

A Toronto Case.

In Which Dr. Arnold's Toin Pills cured lame back.

Mr. P. Sheridan was the sufferer. Doctors failed to help him—Dr. Arnold's Toin Pills cured him permanently.

We are all liable to meet with an accident any day, and the most dangerous consequences are apt to follow even a slight injury, especially to the back. A case in point is that of Mr. Peter Sheridan, 218 Richmond Street West, Toronto. Had it not been for Dr. Arnold's Toin Pills, Mr. Sheridan might have been permanently crippled. Read his story.

"Six years ago I sustained a severe injury to my back through a fall. I could not lift the least weight without pain, and my back ached all the time. Several physicians treated me, but as soon as I quit taking their medicine I would be as bad as ever. I also used various patent medicines, 'kidney cures,' oils, liniments, etc., without the least benefit. I wore a brace for months, but it did no good. Three months ago I was told of Dr. Arnold's Toin Pills, Mr. Sheridan might have been permanently crippled. Read his story.

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A RAILWAY COMMISSION

Mr. Davis' Delightfully Vague Motion Carried in the House.

Never Was in Favor of Government Ownership—Minister Blair's Reply Was an Argument For Delay Until Matter Could Be Fully Enquired Into—Mr. Borden Saw no Objection to Resolution Passing.

Ottawa, March 5.—All yesterday afternoon and night the transportation question was the subject of a flagging debate in the House, the western members taking the most prominent part and the Government marking time according to the tenor of the remarks of the westerners who were not really unfriendly.

T. O. Davis (Saskatchewan) moved in effect that the public interest demanded that the railway companies of Canada should be brought under the control of a Board of Railway Commissioners. He said he was in favor of Government ownership but was not prepared to say what the nature of the ownership should be.

Mr. R. L. Richardson (Lisgar) argued that a railway commission would be largely ineffective. The Government now owns the intercolonial. The Party Sound Railway should also be got hold of, and then the Rainy River up into the wheat fields of the west. That control would enable the Government of Canada to deal with the transportation question in Canada. The whole crux of the transportation was limitation of the capital. The railroads should not be allowed to earn more than 6 per cent. on the actual cost.

Col. Tisdale was not inclined to take a pessimistic view of the railway situation in Canada. The idea of a railway tribunal was the Railway Committee of the Privy Council.

After Walter Scott had spoken, Frank Oliver quoted rates on the Crow's Nest Pass Railway from April, 1900, to May, 1901. Before the rates were 3 1/2c, 2 1/2c, 3 1/2c, 4 1/2c, 5 1/2c, 6 1/2c, 7 1/2c, 8 1/2c, 9 1/2c, 10 1/2c, 11 1/2c, 12 1/2c, 13 1/2c, 14 1/2c, 15 1/2c, 16 1/2c, 17 1/2c, 18 1/2c, 19 1/2c, 20 1/2c, 21 1/2c, 22 1/2c, 23 1/2c, 24 1/2c, 25 1/2c, 26 1/2c, 27 1/2c, 28 1/2c, 29 1/2c, 30 1/2c, 31 1/2c, 32 1/2c, 33 1/2c, 34 1/2c, 35 1/2c, 36 1/2c, 37 1/2c, 38 1/2c, 39 1/2c, 40 1/2c, 41 1/2c, 42 1/2c, 43 1/2c, 44 1/2c, 45 1/2c, 46 1/2c, 47 1/2c, 48 1/2c, 49 1/2c, 50 1/2c, 51 1/2c, 52 1/2c, 53 1/2c, 54 1/2c, 55 1/2c, 56 1/2c, 57 1/2c, 58 1/2c, 59 1/2c, 60 1/2c, 61 1/2c, 62 1/2c, 63 1/2c, 64 1/2c, 65 1/2c, 66 1/2c, 67 1/2c, 68 1/2c, 69 1/2c, 70 1/2c, 71 1/2c, 72 1/2c, 73 1/2c, 74 1/2c, 75 1/2c, 76 1/2c, 77 1/2c, 78 1/2c, 79 1/2c, 80 1/2c, 81 1/2c, 82 1/2c, 83 1/2c, 84 1/2c, 85 1/2c, 86 1/2c, 87 1/2c, 88 1/2c, 89 1/2c, 90 1/2c, 91 1/2c, 92 1/2c, 93 1/2c, 94 1/2c, 95 1/2c, 96 1/2c, 97 1/2c, 98 1/2c, 99 1/2c, 100 1/2c, 101 1/2c, 102 1/2c, 103 1/2c, 104 1/2c, 105 1/2c, 106 1/2c, 107 1/2c, 108 1/2c, 109 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