TWELVE MILLIONS Which the People of Ontario gave to Railways that were to be Competing Roads. But which have been Gobbled by the great Corporations. The Press of the Province say it is time that Indiscriminate Chartering was over. SOME HARD FACTS FOR THE PEOPLE. The railway question in this province has reached a crisis, and the Ontario legislature has to deal firmly with it. show, are supporting us in the work. WHAT ONTARIO HAS GIVEN THE RAILWAYS. (From the Toronto World of Jan. 30.) For the benefit of the public we repeat the figures taken from the official report, showing the amount of aid granted to railways in Ontario by the provincial government and the municipalities together: ment and the municipal ment and Morth Hastings.

Belleville and Morth Hastings.

60,000 00 Canada Atlantic 125,000 00 75,000 00 42,500 00 Canada Southern 147,858 65 322,500 00 Credit Valley Georgian Bay and Wellington. Grand Junction Kingston and Pembroke. London, Huron and Bruce.

.458,522 50 168,350 20 144,870 85 313,221 05 196,188 00 241,980 00 \$90,000 00 **\$825,168 00**
 Port Dover and Lake Huron.

 Government
 126,000 00

 Municipalities
 200,000 00
 Municipalities..... Toronto and Nipissing. Government....... 105,212 00 Municidalities...... 376,702 59 1,363,282 00 none 180,000 00 180,000 00

| Municipalnies | Whitby, Port Perry and Lindsay. | Government | 94,951 59 | Municipalities | 222,094 43 | Shares or bonds | 10,000 00 |

TIME TO HALT.

(From the Brockville Recorder, Feb. 10)

Under the above caption The World gives a timely warning to the local legislature in its dealings with the numerous rail-way projects now before that hold. While

yet by any means satisfied.

Every hamlet, village, and town desires railroad connection. The government promise to help those who help themselves. Speculators meet and form a company to carry a railroad through a certain section of the country. Surveys are made, and municipalities applied to for bonuses. These the people grant, and the road with the aid of a government subsidy is completed. The the people grant, and the road with the aid of a government subsidy, is completed. The people are jubilant, but by and by a monster comes along and Jonah is swallowed, and the people find themselves deceived. We can point to Prescott and Brockville in the East, and dozens of places in the West where gross injustice is being practiced towards those who were simple enough to believe that branch and local railroads would not be interefered with by the whales of the railroad ocean. The World says:

"Leaving out the main times of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Carte of the Grand Trunk and Great Western 2 the Gran

orthern
orthover & Lake Huron...
tratford & Huron...
oronto & Nipissing...
orosto, Grey & Bruce...
Vellington, Grey & Bruce...

lars, or nearly three-fourths of the whole, has gone to peninsular roads. All these roads, after having received aid on the ground that they would make and perpetuate competition, have either already gone or are inevitably drifting into connection with the great through lines; their expected independent character has a roved the merest delusion. And yet, after all the telling experience of time past, chartering for the stamp of the Provincial or Dominion's seat to give currency to their projects. It is not the money which they invest, be it remembered, that is to give value to their respective schemes in the public eye; oh! no, not much of that, we may be sure. It is the government stamp they are after, the sanction of the Dominion or Provincial law, which alone is to create the value which they expect shortly to transmute by the alchemy of stock-job-bing into current money of the realm.

In view of this waste of public money.

In view of this waste of public money our contemporary, we think, is justified in his advice that it is time for the house of assembly to halt, and the legislature will not by any means do its duty to the people unless the wild speculative railroad boon is stamped out by refusing further aid to all such speculations

RAILWAYS.

(From the St. Catharines News, Feb. 11.) The Toronto World has made, and is making a heavy fight on railway construc-The city and lobbies of parliament are full of railway managers, promoters, charter mongers, knackers, and pushers, and it behoves the members, and above all the government, to protect the people from these gentry and their designs. The World is doing its part and the press of the writer. The ground taken is that there are altogether too many railways projected, and that the precedent proves that great monopolies will swallow them bodily, and prey on the country. There should be legislative restriction against the amalgamation of railways assisted by the government. And the province, as the undergiven extracts fore the railways of Canada got into so few tion. A two-column article settles the the province, as the undergiven extracts fore the railways of Canada got into so few hands, as they are now in. Canadians are peculiar in not learning from their neighbors, otherwise they would have thought of the danger that now threatens them in this respect a long time ago. They had only to look across the lines to see what railway monopolies can be formed, and what railway monopolies can be formed, and what they can do. Practically, Vanderbuilt and Gould carry the freight of the United States. They make prices and unmake them; make profits on the immenso productions of the United States, and determine whether the producer shall make profits or not, and this not alone in agricultural productions, but in the products of the mines, and of stocking ranches, and largely in the producers of lumber, Canadians are threatened with a similar dispensation, and nothing will save them but the government; and it is doubtful whether the government can now. The Grand Trunk has acquired con-

now. The Grand Trunk has acquired ectrol of the net work of roads east of? 242,500 00 ronto, and have extended their arm to thi 470,358 00 peninsula, besides which they have tentacle of immense capacity reachin Chicago. The syndicate has secured withering grasp of several eastern roads and is only beginning to feel for its power in other directions. What hold it has o the Northwest, through the chicanery of government, we all know. It is not our purpose to do more than refer to this matter at present, however; nor do we think it desirable. The attention of the government has been called to the danger that threatens the country; and we trust that something will be done at the earliest date

CALL A HALT. (From the Belleville Ontario, Feb. 9.) The Toronto World has been making 941,522 50 lively attack upon the railway mono of Canada, and pointing out the danger there was of all the railway interests of On-tario, which have been so liberally bonussed by the province and municipalities, falling into the province and municipalities, falling into the hands of such monopolies. Our contemporary now calls for a halt in the chartering of railways, arguing that there are enough and more than enough lines in existence and under construction to meet the wants of the country. Especially, it this cially is this the case in the western part of the province, where railway chartering has been carried on to an extent bordering on recklessness. Most of these railways are projected as independent lines, with a special and plausible object in view, but they have already gone, or are inevitably drifting, into connection the merest delusion. We commend the course The World is pursuing in the matter, more especially as it it identical with our own. For several years the Ontario has contended that the chartering of new railway lines in this province by the legislature, and the consequent grants of public money, were questionable proceedings, in view of the fact that there was no service for more relieves. railways. It is certainly time to call a halt.

RAILWAY LEGISLATION. (From the Guelph Mercury, Feb. 9.) The railway committee of the Ontario legislature promise to have their hands full of work this session, but judging from the way in which they began business on Wed-Grand total.....\$12,341,781 39

Meantime we hope that the railway committee will rigidly scrutinize every bill brought before them, for in thus faithfully

ture in its dealings with the numerous railway projects now before that body. While in the eastern portion of the province the wild spirit of speculation has not flourished to any great extent, although the little we have experienced cannot be boasted of so far as the taxpayers are concerned. In the western portion of Ontario railroads may now be found zig zagging all over the country, while the appetite of speculators is not yet by any means satisfied.

Every hamlet, village, and town desires

of the railroad ocean. The World says:

"Leaving out the main lines of the Grand Trunk and Great Western, the Sarnia branch of the latter and the Buffaloland Lake Huron, and Taking only the smaller lines in the peninsula, which have received largely of provincial and municipal money, we get the following figures:

Canada Southern.

1,562,000 00
Georgian Bay & Wellington
259,000 00
Hamilton & Northwestern
1,340,596 00
Lake Simoos Junction
153,000 00
London, Huron & Bruce.

201,202

Anti-14.

Make a tonic drink that removes the el
828,168 00

826,000 00

Rect of bad liquor and over-drinking. They

GIVE US A GALL BEFORE PURCHASING ss.787,824 50
n nine miffion del.

326,000 00
481,914 50
923,376 00
923,376 00
1 sine miffion del.

481,914 50
1 stamps.

1 set of bad liquor and over-drinking. They also check the craving for liquor, remove bilious headache and nervous depression, improve digestion and regulate the action of the liver.

8 Powders in packet, 25 cents.

2 for sample 10 cents, mailed for stamps.

W. HEARN, Druggist, Torento.

THE LOCAL LEGISLATURE. Private Members' Day-The Provincial Estimates

Yesterday was a day devoted to private members, but they were not ready to go on with either the notices of motion or the public bills in their charge, and the house adjourned after the estimates had been brought down and passing one government bill through committee of the whole. An other government measure would have been taken through committee, but Mr. Lauder, who objected to it, was not in his place. He was well cheered on making his appearance immediately after the house adjourned.

THE ESTIMATES. A message was presented from the lieutenant-governor with the estimates, which were referred to the committee of supply. PRIVATE BILLS.

A number of private bills were read a third time after being supported by the private bills committee, amongst them one

paid by certain settlers, while others in the same position had paid none. Mr. Wood and Mr. Pardee refused to assent to such a change, as the adoption of the principle involved would have too far reaching re sults. They explained that a number of other places than the township especially alluded to, Shuma, were in the same position, and that as regards lands some settlers had paid for what others obtained as a free grant, and one English land com-pany had bought four townships, while there were now free grant lands around

The house then adjourned. THE EVIDENCE ACT.

The evidence act provides for an affirmation by a witness where the presiding judge is satisfied that the taking of an oath would have no binding effect on his conscience, and also for evidence by th parties in certain cases in adultery and oreach of promise of marriage.



Neuralgia, Sciatica, Lumbago, Backache, Soreness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains, Tooth, Ear and Headache, Frosted

Feet and Ears, and all other Pains and Aches.

No Preparation on earth equals St. Jacobs Oil as a safe, sure, simple and cheap External Remedy. A trial entails but the comparatively trifling outlay of 50 Cents, and every one suffering with pain can have cheap and positive proof of its claims.

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Directions in Eleven Languages.
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J. QUINOLLE & F. ARNOLD, HOTEL BRUNSWICK KING STREET WEST, (Next Mail Office). Choicest Selected Lot of the Celebrated

CANADIAN MALPEQUE OYSTERS, ust received this day from Prince Edward Island erved on the shell; try them. GEO. BROWN, Late of the American Hotel.

SHELL OYSTERS! SHELL OYSTERS First of the Season. Fresh and Fat at the ST. CHARLES RESTAURANT 70 YONGE STREET.

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HARDWARE.

WEST END In regard to a government bill which 313 QUEEN STREET WEST

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ODORLESS EXCAVATOR AND CONTRACTOR, desidence, 151 Lumley Street; Office

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S. W. MARCHMENT & CO., tythorized City Contractor

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Toronto exhibition, 1879, awarded first extra prize
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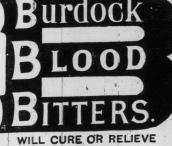
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