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chine. ROSSIN HOUSE. 456

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's clothing; please favor me with a call; 87 in West. H. ALBERT & CO. RDER YOUR WEEKLYS OR MONTHLYS, English, Americun or Canadian, at the Railway News Depot, Queen-street, opposite Parkdal Sta-PARTIES HAVING OLD CLITHES TO DIS pose of, send your orders to 43 Queen-st. West highest cash price paid. MRS. H. YANOVER.

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FRIDAY MORNING, MARCH 3, 1882

Sir Charles Tupper Admits the Railway Problem but is the Friend of the Monopolists—General News and Notes from the Capital.

(Special Despatch to the The World.) OTTAWA, March 2 -Railway matters ere aired for the first time this season to day on Mr. McCarthy's motion for the cond reading of his railway bill. The tone of the house appeared strongly in

nequal and exorbitant freights, railway amalgamations and so forth. The discussion on the motion was animated, and the house took great interest in everything that

was said. railway commissioners' bill Mr. McCarthy railway companies in favor of large cities at the expense of smaller places. The bill should be referred to a select committee.

Sir Hector Langevin thought Mr. McCarthy railway companies in favor of large cities at the expense of smaller places. The bill should be referred to a select committee.

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Sir Hector Langevin thought Mr. McCarthy railway companies in favor of large cities at the expense of smaller places. The bill should be referred to a select committee. cision of the commissioners final, with no appeal to the supreme court except by appeal to the supreme court except by leave of the railway court itself. The railway interest in Canada have assumed a great magnitude. There are over

EIGHT THOUSAND MILES OF RAILWAY in the Dominion, and the amount of money voted by the people for these lines is independent of the amount raised by capitalists. As much as a million dollars and the annual earnings of railways are almost equal to White (Cardwell), White (Renfrew), Drew,

terests. This railway tribunal will not increase, but have a tendency to diminish liti
EMPOWERED NOT TO INTERFERE

with the through traffic so long as that traffic did not interfere with local freight.

In the committee on banking and merce met for organization this and elected Mr. Domville chairman.

In the committee on public accounts the committee on public accounts to the committee on public accounts. gation, and as is the case in many states of the union the railways themselves should bear the largest portion of the expenses connected with the tribunal.

Traffic did not interfere with local freight. In the committee on public accounts this morning motions were carried for papers and vouchers in connection with several items. expenses connected with the tribunal. tee above mentioned into its working is to a contrary effect.

one of its recommendations being that it is necessary to retain in England SOME PERMANENT TRIBUNAL

as to the rights and duties of railway comdoubt as to the importance of the railway problem. There are two circumstances, such a tribunal as the hon. member's. the mover to leave it over for a week or First, there is a want of power on the part of this house to deal with the railway questions in the manner in which he pro- so, the former moved that the bill be not poses. The power of parliament is confined to a certain class of railways, and over a great many railways the house has

correspondingly large salary.

Mr. Haggart supported the bill and main

PREVENT AMALGAMATION,

PARTICULARBY NO JURISDICTION whatever. Another difficulty which is not experienced in England on account of its insular position is the fact that Canadian railways run closely in connection with

American railways with which some of The Committee on Standing Orders Discussing our lines are active competitors. The

The following of the minor and Grand Trunk competes with many Amer-Grand Trunk competes with many American lines to the seaboard and nothing should be done to handicap it or any other line in this competition. Some trivial enactment or decision might cause a diversion of millions of traffic from going north of the St. Lawrence to the lines south of it, and this country consequently disadvantaged. No country has benefitted more than Canada from her railways, but at the same time no men have

Mr. D. McMaster, on behalf of the nonunionists, argued that the notice of the bill
had not been given in the maritime provinces; that litigation was
now pending to remove certain parties from the board of management of
the fund. He said that when the ministers
of the Presbyterian church in Canada in
connection with the church of Scotland
formed the temporalities fund they drew
up a document that if any ministers of
that church left it they would forfeit all
right to a share of it, and contended that
therefore those who had left that church
to join the Presbyterian church of Canada
had no right to the management of the
fund. After some further discussion it
was decided that the notice given was sufficient, and that petitions should be reported. tained that the government should have power to regulate freights and prohibit the charging of inviduous rates on public routes. The bill, in his opinion, should go further than it did. He supported it as an instalthan it did. He supported it as an instalment in the right direction.

Mr. Plumb spoke against the bill.

Mr. Wallace contended foreibly that the railways ought to be

THE PROPERTY OF THE PEOPLE

of Canada. The government should buy the railways up and run them in the interests of the country.

Mr. Casey pointed out that the minister of railway's argument as to this house hav-Mr. Casey pointed out that the minister of railway's argument as to this house having no control of the provincial railways would soon have no effect, as all the railways of the country would soon be in the possession of the two or three companies which are under the control of this house

of this house,

Mr. Hector Cameron argued that the bill didn't deal with the great railway question affecting the public. No provision was made to

nor could any bill deal with this question until the government owned all the lines. But he did not believe in the government running the railway lines, and thought the people would sooner see things as they are than have government control over railways. ways.
Mr. M. C. Cameron gave the bill his cordial support and hoped it would be rewho would consider the whole matter, making the bill as complete and compre-

hensive as possible. It was high time steps were taken to equalize the freights charged by the different lines and over the same line.

Mr. Orton thought it desirable to have the bill referred to a special committee.

Mr. Wm. Macdougall said this commission must be a court of law, and doubted if such a court could be established consistory with sec. 101 of the supreme court. Mr. Orton thought it desirable to have the bill referred to a special committee.
Mr. Wm. Macdougall said this commission must be a court of law, and doubted if such a court could be established consistory with sec. 101 of the supreme court act. He hoped the bill would be referred to a special committee, and considered by it in all its bearing.
Mr. Currier shpported the bill as a commendable one.

The Attempt on Her Majesty's Life-A Drill Shed for Winnipeg The Stamp Act.
(Special Despatch to The World)
OTTAWA, March 2.—Shortly after the

mr. McQuaig did not wish to see any additional court created and was especially adverse to one which placed our railways house met to-day the premier announced the attempt made on her majesty's life at the Windsor railway station. McLaren v. Caldwell comes up

no matter how eminent. He moved in amendment that those bills be not now read, but be read this day six months. row in the supreme court. Messrs. Bethune. McCarthy, Creelman, Hector Cameron and Church, Q. C., are counsel in the case.

About a bushel of petitions re the tem-poralities fund were carried out of the but be read this day six months.

Mr. Peter White supported the bill.

Mr. G. W. Ross wished the bill could be changed so as to offer some remedy against the just discrimination by

house to-day in baskets.

Major Logan and Col. Houghton, D. A.
G., Winnipeg, waited on the minister of militia this morning in reference to erecting a new drill shed in Winnipeg.

Mr. Caron replied the government was

much as a million dollars and the annual earnings of railways are almost equal to the amount required to carry on the government of the country. These railways should be compelled to obey the laws affecting them, and to carry out the purposes for which they were incorporated, and the mover.

There is no other means to attain this end except the

CREATION OF A RAILWAY TRIBUNAL.

Railways should, not be allowed to work independently of one another. It is the duty of the government to see that they work in harmony and as aids to one another. The established tribunals will not instead and commerce, and a matter of traffic is one of commerce and within the scope of this house. As far as the through traffic argument was concerned the committee composed of chased from the government and not at face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value, that is at 95 per cent. Of the face value.

The excitement here over Northwest lands is very lively—the fever rages and is catching. The stock book of the press collection that this house had not the power in the power of the seamen in half an hour.

Petitions are coming from the office of publication may be carried through trails over a greater number of them, and to the except the mains and postage collected from subscribers. Sir Alexander Campbell's bill to amend the seamen's act provides that no person between the deal with certain railways, the lands is very lively—the fever rages and is catching. The stock book of the pr

That Onderdonk Contract.

therefore those who had left that church to Canada had no right to the management of the fund. After some further discussion it was decided that the notice gived was sufficient, and that petitions should be reported.

Mr. McMaster urged the committee to report to the house the bill incorporating the Prerbyterian church of Canada in connection with the church of Scotland, but the committee did not see their way clear to doing so.

A LITILE LATE IN ARRIVING.

The Experiences of a Nova Scotla Member in the Snow, Storms—An M. P. a. "Mileage."

(Special Despatch to The World.

OTTAWA, March 2.—Mr. Ogden, a Nova Scotla member, arrived in the house this atteracon, having left home for the capits and remain there till Feb. 24. On that day a tental property of the stuff in the stuff in the water and the present month, and will shad not remain there till Feb. 24. On that day a decided world. The unfortunate people are living on parched contract the middle of the present month, and will have died of hunger and exposure. It is estimated that in Crittenden, Lee and Phillips counties, Arkansas, 150, the middle of the present month, and will have the offerings of the fatthful of the archdiocese; collected in the church of Scotland, but the committee did not see their way clear to doing so.

A LITILE LATE IN ARRIVING.

The Experiences of a Nova Scotla Member in the Snow, Storms—An M. P. a. "Mileage."

(Special Despatch to The World.

OTTAWA, March 2.—Mr. Ogden, a Nova Scotla member, arrived in the house this atteracon, having left home for the capital son Feb. 2. After he had got four miles from Canso the roads became so blocked up with snow that he had to return home and remain there till Feb. 24. On that day

MORE SWINDLING QUACKS TWO LICENTIATES OF THE ON TARIO C. P. S. DISGRACE THEIR

rs. K. and K.—Buying Up the Globe and Mail— Country Papers Palling In-Their Filthy

and K., two tough-looking quacks of Degot up to catch the gullible and to put several times, and the repetition of which money in the pockets of the fakirs in quescharacter and are worded to frighten. The doctors" claim to cure everything from fer cross eyes up, their stronghold being, of

mo let the matter be thoroughly discussed by the railway committee, or if the house preferred, to a special committee as member of the ministry had requested him to do so, he would withdraw the amendment.

The bill was read a second time.

Mr. McCarthy moved the bill be referred to a special committee composed of dessrs. Cameron (Huron), Colby, Daly, irouard, Jones, Macdougall, Fleming, hite (Cardwell), White (Renfrew), Drew, related the mover.

In answer to the minister of railways' obtained the second respectation.

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The sectiment here over Northwest lands is very lively and the contry is to be flooded to the face value.

The excitement here over Northwest lands is very lively and the contry is to be flooded to the face value.

The principle diseases. They curner to even by correspondence.

The head quarters of these quacks is in Detroit. They are advertising all over, though one respectable Detroit advertising all over, though one respectable Detroit advertising house refused to handle their, business. Not content with swindling Michagan dupes the prepared to contribute from the government was on doubt the government was on the price of the parties of these quacks is in Detroit. They are advertising all over, though one respectable Detroit advertising house refused to handle their, business. Not content with swindling Michagan dupes the price of the prairie city and the content with swindling and the prepared to contribute from the price of the price of the p

The Bollows of COMMONS.

IN THE HOUSE OF COMMONS.

OTTAWA, March 2.—In the house a discussion on Mr. McCarthy's railway commiss is one's bill, reported above, lasted till 9 p. m., after which Mr. Cagrain moved the second reading of the bill, entitled at at for the better prevention of fraut in relation to contracts involving an expenditure of bolli money, explaining that it was the same bill that he introduced last sees on.

Upon Sir Hector Langevin requesting the mover to leave it over for a week or two to obtain information about a similar bill yin the gland, and the mover refusing to do so, the former moved that the bill be not read now but a month hence.

Mr. Black pointed out that it was throwing the way of the best of the contract seed that accerd reverse of the contract seed and walked off. It is said, any object and walked off. It is said, and the mover refusing to do so, the former moved that the bill be not read now but a month hence.

Mr. Black pointed out that it was throwing the way of the said to by Mr. Mackennis seed the way of the said to be contracted and the said of the said

His grace purposes paying another visit to the eternal city. He will leave about the middle of the present month, and will carry with him, to lay at the feet of the holy father, the offerings of the faithful of the archdiocese; collected in the churches on Sunday last. It is anticipated that the amount will be a very liberal one, though the returns have not yet been fully made up. His grace will be absent about three months, and will pay a visit to Ireland before his return.

PRICE ONE CENT

THE LOCAL HOUSE.

A Row About a "Pair"-The Three Divisi Several divisions characterized the afternoon's proceedings yesterday, one on the long delayed third freading of the rivers, streams and creeks bill, and two in to the crossing of railways by highways. and the provincial secretary in regard to a matter which had already been discussed

Mr. Mowat introduced a bill respec

course, unmentionable diseases. They cure the bill respecting the public interest rivers, streams and creeks. Mr. Meredith moved an amendment ex

disapproving of the particular bill.

continuous roll of paper, at the rate of 15,000 copies an hour.

The Toronto Mail company print for Dra K. & K. 100,000 four-page, and 100,000 eight-page papers monthly.

The rest of the paper is filled with beastly illustrations of diseases, deformities, and blood-curdling pictures, as well as a mass of solid reading matter about all sorts of disorders. And then there is the state of the paper is filled with beastly illustrations of diseases, deformities, and blood-curdling pictures, as well as a mass of solid reading matter about all sorts of disorders. And then there is the distribution of the bill to establish a bureau of industry.

Mr. Wood moved the second reading of the bill to establish a bureau of industry.

special announcement as regards Toronto.
As Drs. K. and K. cannot practice they announce:

Three of the most skillful and trusted physicians and surgeons of our staff have been commissioned to visit and remain for one month at the American house. Toronto, Ont., where they can be consulted, free of charge, from Monday, Feb. 27, until Saturday pight, March 25.

A World reporter on enquiring yesteraday learned that there were two members "of our own staff" at the American and that they were licentiates of the Ontario authorities. The information especially sought for would be in reference to agriculting the calculation of industry. The calculation industry in the calculation of industry. He calculation and arrangements with bureaus of industry in the united states to exchange information. The opposition leader was in favor of the work, but contended that it was for the Dominion government. The Dominion government by their act showed that they did not intend to do all, but looked to the provinces for assistance. Arrangements would be made to work with the Dominion authorities. The information especially sought for would be in reference to agriculture. that they were licentiates of the Ontario college of physicians and surgeons. These worthy Canadian doctors who have thrown in their lot with Drs. K. & K. and who undertake to cure all manners of diseased are:

Arvin Levitt (or Arvin S. Leavitt), of Westport, county of Leeds, and M. D. of the university of Onesn's college Kingston.

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