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TWENTY-SEVENTH YEAR — FOURTEEN PAGES—THURSDAY MORNING JANUARY 31 1907—FOURTEEN PAGES — ONE CENT

MR. BORDEN SEEKS INFORMATION

BY RESOLUTION PRESENTED IN COMMONS

IN REGARD TO TWO CENT RATES

Many Members Support the Declaration That the Country is Demanding Lower Rates on the Railways—Railway Commission Should Be Strengthened and Asked to Deal With the Question.

MANY OF THE UNITED STATES MAKING ISSUE A LIVE ONE

Ottawa, Jan. 30.—(Special.)—Ottawa to-night is filled with visitors. The hotels and clubs are brave with eminent railroad lawyers and crowded with lobbyists, common and preferred. To-morrow morning will witness the great struggle re the Maclean bills, and a battle royal is promised over the two-cent fare, with the government frankly aligned on the side of the great corporations. It seems, however, from intimations dropped in the house this afternoon that popular rights will score, at least to the extent of placing telegraph companies and sleeping car companies under the Railway Act.

This afternoon a preliminary skirmish was suddenly brought on by a debate in the house, which ended in the government forces declining a show of hands, altho the opposition desired a vote. The matter came up upon a resolution offered by R. L. Borden to the effect that the railroad board should at once investigate and report upon the advisability of reducing railroad passenger fares to two cents a mile.

W. F. Maclean (South York) did not question the good faith of Mr. Borden, but declared that as a matter of principle and universal practice it must be conceded that the fixing of a maximum passenger rate for the country was a legislative matter—a question of policy—to be determined by parliament. Mr. Emmerson, on behalf of the government, refused to accept Mr. Borden's resolution.

Mr. Borden summed up for and against the Maclean two-cent bill. Personally he would not attempt to decided. He resolution was one of enquiry.

W. F. Maclean (South York) made haste to admit that he thoroly appreciated the honesty of purpose which animated the leader of the opposition. His statistics all went to prove that the railways were, in fact, charging only an average fare of about two cents a mile. Would it not be better, by abolishing passes and special tickets, to have for every traveler every day the flat rate of two cents a mile? Let the average be reduced in that way, instead of charging one man four cents and carrying another for nothing. The passenger rate of any country was a matter of legislative policy. It was the legislation establishing the parliamentary train that brought about the penny-a-mile service in Great Britain. In Ontario the legislature has fixed a maximum passenger fare at two cents a mile upon all electric and radial railways. The I.C.R. gave lower fares than the private corporations, and that was due to action by the government. In New York there was virtually a two-cent rate, and that grew up from a single legislative act respecting the New York Central. In Michigan, the zone system had been adopted and the G.T.R. was being brought before the courts by the railway commission and compelled to give a two cent fare.

In this country the government never brings the G.T.R. to court. That is left to private individuals at their own risk and their own expense.

In the U. S.

In Ohio the rate had been decreased from three cents to two cents a mile on March 10, 1906. In Pennsylvania, the governor and the legislators had been elected upon a two-cent-a-mile platform, and that platform was to be carried out. Governor Stuart in his inaugural address recommended that the two-cent fare be at once established by law. It was already all but established, in fact, from the Atlantic seaboard to the Mississippi River by the great Pennsylvania railway. In many states west of the Mississippi, the two-cent fare was about to be established. Bills had been introduced for that purpose in Iowa, Wisconsin and other western states.

Moreover, many of the statutes contained penalties for their violation, and the attorneys-general were compelled to enforce them. In Iowa, the demand for this reform was so insistent that, upon the first day of the present session, no less than five bills were introduced to carry it out. And Iowa is a farming state.

In all these states, Mr. Maclean pointed out, there were railway commissions; nevertheless, the legislatures did not hide behind any commissions. They treated the subject as politic. It was an issue for which the people declared, and their representatives hastened to obey.

Referring to Mr. Borden's claim that the railway commission had the power to investigate this question, the speaker said that there was dispute between them on that point. But the ultimate responsibility and duty was upon parliament, and Judge Killam of the railway commission had recently declared in a speech at Montreal that it was the duty of the railway commission to enforce the law. The commission was overloaded with work.

In short, said Mr. Maclean, the railway board has done nothing towards advising parliament as to passenger fares.

The speaker declared that the C. P. R. could well afford to give the people of Canada a two-cent rate from ocean to ocean. It had no right to charge the western people four and five cents a mile. It should not discriminate between different parts of the country.

Mr. Emmerson Replies.

Mr. Emmerson, on behalf of the government, claimed that the railway commission were considering the

Continued on Page 14.

PUBLIC OWNERSHIP LEAGUE.

I approve the formation of a public ownership league and am prepared to give the movement my earnest and personal support.

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Address .....

RAILWAY COMMISSION IS TURNING ATTENTION TO THE TWO-CENT FARE

Already it Has Refused to Sanction Four-Cent-a-Mile Rates in West and Has Received Notice of Concessions From C.P.R. in Its Rates—Too Busy to Undertake Revision of Rates at Once.

Ottawa, Jan. 30.—(Special.)—Justice Killam, chairman of the board of railway commissioners, has addressed the following letter to the premier:

"It has always been my idea, since I joined the board and became conversant with the system and circumstances, that as soon as possible the board should make full enquiry for the purpose of enabling it to judge whether the maximum rates thus arrived at are too high. The subject is a very difficult one. No principle has yet been established for the determination of such a question. In parts of the United States it has been attempted to be solved by a valuation of the railway property, based upon an estimate of the cost of reproduction, and by an estimate of the reasonable returns to be allowed, over and above the cost of operation and maintainence and other necessary expenses. The board of railway commissioners for Kentucky have recently established a set of rates for traffic within the state upon that basis. In the State of Washington they now have a valuation made of the railway property for a similar purpose, and an eminent engineer has been employed on high salary to do the work.

"It is one which, up to the present time, the board staff has not been able to undertake. The work involved in the proposed investigation of the affairs of telephone and express companies will be considerable; but it will be very little as compared with a similar work in regard to railway companies and their properties.

"Recently, applications were made to the board by the C.P.R. Company and the Canadian Northern Railway Company for approval of standard passenger tariffs for new lines in the Province of Ontario at rates of three and one-third cents per mile, and in respect of these the board laid down the principle that it would not approve of such tariffs at higher rates than three cents per mile in the well-settled portions of Eastern Canada, and these tariffs have been modified accordingly.

"The C.P.R. Company has also recently applied to the board for the approval of standard tariffs for some of its branch lines in the northwest provinces at rates of four cents per mile, but the board refused to approve of higher rates than three and one-half cents per mile for those lines, announcing as its opinion that the time had not yet come when it could properly insist upon the rates in the northwest being reduced to the level of those in Eastern Canada.

C.P.R. Reduces Rates.

"The result has been that, after some conference between the traffic officer of the board and the traffic officials of the C.P.R. Company, the company has agreed to reduce all its standard passenger tariffs on the Calgary & Edmonton Railway, and lines east thereof in the Province of Alberta, to the rate of three and one-half cents per mile after Dec. 1 next, and the board has approved of the rate of four cents per mile only until that date.

"The interval has been allowed for completing the necessary details. The board has not felt that without careful enquiry it was warranted in going farther than this. It appears to me that the question of extensive reductions in passenger rates cannot well be taken up by itself.

"If it be ascertained that railway companies are charging rates which afford them greater profits than they should reasonably be allowed to receive, it will be important to determine whether the reduction should be made upon passenger traffic or upon freight traffic, or upon both. If they are not receiving greater profits than they should have, then any reduction in their net earnings from passenger traffic should be made up by the allowance of an increase in such earnings from freight traffic.

"The members of the board have no now at their command such information as would enable them reasonably to determine whether railway earnings are greater than they should be, or if they are, from what portions of their traffic reductions in rates should be made

Overworked Official.

"The traffic officer of the board is the official upon whom the board relies for procuring the necessary information, and for advising it upon all questions of rates. That official is now overworked.

"The addition of telephone and ex-

Continued on Page 14.

ENGLAND STILL IN THE RING

Dr. Parkin's Message to the Empire Leaguers—Keep Imperialism Out of Politics, He Says.

For over an hour last night Dr. G. R. Parkin, C.M.G., addressed a meeting of the Toronto branch of the British Empire League, after a complimentary dinner in his honor, given at the National Club.

He urged his hearers to be considerate and patient with the difficulties of English officialdom, to send earnest, tactful representatives to the forthcoming imperial conference and not to think that England was old and effete. "There is more fight in Old England than in any other country I know," said Dr. Parkin.

There was in Canada a danger of getting inflated, of attempting to exploit the wealth of this country on the world's market and an effort at inflation, kite-flying and exaggeration will hurt the future of the country.

Continuing, Dr. Parkin said he thought that the value of the forthcoming imperial council would very much depend upon the character of the delegates selected, and these, in turn, would be affected by the mind of the country.

He thought it extremely desirable to keep the imperial question out of party politics as long as possible, so that the country could receive the more wholesome education upon the vital issues.

In England it had become a party question, and with all respect and admiration for the earnestness, conviction and ability of Mr. Chamberlain, he thought that Mr. Chamberlain had made a mistake in forcing the question upon the parties. The attempt was too premature, and in discussing it he had told Mr. Chamberlain so.

They should first of all have had a sound royal commission to investigate carefully and thus educate the people, followed by years of spadework. At the same time the last general election was no real test of the imperial question.

J. M. Clarke, K.C., presided, and among those present were His Honor the Lieutenant-Governor, Mr. Nordheimer, Hon. Frank Cochrane, Col. G. T. Denison, Principal H. W. Auden, Nicoll Kingsmill, K.C., W. K. McNaught and W. K. George.

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GETTING ANXIOUS

CAPT. HAYS (of the pirate ship "Parliament," anxiously): "Think she's gaining any on us, mate?"

HOW WAS THE MONEY SPENT IN THE SENATE ENQUIRY?

Senator McMullen's Motion to Investigate the Expenses of the Mutual Reserve Life Held to Reflect Upon the Honor of Some of the Members.

Ottawa, Jan. 30.—(Special.)—The deputy governor, Justice Girouard, attended at the senate chamber to-day and gave assent to the following acts:

A certain treaty between Canada and Japan, to amend the Naturalization Act, to amend the acts respecting commercial treaties affecting Canada, respecting the revised statutes of 1906.

Senator McMullen moved the following resolution: "In the evidence given by Mr. Eldridge in Mutual Reserve Life investigation, recently held in New York, he stated that it had cost the company $20,977.66 to get the investigation thru the senate and commons of Canada in 1904. I shall move that the company be required to furnish names and detailed statements of the amount paid, if any, to senators or members of parliament in Canada, or to the respective firms to which they belong, in connection with the said investigation, and copies of all cheques and receipts given therefor."

Senator McMullen said he had no intention of reflecting on any senator or member of the commons in his notice. He merely wanted to ascertain the amount of money the company spent and whether any part of it was for an improper purpose. The company had not been treating its policyholders well. In his neighborhood some fifty policyholders were considering whether they should continue to keep their policies or allow them to lapse. Men who had paid for years found their rates increased and charges against their policies growing so they could not realize what was originally promised them. Returns showed that the company had collected in Canada $5,664,467 and had paid to policyholders here $3,474,740, leaving a balance to the credit of Canadians of $2,189,698. Deducting expenses and commissions, there should be due to Canadians over a million dollars. The receiver-general had $240,000 of the Mutual Reserve money and the Toronto General Trust $60,000 more, making the total $320,000 within reach of Canadian policyholders. If Canadians continued as at present to lose confidence all policies would be allowed to lapse and the company could escape with the $320,000 it had up as security.

The company had been found to be rotten by the New York investigation. One of its highly salaried officials had been sentenced to Sing Sing for two years and another was under indictment. It was singular that there had been so much opposition to the affairs of the company being investigated in committee by members of the senate.

Expenses Before Senate.

To the New York committee Mr. Eldridge had stated that he had spent $20,977 to get the investigation thru the Canadian senate and the house of commons in 1904. In another place he swore the expense in connection with the investigation at Ottawa was $15,000. As the Mutual Reserve was doing business in Canada under government license and as Canadians were policyholders the company should be compelled to make a statement of the heavy legal payments. The company should be compelled to place its Canadian risks with sound Canadian companies and get out of Canada.

Senator Cloran read evidence by Mr. Eldridge before the Armstrong committee, that he had spent $20,977 to a considerable extent for attorneys' fees, and for representatives before the senate committee at Ottawa. He further stated his only other expenses had been his personal expenses at Ottawa. In another place Mr. Eldridge swore the expenses at Ottawa had been about $15,000. The conflicting statements showed that the word of Mr. Eldridge could not be relied upon, tho given under oath. This man had deceived most of the members of the senate committee and had unworthily cast an undeserved suspicion upon it and the senate. Canada had too much Eldridge.

Against Senate's Honor.

Senator Edwards regretted the debate as one calculated to do little good. It would not make the position of policyholders better. If the company refused to obey the order, that they give details of the legal expenditure of the investigation, what could be done? This government could cancel their license, but only parliament could cancel their charter.

Senator Edwards said that a charge against the honor of the senate was contained in the resolution of Senator McMullen. When a charge was made it should be made against individuals, and not a general charge against the whole house.

Senator Edwards said the investigation of 1904 into Mutual Reserve affairs had continued for three months. It was well-known that legal expenses were very high.

Senator Beique said he could not object to Senator McMullen's enquiry regarding the fees paid before the senate investigating committee, but he failed to see how he could have drawn the inference from Mr. Eldridge's evidence, that payment had been made to members of the senate and house in connection with the investigation. However, Senator McMullen had made the charge, and would now have to take the responsibility of establishing it, and the result would be reviewed by the senate.

THE "GOLSPIE" INQUEST.

Sault Ste. Marie, Jan. 30.—(Special.)—The verdict of the jury in the Golspie case to-night was that Sydney Neal came to his death from frost caused by exposure and that this exposure was due directly to Captain Boult, who drove Neal from shelter when he might have protected him. They also thought that Mate McLeod should be severely censured for not sending prompt assistance on his arrival at the mission.

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TORONTO WATER RATES.

Toronto water-takers by meter measurement are reminded that Thursday, Jan. 31, will be the last day to pay rates and secure the full discount. 24

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Dies From Injuries.

James Stephens, who fell from a ladder, died from his injuries a few hours later. Coroner Graham will hold an inquest.

Fred Plewes, a waiter, living at 85 Mutual-street, was arrested last night, at the request of the chief of police of Guelph. He is wanted there on the charge of ill-treating a horse last July.

Charles Wright, 231 Berkeley-street, was arrested last night as a drunk. He had in his possession some silver spoons, stolen from the King Edward.

SENATOR ROSS IS BANQUETED

Liberals at Ottawa Honor the Ex-Premier Who Reviews the Changes that 35 Years Have Witnessed.

Ottawa, Jan. 30.—(Special.)—The banquet tendered by his friends in parliament to Hon. Geo. W. Ross to-night was a great Liberal love-feast. There were a number of excellent speeches, but the guest of honor easily carried off the palm for polished oratory. No important announcement was made, but the best of good feeling prevailed. Sir Wilfrid Laurier was absent because of indisposition. All the other ministers spoke except Mr. Templeman.

Mr. Ross was greeted with a chorus of cheers, and his speech was punctuated by generous and prolonged applause.

Hon. George W. Ross, on rising to respond, was received with loud cheers.

"You must be alive to the fact that I feel very deeply indeed your kindness and the honor that is done me by my appointment to the senate.

"It is 24 years now, very nearly, since I left the house of commons. I thought I was wanted in Toronto, and I went there. I stayed there a good while. Of course, I did not think I could stay so long. I am delighted with my new associations and with the kindly reception I received in the senate and elsewhere. I did not come back as the prodigal son who had

Continued on Page 14.

BIRTHS.

GILMOUR—Toronto, Jan. 30, 1907, at Victoria Memorial Private Hospital, Isabella-street, to Dr. and Mrs. Chas. H. Gilmour, a daughter.

WILLIS—At Toronto, on Tuesday, Jan. 29, 1907, to Mr. and Mrs. A. F. Willis, a daughter.

MARRIAGES.

CRANSTON—VARDON—On Wednesday, Jan. 30, at the home of the bride's father, 258 Delaware-avenue, Toronto, by Rev. J. W. Pedley, Miss Esther Mary (Etta) Vardon, daughter of Mr. Maurice Major Vardon, to Mr. A. Russell Cranston, son of Mr. J. K. Cranston, 122 Pembroke-street.

KEITH—MURDOCH—At Guelph, on Wednesday, 30th January, 1907, by the Rev. R. J. M. Glassford, Mr. Alex. Keith, Toronto, to Miss Bessie Murdoch, third daughter of Mrs. Francis Murdoch, Guelph.

ROBINSON—MAYNARD—On Jan. 30, 1907, at the residence of the bride's parents, Stayner, Ont., by the Rev. W. T. Allison, Marion, second daughter of Mr. and Mrs. George Maynard, to E. B. F. Robinson, M.A., of Markham, Ont.

DEATHS.

GRACEY—At Etobicoke on Tuesday, Jan. 29, 1907, Ann Henderson, wife of the late John Gracey, in the 74th year of her age.

Funeral on Friday to Richview Cemetery at 2 p.m.

GILLAM—At Milliken's Corners, on Wednesday, Jan. 30, Amanda, the beloved wife of David Gillam, aged 40 years.

Funeral on Saturday, Feb. 2, at 1 p.m., to St. Paul's Cemetery. Tunnelton. Friends and acquaintances will kindly accept this intimation.

SECOR—On Jan. 30, 1907, at the Toronto General Hospital, David Secor, in his 70th year.

Funeral from the residence of his daughter, 65 Sheridan-avenue, on Saturday, Feb. 2, at 2 p.m., to Mount Pleasant Cemetery.

MAY PREVENT PHONE STRIKE

Conference Will Be Held To-Day With Ottawa Official Present in Endeavor to Arrange a Settlement.

It begins to look very much as tho the threatened strike of the operators in the Bell Telephone Company will materialize to-morrow. Acting on behalf of the Telephone Operators', Supervisors' and Monitors' Association, J. W. Curry, K.C., last night addressed a letter to Manager Dunstan of the company, setting forth the determination of the members of the union to refuse to accept the new schedule of hours and wages. Unless a reply conceding the maintenance of present conditions is received by 6 o'clock this evening the operators will regard it as a sign of war, and to-morrow morning it will be very hard—some say impossible—to get "Central." The union was organized Tuesday night. It has over 400 members, being all but one of the "Main" staff.

Manager Dunstan expressed himself last evening as quite ready for the "strike." The company are bringing in 100 operators from Montreal, Ottawa and Hamilton as "strike-breakers."

Business men in general are much perturbed over the prospects of a strike. That it would be a severe handicap to the downtown section goes without saying.

"The telephone company is a public utility," said a leading business man, "and as such no strikes should be allowed. The operators, who have a very trying position, should receive fair wages and good hours, which is nothing but right. Intervention should be brought about some way, so that no combination of employes of a public utility should institute a tie-up. There should be an immediate agreement, amicable of course, between the girls and the corporation."

May Be Arbitrated.

A conference regarding the threatened strike of the local telephone girls is to be held in the mayor's office at 10 a.m. to-day. Mayor Coatsworth has invited John Armstrong, secretary of the provincial bureau of labor, to discuss the situation, with a view to an amicable settlement, and his worship expects that W. L. Mackenzie King, deputy minister of labor, will arrive from Ottawa in time to represent the Dominion government.

The coming of Mr. King is in response

Continued on Page 14.

RISING TEMPERATURE.

Observatory, Toronto, Ont., Jan. 30—(p.m.)—The weather is fine thruout the Dominion, except in British Columbia, where it is raining. The temperature is not quite so low to-night in the western provinces, but from Ontario eastward there has been little change.

Lowest and highest temperatures: Dawson, 36 below—26 below; Victoria, 36—44; Vancouver, 32—37; Calgary, 22 below—14 below; Edmonton, 30 below—12 below; Winnipeg, 32 below—2 below; Parry Sound, 4 below—8; Toronto, 6—16; Ottawa, zero—6; Montreal, 2—8; Quebec, 4 below—6; St. John, 10—18; Halifax, 4—26.

Probabilities.

Lakes and Georgian Bay—Easterly winds, fair, with slowly rising temperature.

Upper St. Lawrence and Ottawa—Fine and cold.

Lower St. Lawrence and Gulf—Fine and colder.

Superior—Southeasterly winds; fair and cold.

Maritime—Northwesterly winds; fair and becoming milder.

Western provinces—Easterly winds; fair with temperature somewhat higher.

THE BAROMETER.

Time.	Ther.	Bar.	Wind.
8 a.m.	6	30.04	2 N.
Noon	15	.....	.....
2 p.m.	16	30.12	8 N.
4 p. m.	10	.....	.....
8 p.m.	9	30.20	8 N.
10 p.m.	11	30.19	.....

Difference from average, 11 below; highest, 36; lowest, 6.

STEAMSHIP MOVEMENTS.

Jan. 30	At	From
Teutonic	New York	Liverpool
Neckar	New York	Bremen
Majestic	Queenstown	New York
K. P. Wilhelm	Bremen	New York
Canopic	Naples	Boston
Pretoria	Kinsale	St. John
Teutonic	Nantucket	Liverpool
Montreal	London	St. John

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Pictorial Features February 3:

OPENING OF THE Ontario Legislature a Brilliant Scene.

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