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THE WORLD.

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THE WORLD.

TORONTO.

The Toronto World.

which of the are Milliand cambination and with a milliand cambination and the same immiliant proof in the actions to deliver the same immiliant proof in the actions to below that which are the proposal policy of the control of the proposal policy of the proposal po

down to particulars, and argue that, train service, between Toronto and Hamilif the Toronto, Hamilton and Buffalo rail- ton, is positively the best in the Dominion. way schemes now before the house and that on no other piece of road are the are such that if sanctioned they would, public given such unstinted accommodation. long with other schemes also pending, have result of forcing the Great Western railway has always furnished facilities to into amalgamation with the Grand Trunk, the loss to the public would immensely excoed the gain. For the sake of a promised as to make it look like a plea for the other

new competition along forty miles distance, side instead. What the Great Western which even if obtained for a time, would people claim is, not that they met the devanish immediately amalgamation had been secured, we are asked to put at hazard the up, cultivated it, created it, and made itcompetition already existing along a thousand miles, and our chances of getting competition along a thousand miles more, which is sure to be established if only the Great Western be allowed to live as an independent road. For the doubtful chance what foresight indicated should be done. of gaining a penny we are asked At a time of general depression, when to risk a pound, and we shall railway prospects were anything but proprove ourselves penny wise and pound mising, the Great Western management reronto and Hamilton schemes should be rejected on the single ground that they are blows aimed at the independence of the Great Western, which if sanctioned will pleased with the convenience of going to and of nearly all Ontario to the Grand Trunk, made the trip oftener than before. unchecked and uncontrolled, as we have This increased traffic, it can be before said. It is futile to argue that by confidently affirmed, did not grow of passing both bills we would secure competiilton and Northwestern. Drive the Great purchase, if so much. Great Western system passed over to Grand Trunk, competition by the fore. He gets a patent for his discovery,

year, all on the spur of the moment as There are now before the Ontario as- logical general principle and an intelligent step in and share in the profits of the sembly two bills authorizing the construc- public purpose, we may as well make the Great Western patent for traffic developetion of new railways between Toronto and effort now. The question as to the pro- ment, In common honesty and fair play Hamilton. One is asked for in the inter- posed new roads from Toronto to Hamilton | this should not be allowed. est of the Northern and the Hamilton and is in effect an experimentum crucis, which Northwestern companies, and the other in will force from us a decision whether we that of the new Midland combination and are to continue dealing at haphazard with of the Grand Trunk; and both schemes the now burning question of railway comprehence to give Toronto new connections petition, or whether we can rise to with Buffalo as well as with Hamilton.

this general view of the whole situation we | brief, that the Great Western passenger

To say simply that the Great Western meet the public demand as the demand came would be so far understating the case mand as it came, but that they worked it from the old proportions up to those to which it has now grown. There was foresight in this matter, and there was a very heavy expenditure of cash coolish if we consent. The proposed To- solved to devote money and energy together to the development of traffic on the Toronto branch. More trains were put on, the speed increased, and people were so almost certainly lead to the handing over fro between the two cities that they itself, by any means; it was created by tion between the Grand Trunk and the Ham- the Great Western's expenditure, of both energy and cash in the business of making Western to amalgamation, and what would it grow. It was made to grow, and it the independence of the Northwestern did. The action of the Great Western, in system, or of any rad in Ontario not entering upon this work at a rather unowned by Vander it of the Syndicate, be promising time, and keeping it up so vigorworth after that? Why, not two years' ously ever since, may compare with what With the whole an inventor does when he brings to light something that nobody ever thought of be-Northern and Northwestern would not and enjoys it for fourteen years, more or mount to a row of pins. The Grand less, with chances of repetition if a good Trunk would speedily enter into sole pos- case be shown. The Great Western session, and would proceed to administer people may fairly claim a patent upon the estate of the province of Ontario, right in the discovery of the capabilities of Toronto and Hamilton traffic Still another view that may be taken is the right being all the stronger by reason this-that we shall settle now the main of the large amount of money spent before nuestion as to the proper limits of railway hand to make the thing work. The dis mpetition, in its relation both to pub- covery ahead of time was good, but withou lic interest and to the private rights. If much cash expended nothing might have for haphazard dealing with one scheme this come of it. Now, after the event, some year, and with some other scheme next very wise people, plentifully endowed with year, all on the spur of the moment as the wisdom which looks backwards only. they turn up, we are ever to substitute a think it would be a very nice thing to

> That we have not before this referred to the legislation promised by the Ontario

ports 59,000 bush, No 2964c, to 68c, vellow 57c to 674c No 2 Feb 664 to 664. Oats—Receipts 56,000 bush, lower; sales 398,000 bush, mixed 40c to 485c, white 46c to 53c, No 2 March 48. Grain in store—Wheat 4,838,000 bush, corn 3,738,000 bush, cats 436,000 bush, barley 36,000 bush, rye 116,000 bush, malt 66,000 bush. Hay weak, 65c to 70c. Hops quiet, standard A 33c to 85c, cut loaf 10c, crushed 10c to 10c. Card 10c, crushed 10c to 85c, rose \$3 25 to \$3 57. Eggs weak, at 27c. Pork unchanged, easier. Beer steady, cut meast cunsettled, middles drooping, long clear 95c to 36c, short clear, 95c to 10c. Lard lower, \$11 22\$. But ter firm, 25c to 44c. Cheese unsettled, 9c to 13. CHIOAGO, Feb. 13.—Flour nominal. Wheat active and irregular. No 2 spring \$1 23 to \$1 23; cash, \$1 23\$ to \$1 23\$; Feb. Corn active and unsettled at 565c to 556c. cash, 556c. Feb. Oats dull lower at 406c. cash. Rye easier at 86c. Barley steady, unchanged. Pork lower at \$15 50 cash, \$11 17\$ to \$2 00 March. Lard active, lower at \$11 05 cash, \$11 07 to \$11 10 March. Bulk meats 10 work, shoulders \$6 50, short ribs \$9 50, short clear \$9 70. Whisky steady, unchanged. Receipts—Flour 15,000 bush, rye and barley 43,000 bush hush, barley 12,000 bush, rye shoulders \$1,000 bush, ry 8

ral Agents. MEMBERS OF THE TORONTO STOCK EXCHANGE Buy and sell on commission Canadian and

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Stock Brokers, Commission & Gene-

Toronto Stock Market.

TORONTO, Feb. 13.—Banks—Montreal, 2034 and 2024, transactions, 5 at 203 after board; Ontario, 61 and 60½; transactions, 40 at 60½; Toronto, 169 and 168, transactions, 12 at 168; Merchants, 127½ and 128; Commerce, 141¾ and 141½; Imperial, 134¾ and 134; Federal 158½, and 158; Dominion, 194 and 163½; Standard, 114 and 113½; Hamilton, sellers, 122½, do 50 per cent, buyers, 113; Eritish America, sellers, 137½; Western Assurance Company, 172½ and 171; Canada Life Assurance Company, buyers, 360; Confederation Life Association, buyers, 241; Consumers' Gas Company, 156 and 154; Dominion Telegraph Company, sellers, 96; Montreal Telegraph, sellers, 126; Canada Permanent Loan and savings Company, 255 and 255, trans. 20 at 225; Freehold Ioan and Savings Company, buyers, 170; Western Canada Loan and Savings Company, 140 and 134; Canada Landed Credit Company, 132 and 130; Building and Loan Association, 168 and 107½; Imperial Savings and Investment Company, sellers, 112; Farners' Loan and Savings Company, sellers, 112; Farners' Loan and Savings Company, sellers, 111; People's Loan Company, buyers, 112; Real Estate, Loan & Debenture Company, sellers, 111; People's Loan Company, buyers, 115; Huron and Eric Company, sellers, 122½; London and Canada L. and A., 149 and 148½; National Investment Company, sellers, 111; People's Loan Company, buyers, 115; Huron and Eric Company, sellers, 122½; Dominion Savings and Loan Company, sellers, 132½; London Loan, sellers, 110; Hamilton Provident, sellers, 144½; Brant Loan and Savings Society, 103 and 101½; Ontario Investment Association, buyers, 133.

Montreal Stock Market.

Montreal, 204; and 203; sales 35 at 203; 117 at 203, 25 at 203; 50 at 204, 74 at 203; 50 at 204; 71 at 203, 25 at 203; 50 at 204, 74 at 203; 50 at 204; 25 at 204; 10 at 204; 74 at 203; 50 at 204; 25 at 204; 10 at 204; 25 at 204; Montreal Stock Market.

E.STRACHAN COX STOCK BROKER,

No. 86 King St. East, Toronto Also represents the Grain and Provision House of Messrs. D. H. Penton & Co., Chicago, through whom orders are executed on the Board of Trade either for cash or on margin.

Receives t legraph quotations of the New York, Chicago and Montreal markets, daily reports and

LITTLE FALLS, N. Y., Feb. 13.—Sales—4 boxes factory cheese at 12½c to 12½c; 50 boxes farm dairy brought 9c to 10c; 1145 packages butter at 28c to 32c.

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CONSUMERS' WHOLESALE TEA CO. BREAD &C. WANTED, A few more Customers BUY BREAD A few more Customers to At Crumpton's Bakery 171 KING STREET EAST.
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The large and rapidly-increasing circulation is a second and its circulation is advancing by more than the large and rapidly-increasing circulation and its circulation. of THE WORLD on the one hand, and its reasonable rates on the other, must com-nend it to all classes of advertisers as most desirable medium of communicating

with the public.

THE WORLD is published every morning at five o'clock. Extra editions are also published whenever there is news of afficient moment to demand them.

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| Montreal Day Express | 7.12 a.m. | 11.07 a.m. | 10.52 p.m. GREAT WESTERN.
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Trains leave Simcoe street five minutes later.

Suburant Trains.

For Mimico, calling at Union station, Queen's wharf,
Parkdale, High Park, and the Humber, going
and returning (every day except Sunday).

Leave Yonge street 10.30 a. m., 2.00, 4.10, and 6 20

P. m. Returning, leave Mimico 8.15: 11.15 a.m., 2.00, 4.50, and 7.10 p. m. eave. | Arrive.

Trains leave Union Station Eight minutes and Brock Street Fifteen minutes later. Station—Union depot.

Leave. | Arrive.

TORONTO AND NIPISSING. Station, foot of Berkeley street. 7.45 a. m. 6.80 p. m 4.00 p.m. 11.15 a. m.

EGLINGTON STAGE.
Leaves Bay Horse hotel, Yonge street, 11.10 a.m. 30 µ m., 5 p.m. and 6.20 p.m.
Arrives 8.45, 9.55 a.m., 2.30 and 6 p.m.
THORNHILL STAGE.
Leaves Bay Horse hotel, Yonge street, 3.30 p.m.
Arrives 10.30 a.m.
Mail stage leaves Clyde hotel, King street east
3.20 p.m. Mail stage leaves Clyde hotel, King street cash 3.20 p.m.

COOKSVILLE STAGE.

Leaves Bay Horse hotel, Yonge street, p.m. Arrives 11 a.m.

RICHMOND HILL STAGE.

Leaves Clyde hotel, King street cast, 3.10 p.m. Arrives 10.30 a.m.

HIGHLAND CREEK STAGE.

Leaves Clyde hotel, King street cast, 3.15 p.m. Arrives 11 a.m.

KINGSTON ROAD TRAMWAY, for Leelieville, Woodbine driving park, Victoria park, and Ben Lamond.

Station, Don bridge, footo King street.

Leaves Don Station, 5.0, 9.00, 10.00, 11.00 a.m. 12.00 ndon; 1.36, 2.30, 3.30, 4.30, 5.40, 6.30, 7.30

Returning leaves Ben Lamond 6.00, 8.20, 10, 10, 11.10 a.m.; 12.10, 1.40, 2.40, 3.40, 5.44, 5.4

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The Press it is time · Chart

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SOME HARD

The railway has reached tario legislatur The city and lo of railway ma government, from these gen World is doing the province, show, are supp WHAT ONTA (From the Tor

For the bend the figures take showing the an ways in Ontario Belleville and Nor Ontario Governm Municipal bonus Canada Atlantic Government... Municipalities... Shares or bonds Canada Southern

Cobourg, Peterbor Government... Municipalities... Government.... Municipalities...

Kingston and Pen London, Huron and Government Municipalities.... Midland.

Northern. Port Dover and Lake Prince Edward Count Government, Municipalities Shares or bonds....

Stratford and Huron.
Government.....
Municipalities..... Toronto, Grey and Br Victoria.
Government.....
Municipalities.....

Whitby, Port Perry as Of the amount gr government—\$4,07 ed on June 30, 18 089,00 00 not then ing shows the gree three heads named: Provincial governm Municipal bopuses. Municipal shares or

Wellington, Grey and Government...... Municipalities.....

Grand total TIME T (From the Brockettle
Under the above
gives a timely warni
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have experienced ca to any great extent, have experienced cafar as the taxpayera western portion of now be found zig-zag try, while the appeti yet by any means sa Every hamlet, vil railroad connection promise to help those Speculators meet and carry a railroad throof the country. Su municipalities applied

of the country. Su municipalities applied the people grant, and of a government subspeople are jubilant, ter comes along and and the people find. We can point to P in the East, and do West where gross itical towards those w to believe that bran would not be interese of the railroad ocean. of the railroad ocean. "Leaving out the main and Great Western, the sand the Buffalo and Lak the smaller lines in the ceived largely of provinc we get the following figur

Canada Southern.
Credit Valley.
Georgian Bay & Wellingt
Hamilton & Northwester
Lake Simose Junction.
London, Huron & Bruce.

thus appears that