THE TORONTO WORLD

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THURSDAY MORNING, APRIL 12, 1883

A BLIGHTENED PROSPECT.

For years and years that part of Ontario east of Toronto has been behind the western section of the province in almost everything. The west is made up of flourishing farms, busy towns and thriving cities; the eastern half is prosperous, it is true, but not to the same extent as the western. There is a chronic deadness in it compared with the other.

Why is this so?

Natural advantages account for only a small amount of this greater prosperity in the west.

Want of railway competition, and still more, want of ordinary railway facilities have been the prime cause.

Toronto is the natural outlet for the whole of Ontario, but eastern Ontario has been almost shut out from Toronto, owing to the policy of the Grand Trunk. The facilities for getting east of Toronto are few and unreliable. The trains of the Grand Trunk to the east or from the east are meagre in number and their being on time is the exception, not the rule. You can leave Toronto and go west or north by twenty trains starting on time; to go east you are limited to three or four that are often late. The traveling public dread going east. As a result Toronto has lost hundreds of thousands of dollars of trade every year that with proper facilities would have come here. And the country east of us has lost correspondingly for the want of better access to the capital. It is even said that the rates and running of the road are regulated to suit Montreal, not Toronto. Why has Ottawa been an out-of-the-way place in relation to Toronto? For the reason that it is so hard to get at.

But there was of late a prospect of all this being changed. Of our having a direct and competing line to Ottawa; of the Grand Trunk being forced to double-track its road and run trains faster, more reliable and greater in number than those that we now have; of getting to Ottawa twice or three times a day in six or seven hours instead of in twelve; of four fast eight-hour expresses between Montreal and Toronto instead of two slow ones; and of the thousand and one advantages that flow from healthy competition.

But this prospect has been rudely shaken—if not entirely removed, it has been greatly dimmed by the combination of Grand Trunk and Canadian Pacific. The Ontario and Quebec may be completed and the Grand Trunk double-tracked, but the one management and the lack of competition will leave things pretty much in the old rut. But some day the farmers of the country will insist on railway regulation by the state. In the meantime the two "leading journals" are mum for the reason that they are Grand Trunk and Syndicate organs respectively.

THE TRADES' DEPUTATION AT OTTAWA.

On Tuesday Messrs. Moor, Heakes and Shepherd, a deputation from the Toronto Trades and Labor Council, had an interview with Sir John Macdonald. They asked that a stop be put to Chinese immigration, and his reply was that nothing of the kind would be done until the Canadian Pacific Railway had been completed. This is disappointing: we think the government might easily do better than this for the working people of Canada, were it to try. It is a foregone conclusion that long before the completion of the work there will, failing restrictions, be in the Pacific province five times or ten times as many Chinese as can be employed on the railway, west of the Rocky Mountains, at all events. Now, admit for a moment that it is necessary to bring in Chinamen to do the work, it is still morally certain that as many of them as can possibly be employed upon it will be there long before it is finished. Sir John would have been nearer right had he said that the immigration would be stopped as soon as the contractors had all the Chinese they wanted, or could employ. Possibly the language he actually used may bear that construction, but on this point we must await more precise information. The true way of putting the case is this: Whenever the number of Chinese in the country has fairly passed the limit of as many as can possibly be employed on the railway, then the bringing in of any more is no longer necessary, as far as building the railway is concerned. From that day the reason assigned becomes null and void, and of none effect. It is to be hoped that Mr. Shakespeare will not fail to press this point upon the government.

Touching another grievance complained of by the same deputation, Mr. Pope said that no assistance was give by this government towards the immigration of skilled laborers from England. Only agricultural laborers, he said, received assistance from Canada. Mr. Moss affirmed that, on the contrary, a large number of mechanics were coming in by means of assisted passages. To which Mr. Pope replied that if mechanics were coming in as described, it must be on false representations. He promised to give the deputation a copy of the instructions issued to immigration agents, and requested that the Toronto immigration agency be furnished with a monthly return as to the state of trade in the city. We rather think that this will turn out to be as the minister of agriculture says.

With respect to the expected factory bill Sir John said it would be introduced in a few days, and referred the deputation to Sir Leonard Tilley, who has it in charge, and with whom they were to have had an interview yesterday.

RAILWAY COMPETITION WITHOUT RAILWAY WAR.

On the subject of the pending arrangement between the Grand Trunk and the Canada Pacific railway companies and its probable results, Mr. E. B. Osler, president of the Quebec and Ontario company, is thus reported in the Globe:

He was very decided in his expression of the opinion that it would have no effect at all so far as the completion of the road was concerned. The contracts for the work from end to end of the road were all let, and that the work would be completed was beyond the shadow of a doubt. As to the Toronto and Ottawa road its construction had been abandoned months ago, if indeed, its completion had ever been seriously contemplated. The scheme to use the Midland system as far as possible, and then build the connecting link eastward from Peterboro' to Perth, had existed only on paper. Regarding the proposed arrangement between the two great companies, he appeared to regard it rather as a cessation of hostilities than as anything like a combination. They had been fighting each other very savagely, and now they had come to a conclusion that they ought to have reached long ago, and that was that such a course was not only a very stupid one but hurtful alike to both companies. They could not further their interests in this way, and they had concluded to quit quarrelling and cutting rates. He was not of opinion that the arrangement necessarily meant the stopping of competition between the companies where they had now competing lines, but merely the end of the railway warfare which had commenced between the two companies.

This is a very pleasant and rose-colored view of what the combination means; and in placing it before the public Mr. Osler has done no more than is both proper and necessary. No doubt exaggerated views of alleged probable combination or monopoly results will be put forth, and people naturally wish to hear the other side—the combination side of the story. It is suggested that the new arrangement is more like a mere cessation of hostilities than a combination. The main object is simply this—to put a stop to a destructive and ruinous war. It was a very stupid war withal, Mr. Osler adds, which means that it was needless, and quite avoidable by the taking of a sensible business course on both sides. This railway war is ended, but it does not follow that competition is thereby extinguished. In other words, we are still to have railway competition, but without railway war.

It would unquestionably be a good thing for the country if this ideal condition—that of railway competition without railway war—were realized. The World can with perfect consistency advocate this as a consummation devoutly to be wished; but, supposing so much agreed upon, the best means of attaining it might still remain in dispute. Railway competition, unchecked and unlimited, is something we have never favored. Last year the Globe, referring to the big batch of railway bills then before the local house, laid down the extreme free trade doctrine that every company asking for a charter should get it, provided only that no demand were made for public money. On the instant we opposed this contention as a most mischievous one, arguing that experience had proved the following as the inevitable chain of causes and effects—unnecessary railways; excessive competition and the enormous waste of railway war, with negotiation, combination and monopoly as the final outcome. We held it to be the duty of the state—of the commonwealth—to prevent or stop such wasteful and needless war, not less in the interest of the people than of the companies. This is the sound, patriotic, national policy doctrine on the subject, though to free traders it must of course appear an abomination. On this ground we opposed the chartering of any more roads west of Toronto, to compete with the Great Western. We held that west of Toronto there existed already as much competition as the peninsula could afford to carry, but east of Toronto the situation was greatly different. There existed only one line connecting Toronto with Ottawa and Montreal; this we held insufficient for public requirements that were every year becoming more pressing; and therefore we supported the Quebec and Ontario road as being a legitimate enterprise, and clearly for the good of the country.

Let us place in contrast these two radically and fundamentally different views of railway policy. One is—let there be perfect free trade in railways; charter every company applying provided only that no public money be asked for; afterwards let the competitors fight it out among themselves to their hearts' content. Should the stronger swallow up the weaker, or should two strong companies amalgamate, no matter, never mind, as Punch once said, about an old standing metaphysical puzzle. Should rates go up enormously, still no matter, the state has no business to interfere in any case. The laws of supply and demand are infallible, automatic, and self operating, and will of themselves cure every evil that may arise.

The other—the national policy view—is that it is the duty of government in the first place to prevent or restrict the expenditure of capital in superfluous railways, beyond the country's ability to carry, thus stopping as far as possible the enormous and needless waste of railway war, which falls both upon the companies and the public. And, in the next place, to interfere with the strong hand whenever we reach the opposite extreme swing of the pendulum—combination, monopoly and oppression of the country's trade and traffic. It still remains to compare this with the ideal of railway competition without railway war, as presented by Mr. Osler.

England agriculturally continues to be in a bad way. The Mark Lane Express says: "The past winter has been most disastrous. * * The general outlook is more gloomy than for years. * * Since October last there has been scarcely one week's interval of fair weather, and while the autumn-grown wheat has been either washed out of the ground or irremediably damaged, but little opportunity has been afforded for the ordinary operations of the late winter or early spring. In eleven years there has only been one winter with a heavier rainfall—1876-77."

What with the productions of our own Northwest and those of India, Great Britain, if she so wills it, can soon be independent of the United States in the matter of wheat and grain generally. We know that the wheat-growing possibilities of the Northwest are almost illimitable, and that the quality of the grain is equal, if not superior, to be found in any part of the world, while, as to India's capabilities, we have such valuable testimony as the following from the London Economist: "It is beyond all doubt that India has enormous capabilities as a wheat-producing country, and the contention of those who have investigated the matter is that she can produce much more cheaply than America."

Telegraph companies are magnificently generous—to themselves; but woe to the unfortunate people who get within their clutches. The Western Union recently published a most flattering report of its business during the last six months of 1882. Accompanying the report was a recommendation that an extra dividend should be paid. One would have thought a plethoric treasury would have bred content in the board of directors and they would have been satisfied to leave well enough alone. But, no, the pruning knife is to be applied, and where? To the bulky salaries of the heads of the departments? No, to the poor message boys, whose labors are as fatiguing and arduous as those of the employees in any other branch of the service. In view of such things one cannot wonder at the growth of unionism.

The recent death of C. E. Freeman in Hamilton, Ont., under such exceptional circumstances, and with so heavy an insurance on his life, has directed general attention to the subject of heavy life insurances. It has been found that Geo. K. Anderson, of Titusville, carries possibly the heaviest insurance in the world. It is $350,000. J. B. Stetson of Philadelphia has $310,000; Frank Jones of Portsmouth, N. H., $205,000; James Park, jr., Pittsburgh, $300,000; W. H. Langley, Galliopolis, O., $300,000; John How, St. Louis, $300,000; P. Lorillard, New York city, $250,000; F. W. Devere, New York city, $250,000; Cyrus W. Field, New York city, $240,000; Amos Whiteley, Springfield, O., $201,000; Alexander Barrett, New York, $200,000; F. D. Roberts, New York, $200,000.

Kosmos complained yesterday that we had not referred to the case of the lady in Montreal who, having accepted a nun's vows, is anxious to be released from their consequences. Primarily we believe every church has a right to regulate its own internal affairs. It has no right, however, to detain any person against his or her will unless that person being of full age and sound judgment voluntarily surrenders his or her liberty, and willingly accepts all that such surrender entails, being well advised beforehand of the nature of the contract undertaken; and if after making such contract, he or she desires to break it, as it involves personal freedom, the individual concerned should be allowed to do so without incurring any penalties, either civil or religious. In the case of minors, the parents or guardians have, we believe, a perfect right to do what seemeth best for those in their care, but have no right to fetter them, or cause them to be fettered, after they have arrived at the age of maturity. If that is not the law, it appears to us it should be.

Whoever may be the democratic candidate for president in 1884, it appears settled thus early that General Butler will not. A Boston newspaper desiring to find out how the different states were affected towards Massachusetts' governor, told off various correspondents in the different centres of democracy to interview the local leaders of the party. The result of these inquiries is that not a single state declares in his favor. The southern states give no uncertain sound and one and all agree that any man is preferable to the "hero of the silver spoons." If northern democrats should, therefore, insist upon the general there would certainly be a split. In fact, judging from the various opinions given, trouble is almost certain if any other than a western or a southern man is chosen. A northern politician does not appear to be wanted at any price.

The Paris municipal libraries were founded only a few years ago in the several mairies of Paris. They are open free to the public, who can read in the libraries themselves or borrow out books. The increasing favor which they find is shown by the following figures of M. Dardenne's: Previous to 1878 so few books were lent that count was not kept of their numbers. After that date, however, the number of volumes lent by these libraries rose rapidly from year to year. In 1878 it was 20,339; in 1879, 57,840; in 1880, 147,507; in 1881, 242,733, and in 1882, 363,322.

The other day Sir Charles Dilke, speaking for the imperial government, said that the local board would not oppose the emigration of pauper children to Canada, as the Canadian government had undertaken to provide for their inspection. As the question was doubtless asked and answered from an English point of view only, we may suppose that the "inspection" spoken of means that the authorities here will see that the children are properly treated by those to whom they are handed over. There is another kind of inspection quite as necessary, and probably more so, and that is, to see that the pauper children sent to Canada are already young criminals, or of the sort likely to become such. At the Prince Edward assizes last week two boys, both brought out from England by Miss Rye, were up for trial, one for forgery and the other for larceny. Unless the old country boards of guardians are well watched, they will ship to Canada all such emigrants as we can be got to take. There is need of vigilance in this matter.

The public will be pleased to learn that Professor Maclean of Michigan university has got a verdict of $20,000 against the Detroit Evening News for libel, not that they wish him the money, or desire to see the freedom of the press interfered with, but that they like to see a man of the professional reputation of the professor in question, and one who is a teacher of youth, have a clear record. This so far as the statements of the News is concerned is shown to be the case. Dr. Maclean is a Canadian, has many connections in Canada, is a distinguished graduate of one of our universities, and has a reputation for surgical skill that commands him patients from all over the continent.

The Reason Why.

At the renting of pews in a Chicago church the other evening, there was hot competition for pew No 78, and the bids ran up to a large sum. It was finally knocked down to Brother B. "Why were you so anxious to get that particular seat?" he was asked by Bro. C. "Why? becau e it's just next to Bro. M.'s" he replied. "Well what of that?" returned the other. "Why re joined Bro. B., "M.'s as bald as a jug, and he draws the flies from everybody around him. I made up my mind to get a pew near him this year, for if there's anything I hate it's to be pestered with flies when I'm—when I'm listening to a good sermon." Li-Quor Tea is the leading article.

A Church Made a Playhouse.

The play of Caste, followed by the farce of My Neighbor's Wife, formed the program of an entertainment in the Methodist Episcopal church. The pastor protested against what he regarded as a desecration of the house of God, but the trustees gave permission in spite of him. The editor of the Christian Advocate, to whom the minister reported the case, does not give the location of the church, but says that complaint should have been made to the presiding elder, and an injunction, if necessary, obtained from the courts. He warmly asserts that the quarterly conference should not be of "such a craven spirit, or so utterly devoid of common decency, as to wink at the offence."

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For any testimonial recommending McGregor's Speedy Cure for dyspepsia, indigestion, costiveness, headache, etc, that are not genuine; none of which are from persons in the States or thousands of miles away, but from persons in and around Hamilton, Ont. We give trial bottles free of cost, so that you cannot be deceived by purchasing a worthless article, but know its value before buying. Trial bottles and testimonials given free at any drug store.

A new secret society has been started in New York under the name of "Order of the Iron Tie." The order of "The Steal Over coat" operated extensively in this vicinity during the winter, but was suppressed by the "Cast Iron Collars," otherwise known as policemen.

Medicated vapors applied by inhalation cure catarrh, bronchitis, consumption, &c., when all else has failed, by destroying those microscopic germs which cause those diseases. For full particulars apply to Dr. Malcolm, 357 King street west, Toronto.

The berries have each their season of fruitage save one: Thou has all seasons for thine own, O, bri-berry!

Yours for Health
Lydia E. Pinkham

LYDIA E. PINKHAM'S
VEGETABLE COMPOUND,
Is a Positive Cure

For all those Painful Complaints and Weaknesses so common to our best female population.

A Medicine for Woman. Invented by a Woman. Prepared by a Woman.

The Greatest Medical Discovery Since the Dawn of History.

It revives the drooping spirits, invigorates and harmonizes the organic functions, gives elasticity and firmness to the step, restores the natural lustre to the eye, and plants on the pale cheek of woman the fresh roses of life's spring and early summer time.

Physicians Use it and Prescribe it Freely.

It removes faintness, flatulency, destroys all craving for stimulant, and relieves weakness of the stomach.

That feeling of bearing down, causing pain, weight and backache, is always permanently cured by its use. For the cure of Kidney Complaints of either sex this Compound is unsurpassed.

LYDIA E. PINKHAM'S BLOOD PURIFIER will eradicate every vestige of Humors from the Blood, and give tone and strength to the system, of man woman or child. Insist on having it.

Both the Compound and Blood Purifier are prepared at 233 and 235 Western Avenue, Lynn, Mass. Price of either, $1. Six bottles for $5. Sent by mail in the form of pills, or of lozenges, on receipt of price, $1 per box for either. Mrs. Pinkham freely answers all letters of inquiry. Enclose 3ct. stamp. Send for pamphlet.

No family should be without LYDIA E. PINKHAM'S LIVER PILLS. They cure constipation, biliousness and torpidity of the liver. 25 cents per box.

Sold by all Druggists. (1)

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GRATEFUL—COMFORTING

EPPS' COCOA
BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

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JAMES EPPS & Co., Homœopathic Chemists, London, England.

DRY GOODS.

NOTICE.

SHOWROOM OPENING.

The opening of R. WALKER & SONS' Showrooms takes place TO-DAY. A Full and Complete Stock of

MILLINERY, MANTLES, FEATHERS, FLOWERS, SUNSHADES, ETC.,

Will be Exhibited, and the Public are Invited to Call and See them.

EACH ARTICLE HAS BEEN PREPARED TO SELL (NOT FOR SHOW),

so that Ladies can Select their Bonnets or Mantles and wear them at once. The Prices at which they are marked will be found fully

25 PER CENT UNDER USUAL OPENING PRICES.

NOTE { We have been delayed with our opening in consequence of the alterations to our store and the introduction of "THE RAILWAY CASH SYSTEM," and mark these very low prices in order to clear off the surplus stock accumulated.

R. WALKER & SONS { 33 to 37 King Street and Colborne St. } **The Golden Lion.**

KIDNEY-WORT
HAS BEEN PROVED
The SUREST CURE for
KIDNEY DISEASES.
Does a lame back or disordered urine indicate that you are a victim? THEN DO NOT HESITATE; use Kidney-Wort at once, (druggists recommend it) and it will speedily overcome the disease and restore healthy action.
Ladies. It is your sex, such as pain and weakness, Kidney-Wort is unsurpassed, as it will act promptly and safely.
Either Sex. Incontinence, retention of urine, brick dust or ropy deposits, and dull dragging pains, all speedily yield to its curative power.
SOLD BY ALL DRUGGISTS. Price $1.
KIDNEY-WORT

"Mr. Ethan Lawrence, my townsman," says Dr. Philip C. Ballou of Monkton, Vt., "was bloated from kidney disease. The skin of his legs shone like glass. Kidney-Wort cured him." Apr. 20-82.

KIDNEY-WORT
IS A SURE CURE
for all diseases of the Kidneys and
—LIVER—
It has specific action on this most important organ, enabling it to throw off torpidity and inaction, stimulating the healthy secretion of the Bile, and by keeping the bowels in free condition, effecting its regular discharge.
Malaria. If you are suffering from malaria, have the chills, are bilious, dyspeptic, or constipated, Kidney-Wort will surely relieve and quickly cure.
In the Spring to cleanse the System, every one should take a thorough course of it.
SOLD BY DRUGGISTS. Price $1.
KIDNEY-WORT

"Tell my brother soldiers," writes J. C. Power, of Trenton, Ill., "and all others, too, that Kidney-Wort cured my 20 years liver disorders. Publish it, please, in St. Louis *Globe-Democrat*."

KIDNEY-WORT
FOR THE PERMANENT CURE OF
CONSTIPATION.
No other disease is so prevalent in this country as Constipation, and no remedy has ever equalled the celebrated Kidney-Wort as a cure. Whatever the cause, however obstinate the case, this remedy will overcome it.
PILES. This distressing complaint is very apt to be complicated with constipation. Kidney-Wort strengthens the weakened parts and quickly cures all kinds of Piles even when physicians and medicines have before failed.
If you have either of these troubles
PRICE $1. USE Druggists Sell
KIDNEY-WORT

Another Bank Cashier escapes. Geo. H. Horst, cashier of Myerstown (Pa.) Bank, said, recently: "Kidney-Wort cured my bleeding piles."

KIDNEY-WORT
THE GREAT CURE
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—RHEUMATISM—
As it is for all the painful diseases of the KIDNEYS, LIVER AND BOWELS.
It cleanses the system of the acrid poison that causes the dreadful suffering which only the victims of Rheumatism can realize.
THOUSANDS OF CASES of the worst forms of this terrible disease have been quickly relieved, and in short time PERFECTLY CURED.
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"I never found even relief from rheumatism and kidney troubles till I used Kidney-Wort. *Now I'm well.*"—David M. Hutter, Hartford, Wis.

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DEALER IN
NEW AND SECOND HAND BOOKS
STUFFED BIRDS.
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P. S. Birds and Animals Stuffed to order.

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TORONTO BRANCH—34 Church Street

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INDIA RUBBER GOODS
GOSSAMER CIRCULARS,
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