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COMPANY, LIMITED  
Jan. 22

THE GRAND TRUNK PACIFIC  
THE GLOBE OUTLINES PLAN

Proposition is That Canada and Ontario  
Take Shares in the New Trans-  
continental Line.

The Globe yesterday had a leading article on the Grand Trunk Pacific in which the scheme is more or less foreshadowed. The article is based on the interview with the great Jim Hill. It says Mr. Hill's opinion as to the line is biased. It says that it would like to see the road built by private capitalists, "without bonus or public inducement of any kind." But of this Mr. Hill holds out no such hope. Canada is not ready for another trans-continental road—that it will be built when the development of the country warrants it. But when will that be asks The Globe. Settlers will not take up land without railways. And we want to develop the great "Clay Belt" in Northern Ontario. Without railways that cannot be done. Without railways development all along the line will be slow. So we need not expect private enterprise to build the road. For the government building the road: Something can be said for it, but with our experience of the Intercolonial, a government would not be justified in building a transcontinental railway. So a public road goes by the board. Next build it by subsidies. Oh, no! Here the article comes to the conclusion of The Globe's article:

The country is even more united against the subsidy system, it agrees with Mr. Hill that the time has passed in the affairs of Canada when it is necessary for the government to subsidize a railway. Mr. Hill has said that the government will not give a gift of land. The public, if we read the signs of the times aright, is equally determined not to give a gift of money. If Parliament deems that the project is one worthy of public encouragement, the encouragement should be extended in the way that a private capitalist would extend his encouragement. He would buy the shares of the company at the current rate, and share the losses, if there were any, and sharing the profits, if there were any. This, we believe, or something very similar to it, should be the position of the country towards this enterprise. The advantages are obvious. The company could go to the centres of capital and ask that the government of Canada should buy fifteen, or twenty millions of the common stock of the enterprise, and what better recommendation could it have for investors? Parliament should not do anything for the project unless it believes in the success, and it could show its faith in no better way than by advertising to it, taking its chances with other investors, and sharing their perils and rewards.

The Province of Ontario may or may not have a special interest in the matter. It will depend altogether on what the conditions reach Lake Superior. If the government consideration is merely the shorter way between two effective points, it might be that the province would be in no way benefited by the construction of the railway. If, however, the route chosen is that of the arable lands north of the height of land, there are few of the province which would be advantageously situated by the construction of the railway as the Province of Ontario. The railway must be built in accordance with such matters, but when it is considered that the route through the Northern Ontario belt would present fewer construction difficulties than one further south, and that along the railway there would soon be a community coming to its revenues, it must be thought that self-interest alone would suggest that the province might be disposed to do its share in promoting the railway. The plan which we have suggested for the Federal government would be just as feasible for Ontario. In short, any aid extended by the province should be in the case of the Federal government, take the form of a subscription for stock at the current market rates. We understand that the government has already indicated that the ocean terminus must be a Canadian seaport and we think that the public will insist, and should insist, on that as one of the conditions of the granting of a charter. Of as great, or even of greater, importance is the character of the route. It should be a route that would be of advantage to the province, and on this point the conditions should be very explicit. Such is the scheme that Canada, through its Parliament and Ontario, through its Legislature, should subscribe for. How many is not yet outlined. Also there is the admission that the negotiations are already in progress, and that the government has insisted on the Atlantic terminus being in Canada. So much is thus far given out.

There is no mention of who are the chief promoters of the project, or where The Globe got its information. There was no comment on this proposal in the Toronto evening press of last night. It being a subject of great importance, and gradually into the arena. "But quite a number of persons saw the significance of the article, and laughed and said, 'That's the man, and there were some big wigs among the number, that it was "hush," that it was a subsidy scheme straight out, and the guise of a stock-taking scheme.

AWAY WITH SUBSIDIES  
Montreal, Que., Jan. 22.—The Daily Witness says: "The chief officials of the Grand Trunk Railway Company have taken time by the forelock and have already commenced open lobbying at Ottawa. That there was some sort of secret understanding with the government before the G.T.R. publicly announced its intention to build a new transcontinental line, any one knowing the annals of such enterprises would presume, even if the government had not proclaimed its intention to support western railway extension. Since that time, however, opposition to railway subsidies, either in money or in land, has been remarkably reinforced by public opinion, and the Grand

Commercial Education Pays.  
The reliable and progressive institution is known by its work. In this, the Nimmo & Harrison Business College, Toronto, enjoys the rare distinction of giving its students that mental training which stimulates their ambitions, and develops their sagacity, together with a knowledge of business affairs, which is so much in demand in every hand. Thousands of its students and graduates are winning, and have won success in business life. Get their new prospectus.

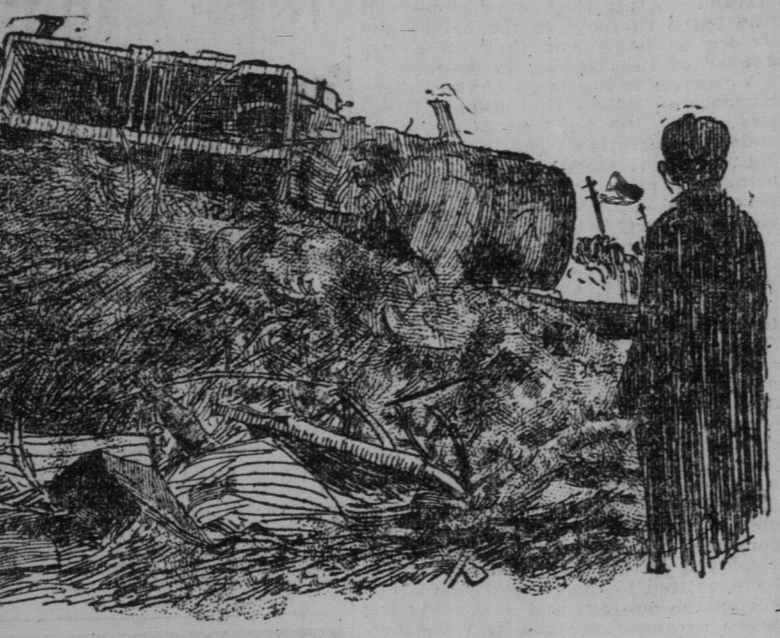
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EDWARDS & COMPANY, Chartered Accountants, 26 Wellington St. East, Geo. Edwards, F. C. A., A. H. Edwards.

AGENT McDUGALL DISMISSED  
SHOWS SIGNS OF A BREAK DOWN

No Trace of the Dead Men Found, and There is Doubt Whether  
an Inquest Can be Held or Not Into Cause  
of Port Hope Wreck.



THE WRECK NEAR PORT HOPE.  
X Where bodies of two victims are supposed to be.  
—Photo by H. Barrett

"I am the man who is to blame. I have no desire to throw the responsibility on anyone else. I did in a moment of careless neglect the order which caused the disaster, and I had no way of preventing it after I had discovered my mistake," pathetically remarked Alex. McDougall, ex-G.T.R. operator at Newtonville, to The World yesterday in the little station where the despatch had been ignored, with the result of the loss of a couple of lives and a big destruction of property, owing to the collision between Newtonville and Port Hope.

McDougall was calm when he spoke to The World reporter, and he said he appreciated the serious position in which he was placed. He is a rather slightly built man, of about 40, with an intelligent face, which bears the marks of care. He is quite frank in discussing the accident, excepting that he takes great care to exonerate the Grand Trunk Railway Company, who have been his employers for many years. He has been an operator for 19 years, of which 14 were at Newtonville, and other terms of his service at Oshawa, and the last two years at Newtonville. He says he has no black mark against his name in all the 19 years, until to-day, and his usual temper in talking of the tragedy of yesterday is looked upon as the symptom of a break-up.

In a Bad Fix.  
"I know I am in a bad fix. I can't see any way out of it," remarked the unfortunate man grimly.  
"Were you overworked?" asked The World.  
"No, I was not. I had to work from 7 a.m. to 7 p.m., and another man took the other 12 hours."  
"Well, wasn't that making you pretty busy?"  
"It was, in the summer, but I did the work as well as I could, and I think it was satisfactory until last night."  
The man's eyes were bloodshot, for he has not slept a wink since the awful consequences of his one mistake, after 19 years of faithful service. A little chap, probably about 5 years old, came up to him and innocently handed him a small flag. "You can file away that thing with that 'daddy,'" the lad referred to something he had asked his father about the day before.

REMARKS LOST HUSBAND.  
New Brunswick, N.J., Jan. 22.—Robert Morehead, who returned to Vineland last Tuesday, after being mourned as dead for twenty-six years, was remarried to his wife at that place last night. During his absence Mrs. Morehead had secured a divorce on the ground of desertion. Failing to find his wife at Bound Brook, Morehead had taken a second helpmate, who died in Michigan.

HEAVY SENTENCES GIVEN.  
Montreal, Que., Jan. 22.—Judge Desnoyers dealt severely to-day with two slot machine thieves, John Blanchet and Noel Hourcade, who got five and three years respectively.

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PRODUCTS OF THE SOIL  
SHOULD BE PROTECTED

Demand for Revision of the Tariff at  
Annual Banquet of Market  
Gardeners.

"Canada for Canadians" was the all-pervading sentiment at the annual banquet of the Market Gardeners' Protective Association, in Webb's parlors last night. President J. D. Evans presided, and at the head table were W. P. Maclean, M.P.; Arch Campbell, M.P.; J. W. St. John, M.L.A.; W. J. Hill, ex-M.L.A.; and A. B. Rice, Toronto Junction. Letters of regret were read by Secretary Frank J. Reeves from Sir William Mulock, Cyrus A. Birge, president of the Canadian Manufacturers' Association; F. D. Monk, M.P.; Hon. E. J. Davis, John Richardson, M.L.A., and E. D. Smith, Winona.

Some of Those Present.  
Those present came from all about the city, from north, east and west, and among others were: J. McKay, vice-president; R. Lanckin, J. Westwood, A. Shuler, D. Reid and W. Harris of the Executive Committee; A. Lanckin, Saskatchewan Valley; G. McKay, R. McKay, J. Gracie, John Gracie, G. Nicholas, Joseph Sedwick, T. Hoskins, W. Sedwick, A. Craunmond, H. Trench, J. McDonald, J. Collins, J. Tizzard, W. Kidd, J. Hoskins, J. Gibbard, sr., R. Reid, M. Hamilton, G. Shepherd, H. Shepherd, J. Allen, R. Somers, B. Somers, H. Miles, J. McNamara, J. R. Rush, sr., C. Ayner, James Balfour, T. Pettit, E. Clayton, A. Collins, J. Crowley, G. Shuter, J. Callcott, W. Stevens.

Outside of Politics.  
The toast list was very brief, after the toast of "The King" had been duly honored. President Evans presided at the presentation of the next and longest toast with a strong address, calling for greater protection for market gardeners. The question of protection was separate from politics altogether, he said. Market gardeners, Conservatives, and Liberals were unanimous in their demand for protection against the products of the country to the south of the St. Lawrence. Increased cost to the consumer, but which they felt that the market gardeners were not unfair in their request, and they hoped to be successful in their fight to fight for it with the political parties.

Protection for Market Gardeners.  
"Canada for Canadians" was first responded to by W. P. Maclean, M.P., who announced himself as also a market gardener, and a possible competitor of them all. He said that the market gardeners were an important interest throughout Ontario, and if they united their forces in the matter of protection, they would be justified in demanding that they would secure protection. Protection was extended to other classes of industry, and the N. P. an accepted principle with both political parties. Canada should keep its own tariff, and the N. P. a provincial matter. Mr. St. John launched a proposal of a provincial market gardeners' association, Ontario should develop all the natural resources available to its farmers, and the right to its finished form of manufacture. Pulpwood, for instance, should be transformed into the various grades of paper in Ontario. "Canada for Canadians and Ontario for the sons of Ontario" was the sentiment of the market gardeners, and early small fruits should be increased, and it would result in the cultivation of them in large quantities, and with consequent benefit to both producer and consumer. If the federal government would not interfere with the market gardeners' charge for the inspection of imported vegetables and fruit, and make it high enough to protect the home market.

Time for a Change.  
Arch. Campbell, M.P., declared that he considered the time ripe for a change in the tariff on vegetables. He was a two-edged sword, and in benefiting one industry might be led to injure another. The tariff of 1897 had done good, but conditions were changing. He thought the government should take every item, one by one, study the prevailing conditions, and how a higher or lower duty on each item would affect the country at large. Raw materials should be given a low duty. Concerning the market gardeners, there were 2500 men, women and children in the neighborhood of Toronto, making their living in this way. Last session he had seen the Premier, the Minister of Finance and others, and urged an increase in the duty on vegetables. He had high hopes that the government would revise the tariff this session, and if not, he would urge it as strongly as possible.

MILLIONAIRES GROW APACE.  
Berlin, Jan. 22.—The number of millionaires in Prussia has increased since 1899 from 6016 to 6601, according to the general tax returns. The late Herr Krupp's fortune shrank during the last three years \$19,750,000, being now assessed at \$16,750,000.

SANDERSON'S MOUNTAIN DRUG SCOTCH.  
An old and delicious whisky.

GOLD AND OIL.  
Blenheim, Jan. 22.—(G. N. W. despatch)—The town of Blenheim is crowded with people these days, owing to another find in the oil fields of Raleigh. Lot 135, Tubet-road, has developed a rich strike, 40 feet of black sand, which is valuable in gold, about 15 feet below the surface. The lot is very quiet about it, and in a private interview, said it is equal to a hundred-barrel well.

REMARKED AT HIS DEATH.  
Savannah, Ga., Jan. 21.—Lieut. Frederick Greenleaf, who was in charge of the United States branch of the Hydrograph Office here, died to-day. He had been in the service for many years. Mr. Greenleaf was divorced from his wife while in Augusta, Ga., but a few days ago, upon learning that his wife was near, they were remarried here in the City Hospital.

NEW DIRECTORY NEXT WEEK.  
The City Directory for 1903 will be ready for distribution about the end of next week. There has been the usual increase in the number of names and some interesting figures concerning Toronto's growth, as prepared by the publishers, are promised.

GRANT IN NORTH ONTARIO  
WILL OPPOSE MR. FOSTER

Orillia Man Chosen by Liberals in  
Convention at Beaverton is  
a Surprise.



Beaverton, Jan. 22.—(Special)—North Ontario Liberals met in convention this afternoon in Beaverton to nominate a candidate to oppose Hon. G. E. Foster, the Conservative nominee. The hall was filled with a representative gathering, some being present from points 25 miles north of Bracebridge, others from the Township of Scott, within 30 miles of Toronto.

On the platform were: G. F. Bruce, J. P. chairman; Messrs J. Gould, M.P., West Ontario; A. P. Cockburn, ex-M.P.; Duncan Graham, ex-M.P.; J. W. Kester, Scott; R. M. Noble, Uxbridge; J. D. Shier, Mayor of Bracebridge; Dr. H. S. Bingham, ex-Reeve of Cannington; J. B. Tudhope, M.L.A. of Orillia, and others.

Many Names.  
The following nominations were made: A. P. Cockburn of Toronto, Dr. H. S. Bingham of Cannington, J. D. Shier of Bracebridge, W. J. Kester of Scott, James Doyle of West Ontario, Francis of Brock, G. Grant of Orillia, G. Thompson of Orillia, Wm. Smith of Beaverton, John Adams, Reeve of Itama, James B. Tudhope, M.L.A. of Orillia, R. M. Noble of Uxbridge, Duncan Graham of Mara, Wm. McPherson of Cannington, J. J. Gould, M.P. of Uxbridge, G. F. Bruce of Beaverton, Martin H. Routh of Beaverton.

Addresses Made.  
The following addresses were made: A. P. Cockburn of Toronto, Dr. H. S. Bingham of Cannington, J. D. Shier, who went to ballot. Three ballots were taken, when Mr. Grant was found to be the favorite, and his nomination was made unanimous.

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BLACKLISTED BY COAL BARONS  
BRANTFORD MAN INVOKES LAW

Charges Ontario Coal Association With Conspiracy to Destroy  
Competition in the Matter of Securing Coal in  
His City—Parties Named.

Brantford, Jan. 22.—(Special)—An information was sworn out to-day before Police Magistrate Woodruff by W. A. Farlow of this city, charging the Ontario Coal Association with conspiracy to destroy competition in the matter of securing coal in Brantford. The information was laid at the instance of the Mechanics' Fuel Company of Brantford, a company which quite recently obtained a charter from the Ontario government for the sale of wood and coal in the City of Brantford. The informant, Mr. Farlow, is a director of the company.

It is said that several of the largest manufacturers in the city have been "blacklisted" by the Ontario Coal Association, so that they cannot secure any coal, except thru the association. The information and complaint is as follows:

"That informant, Wesley A. Farlow, is informed and doth believe, that Thomas Elliott of this city, on and prior to the 12th of January, did combine with Noel Murray, A. B. Fairgrieve, W. T. Craig, C. C. Ray, A. J. McIntosh, J. M. Duly, John C. H. and James G. or some or one of them, to unduly lessen competition in the purchase or sale of coal."

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THE OLD TOBY WHITE OWL  
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