertinent way:

"The importance of the distinction can be well illustrated by the tariff. An importer who brings into the country \$1,000,000 of goods must pay exactly the same rate of duty as the importer who brings in only \$1000 worth. That quality of treatment inflicts the public quality of the tariff. Suppose on the other hand, that after the manner of business, the tariff charged the large importer only 40 per cent. and made the little ones pay 60 per cent. Is it not clear that the large importers could do all the little ones out of business? But that is precisely what the railways have been doing with their rebates, and that is why the public are no longer willing to admit that railroading is a private business. That is why the people demand that the railways themselves should recognize that they are only private agencies doing a part of the public business; and that is why the public demand that the law henceforth shall proceed upon this new view of what railways are."

Mr. Low considers that the demand for government ownership and operation of the railroads springs from the notion that in no other way can railway service be stamped with the public quality that means, in a word, that all shall be treated alike. (While personally he

does not believe public ownership or operation to be either the only, or the best, way to obtain the desired result, yet in this connection he offers the following significant warning and qualifying condition:

"Two things, however," says Mr. Low, "remain to be said. The first is that it rests very largely with railway directors and managers themselves whether the country is driven into public ownership and operation of the railways, or whether the country can continue to avail of private initiative, private enterprise and private capital in this department of the public service.

"The second is that if the private management of railways is to be indefinitely continued, government regulation, both of railway finances and of railway services, is absolutely essential. It may be taken for granted that the public will insist, unceasingly, on having the public quality of equal treatment, for all passengers in all the relations of the railways to the public, as distinguished from the business quality of discrimination on the basis of the volume of business. Government regulation may indeed, lead to the non-protection of multi-millionaires, as a by-product of the road, but it ought also to mean to investors increasingly safe returns.

In the subsequent part of his address, Mr. Low dealt at length with the question whether regulation in the United States should be state or federal, and what ought to be the characteristic of such control. He regards the force of circumstances as making steadily for federal control, and that publicity, as one of its essential features, should be applied not only to the record of what has been done, but that it might also be made highly useful in passing upon the propriety of important things that are proposed to be done. This principle, he states, has already been reported more or less freely, but he thinks that it can be applied more and more freely to questions of policy. But if may well be asked whether government control, when carried to this point, would not be far more cumbersome and ineffective than straight government ownership and operation. The World regards government regulation as at the best a temporary expedient. Fast experience certainly does not warrant belief in its success, and future experience will, The World holds, still more clearly establish that only in public ownership and operation will the way of salvation be found.

FRASER'S BIG JOB.

Duncan Cameron Fraser, lieutenant-governor of Nova Scotia, has made quite a hit with the newspaper correspondents at Washington. Interviewed upon many subjects he discussed reciprocity.

"It seems ridiculous, too, doesn't it," said the governor, "that you, a people of 75,000,000, should appear to be afraid of a people of 6,000,000. Either you must be afraid of us, or have no confidence in your ability to hold your own against our 6,000,000. WE COULD PUT COAL INTO BOSTON AT \$1 A TON, WHILE YOUR NAVIGATION LAWS COMPEL THE BOSTON PEOPLE TO PAY \$2 FOR THE SERVICE."

Nova Scotia owns absolutely every foot of coal within her borders, and, although some of it is leased out to private companies, the majority of the leases run for short terms, and some of them are falling in every year. It is entirely within the power of the government of Nova Scotia to get coal for the people of Nova Scotia, as cheaply as it is offered to the people of Massachusetts.

Why cannot the people of Halifax, the people of Sydney, the people of New Glasgow, get coal at \$1 a ton? They are not impeded by navigation or tariff laws.

But coal in Halifax sells for four and five dollars a ton; it certainly never sells for less than \$3.50. Coal in Sydney, at the pit mouth, sells for \$3 a ton; never for less than \$2.50 if anybody in Amherst, New Glasgow, Truro, Stellarton or any other place in Nova Scotia has bought any coal for \$1 a ton or for \$2 a ton, he has not yet given evidence.

Charley begins at home. Let not the governor fret his kind heart out because he cannot deliver coal to the people of Boston at \$1 a ton. Let him take courage and cheer up. He should call George H. Murray, premier, upon the carpet and find out why coal in Sydney, New Glasgow, and other places built on coal beds, cannot be delivered at \$1 per ton. That ought to be his job this hard winter.

PUMP THEM IN.

Editor World: In considering the immigration question, there does not seem to be much consideration for those who are brought from their homes to a strange and foreign land. Whether they be Jews or English there are none to praise and many eager to blame, yet it is developing the country. Pump them in. It pays the railway companies, and land owners.

Peterboro, Nov. 5. W. A. Bailey.

PERSONAL.

Miss Edna Sutherland has arrived from Ottawa and is at the King Edward Hotel. She is the daughter of the late Mr. Sutherland of Hamilton on his thirty-first annual deer hunt.

Miss Edithway Bagshaw has returned from the west and will receive with her a number of mail bags from the Yukon. T. D. Pattillo, who has been the guest of A. W. Ballantyne, Wainwright, leaves today on route for southern California. Mr. Pattillo has spent the last nine years in the Yukon district.

Dry Salt—each tiny grain keeping fresh and piquant. Never caking. It's WINDSOR TABLE SALT. Use it.

POLITICAL INTELLIGENCE

The Montreal Star (Ind. Con.) is of the opinion that the Fowler "women, wine and graft" incident was a "contemptible episode, equally disgraceful to both sides. Referring to certain insinuations made of late to the effect that Conservative members were in the house, which they do not dare to repeat outside, The Star comments as follows:

"If the Liberals were afraid to bring Fowler before a parliamentary committee, is it at all likely that they would bring him before the court? One Liberal brought the Frederickton Gleason before the courts, with the result that nothing has happened. The Gleason thereupon, while the Liberal in question has seen his seat in the cabinet pass into the possession of his lawyer. The old theory that it is the lawyers who get the most value out of lawsuits is apparently not yet entirely obsolete."

The St. John Sun (Lib.) is apparently getting ready for a fight. Dr. Pugsley's charges "were admittedly made for the purpose of shattering Mr. Borden's party pretensions; there was nothing of self-righteousness about them." It urges Mr. Borden to admit that Liberals and Conservatives are guilty in common and to "cease his insincere effort to make party capital out of the need for reform." It appears that Pugsley, having as he supposed, showed both parties to be corrupt, is now satisfied to quit. The Sun, his particular friend and mouthpiece, says:

"This much at least Dr. Pugsley has accomplished, whether the matter goes any further or not, that the solidarity of the Liberals and Conservatives is exposed, showed both parties to be corrupt, is now satisfied to quit. The Sun, his particular friend and mouthpiece, says:

"The Montreal Herald (Lib.) announces that the Liberals of Colchester (N.S.) have not yet agreed upon a successor to Judge Lawrence. Both parties meet in convention at Truro to-morrow, and John Stanfield will be the Conservative nominee."

The St. John's News is credited with this:

"The wealthy man who support campaign funds do not want a return in currency. In the United States an ambassador will do. In France a bit of red ribbon in the lapel of the coat will suffice for 'desire' in England the party who is raised to the peerage or who has no titles to give, also may make a man of straw out of his own gift, and it is, therefore, all the more delightful to consider that your wealthy men give of their means to accomplish the triumph of their principles, mind you—at the polls, without a thought of reward. It is fine."

With the new minister of railways declaring that the I.C.R. had been tendered thru Ontario, and with the leader of the opposition declaring that it should be made a transcontinental system, the question of the railway people's road may have a chance to work out its destiny. Upon this subject The Montreal Witness (Independent Liberal) says:

So far as extending the Interprovincial is concerned, it is a pity that it was not done long ago. The Witness for years has advocated its extension to the Georgian Bay, where the traffic of the lakes. A most opportune time to have done this would have been at the time of the Atlantic Railway was in the market at a fair price. Why the government let slip that opportunity in the face of the approval of its purchase by Mr. Blair and the country generally may some day come to light.

However, the Grand Trunk has now given up the idea of building the Intercolonial is either to obtain running rights over it or to build a new line. Running over the Grand Trunk line has been proved a costly experiment to the government road.

"According to all pre-conceived notions of what a royal governor should be," says the Washington Post, "Duncan Cameron Fraser, governor of his Britannic majesty's Nova Scotia, should be arrayed like unto the rainbow for brilliancy." But we are told:

Duncan Cameron is not that kind of a governor. Instead he is a loose-jointed farmer, whose trousers hang at his knees and who has a shingle for setting firm upon the shoes that cover the large feet of the direct representative of the British Empire in that colony which, not a century ago, was considered cold, barren and practically uninhabited.

The governor was in Washington a few days ago en route home from the Jamestown Exposition. He is a man of few words, but he has come to Washington on account of the exposition that he received more attention from the newspaper correspondents than any of the princes and bedecked generals and admirals. He looked so much like home folks that he drew attention to himself by his unpretentiousness in manner and dress. And yet it was King Edward who gave him the office he holds, not the votes of the people who might suspect that he dressed like a simple farmer for the purposes of ingratiating himself with them. He is serving his first term of five years, and they say he is popular.

The governor talked freely upon many subjects. Reciprocity, Canada's treaty-making power, the American revolution and many other topics were discussed. Perhaps nothing said, however, was of more interest than his explanation of the situation in the United States. He secured to Canada her place in the British empire. This happened only a short time ago, but it is now known precisely how and when it happened. The governor tells us all about it. Canada has been in the process of empire during the time of the coronation. You remember Canadian troops went over to London to participate in the coronation ceremonies. The war office assigned those Canadian troops to police duty along the line of the coronation procession to keep back the crowds. Sir Wilfrid Laurier told the war office that the Canadian soldiers had come over to participate in the coronation, not to do police duty in the capital of the empire. He laid down the ultimatum that the soldiers were to march or they would go home. You remember they marched. Sir Wil-

TORONTO BOY CANDIDATE FOR N.Y. ASSEMBLYMAN

Frank K. Johnston is Already Prominent in Republican Politics There.

Frank K. Johnston, M.A., barrister-at-law, formerly a member of the firm of Barnegay & Hassard, barristers, of this city, was a candidate for member of the assembly in the eleventh assembly district of New York City. Mr. Johnston graduated in law in 1900 and entered at once the firm of Barnegay & Hassard, the firm then being Barnegay, Hassard & Johnston, but withdrew later to associate himself with the American bar. He was called to the New York State bar last year, and is now practicing in New York City. While in New York, Mr. Johnston identified himself with the Republican party and took a prominent part in electing Mr. Hughes for governor of the state.

Mr. Johnston is a son of Thomas Johnston, at one time a member of the Dominion Parliament for West Middlesex, having defeated Hon. G. W. Ross in that constituency.

For his candidacy in yesterday's elections he had a running mate in the person of Herman W. Beyer. As an indication of the bitter way in which New York political battles are fought, their circular letter to the electors of the district is interesting reading. It says:

"If, when you go on Tuesday to exercise your right of franchise as a resident citizen, you found lined up at the

place over 1000 men—floaters and repeaters—ready to nullify your vote and the vote of over 999 other honest men, how would you cast your ballot? This is exactly the condition which exists in our district to-day. These illegal registrations have been placed on the lists by the leader of this district with the connivance of his aldermen and assemblymen."

"Illegal voting is treason. Consider as you read this the fact that there will be an election in this district on next Tuesday. Remember as you go to vote, the fraud and thievery of Primary Day."

"We have been put to great expense the past three weeks to detect these 1100 floaters so that your vote may count. We therefore ask you as men to man why should you consent with your ballot to such criminal election thievery? We ask you to vote for the district—composed of the homes of honest workmen—be made a laughing by-product of the election. If it is therefore up to you to put an end to this election stealing by rolling up such a large majority that you will make the least of this district and its candidates for once know that such methods they have used must end and must not be repeated."

"We will consider it a privilege and an honor to represent you. We do not think we carry your vote in our vest pocket. We do not believe that you will be sure to elect us again, no matter how we represent you. We do not think we can do for you, and for all the people in this district, and which we will do day by day throughout the entire years we hold power."

"We pledge ourselves, sir, to you personally in this letter to work for a few years to Coney Island, for the removal of Eleventh-avenue tracks, for an official primary ballot, and for all measures in the interest of the people of corporations."

"If you place us in power and we fail to fulfil these pledges made to you here, the same hand which marks the ballot for us at this election as a protest against election thievery, can mark it against us at the next."

A PRIZE WINNING POEM.

"The Time, the Place and the Girl" Stirs Writers' Fancies.

Five representatives of the daily papers of the city and a hard task at the Princess Theatre last night in selecting the best composition offered in the contest inaugurated by the management of "The Time, the Place and the Girl" Company. The contest was a very worthy effort was sent in, mostly from Toronto, but many from points throughout the province.

First place was given to J. Hunt Stanton, of the Toronto Telegram, who selected, and he thereby is awarded a box at the Princess for Friday evening. The coupons will be handed Mr. Stanton if he will kindly call at the box office. The following is his dainty little poem:

"THE 'THEN'." One, long, long, dear, while as friends we parted, Within, thine eyes I saw the love-light shine; I felt its glow, dear, and it straightaway started, Fires never since quenched and passion half-divine.

"Twas but a glance, dear, and a soft word spoken, Only a hand-clasp, when, thou didst depart; Yet with that glance, dear, self-repose was broken, And with that hand-clasp all enslav'd my heart.

"Thine eyes, sweet, dear, that the Can't thus be roused to tempestuous swirl, And strange how soon, dear, comes that one's subjection, Who but once the Time, the Place, the Girl."

"THE 'NOW'." Thine by my side, dear, in the twilight, The "Furnace" asleep—dimmed—dark— The world's wild whirl—our agitated, Our daily tasks, dear, again agitated, I find anew the Time, the Place, the Girl."

J. Hunt Stanton, 61 College-st., Toronto.

On account of the merit of our compositions of lighter quality, Manager Sheppard decided to give second and third prizes of double tickets for Friday evening, and if Kenneth Williams of 128 Lansdowne-avenue and Alf. Rupert will call at the box office each will receive two reserved seats.

EATON'S DAILY STORE NEWS

"Eaton's Special" Movement Makes a First Class Watch



Because: we've handled this line of movement for about 10 years, and though it's been tried and tested under all conditions, it's proven most satisfactory—especially in regard to accuracy, and accuracy in a watch is first and foremost in importance.

This movement is made by an old and most reliable firm, and only the best material is used in making it. It is thoroughly inspected and tested before leaving the factory—in fact, it is most minutely tested and adjusted in several positions, so that no matter in what position it is placed, it keeps perfect time. And this adjusting in several positions is done only with the best and highest grade movements.

Come and see these "Eaton Special" Movements—we highly recommend them; in fact, we'll FULLY GUARANTEE THEM FOR TWO YEARS.

Below is a list of prices for the movements only. We can fit these in any style of case desired or in any size either for man or woman:

7 Jewel 0 size	7.25	17 Jewel 12 size	13.60
15 Jewel 0 size	8.50	7 Jewel 16 size	5.25
17 Jewel 0 size	13.75	15 Jewel 16 size	6.00
7 Jewel 6 size	5.00	17 Jewel 12 size	12.75
15 Jewel 6 size	6.50	7 Jewel 18 size	4.25
17 Jewel 6 size	12.25	15 Jewel 18 size	5.40
7 Jewel 12 size	6.70	17 Jewel 18 size	12.50
15 Jewel 12 size	8.40		

When here we'll be pleased to quote you prices on nickel, gold-filled or solid gold cases.

—MAIN FLOOR, YONGE STREET—

T. EATON CO. LIMITED

190 YONGE ST., TORONTO

AT OSGOODE HALL

ANNOUNCEMENTS FOR TO-DAY.

Master's Chambers. Cartwright, master, at 11 a.m. Weekly Court. The Hon. Mr. Justice Anglin, at 11 a.m. Cases set down for hearing: 1. Silverthorn estate. 2. Re Moore and Parry Sound. 3. Gale v. Colonial. 4. Re Hospital and Oshinetsky. 5. Piper v. Urey. 6. Law v. Canadian Mining Journal. 7. Bowser v. Patrick. 8. Dietzman v. Hyatt. 9. Phalen v. Hawkins. Divisional Court. Peremptory list for 11 a.m.: 1. Nyvonen v. Canada Northern Coal. 2. Re Hospital and Oshinetsky. 3. Woods v. Plummer. 4. Re Patterson and Onondaga. 5. Piper v. Urey. 6. Sovereign Bank v. Hamilton. Toronto Non-Jury Sittings. Peremptory list for 10:30 a.m.: 1. Gilles v. Tomlinson (to be continued). 2. Disher v. Simpson. 3. Outerbridge v. Oliphant. 4. Kilgour v. Port Arthur. English Judgments. John Horne Wilson, who resides in London, England, has brought an action against Nan Huston of Toronto to recover \$300.00 upon a judgment of the high court of justice in England.

THE RAILWAYS AND THE PEOPLE

"A Sufferer" writes "The World": We people living on the line of the G. T. R. between Brantford and St. Thomas, also the connecting line from Stratford, Woodstock and all points north on the Owen Sound branch are put to a great inconvenience by the service now in vogue, namely, the train leaving Brantford in the evening and arriving at Tillsonburg at 6:50 p.m. There is a wait of one hour and fifty minutes. We leave Tillsonburg about 8:40 for Tillsonburg Junction, a distance of about two miles, connecting with the air line for Aylmer, St. Thomas and London. We have been traveling over this line for a number of years and have never yet made the connection on time, always from 30 minutes to four hours late; in fact, I well remember a year or so ago, when passengers were compelled to stay (at that time) in a dining car, until the connection was made. This was a very unpleasant experience, and I cannot see for the life of me why the Brantford and Tillsonburg line could not run thru to St. Thomas, and get people to their destination. By doing this the connection for London could be made and get thru the same night. The excuse the G. T. R. would make is that they have a train at 8:50 on the air line and that they cannot increase the mileage, but why should the public suffer for the sake of a few miles? I well remember every night? The train mentioned is due in Aylmer at 9:12 p.m., and arrived there on Wednesday night about 12:30 a.m. This is a sample. The B. & T. trains could be run thru to St. Thomas and back to Tillsonburg again in less time, a good deal, than passengers have to wait for the connection at the present time, so passengers and train crew could be home before they are at the present system.

STOP THE WORK.

The corporation of the City of Toronto have begun an action against P. Fuller of the same town, claiming \$753.25 on an overdue promissory note.

Assault and Battery.

Luther R. Hall has begun an action against John McMaster, physician, of McCaul-street, claiming unstated damages for trespass, assault and battery, and for slander of Hall's character.

Goods Sold and Delivered.

The Robinson & Lindsay Rubber Co. of Toronto have instituted a suit

Overdue Note.

Magdalen Bros. of New Liskeard have begun an action against P. Fuller of the same town, claiming \$753.25 on an overdue promissory note.

New Liskeard Land Sale.

William Barclay of New Liskeard has had an action brought against him by William H. Head, who is asking for specific performance of an agreement of sale of land on Lakeview-avenue, New Liskeard.

Settled Staff.

The Port Hope Brewing & Malting Co. are suing A. J. Bennett of New-castle to recover \$228.88 for goods sold and delivered. The goods consisted chiefly of ale in hogsheads and in cases.

THE TRADERS BANK OF CANADA

INCORPORATED 1885.

Paid-Up Capital \$4,350,000  
Total Assets 1,500,000  
Total Liabilities 35,700,000  
Deposits 23,500,000

Head Office: Cor. Yonge and Colborne Streets, Toronto  
BRANCHES IN TORONTO  
Cor. Yonge and Colborne Streets. Cor. Avenue Road and Davenport Road.  
Cor. Yonge and Bloor Streets. Cor. King St. and Spadina Avenue.  
Cor. Queen St. and Broadview Ave.  
Drafts purchased. Letters of credit issued, available in all parts of the world. Deposits received at interest. 135

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