THE TORONTO WORLD

AN INDEPENDENT AND FEARLESS

ONE CENT MORNING PAPER, Published Daily, and sent to all parts of Cauada and the United States for Three Bollars per Year; One Bollar and Fifty Cents for Six Months.

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THE WORLD. TORONTO.

PARLIAMENTARY PROCEEDINGS A PROMINENT FEATURE OF

THE WOLLD,

is its parliamentary news. During the sessions a reliable nd important summary of the proceedings at Ottawa and of the local legislature will be found in its columns, and readers may depend on obtaining all important information, impartially given and stripped of all unnecessary verbiage.

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ADDRESS

ADDRESS

THE WORLD,

TIME TO HALT.

It is high time for the province of Ontario to call a halt in the business of reckless railway chartering. As we recently show ed, some twelve or thirteen million dollar have already been given to railways by the prevince and by municipalities together, a pretty large aggregate to look at. Part of the money has been spent on roads that were really necessary, but a round share of these millions has been little better than thrown away. The western portion of the province has been particularly unfortunate in the number of ill-advised railway ventures by which the peowithout value received. In the eastern portion the roads were mostly north and south lines, giving the back country access to the lake front, an object of real necessity, and unquestionably worth paying for. But west of Toronto there is a different tale to tell. There public money ways, not because they were necessary for the general good, but to serve purposes of unprofitable local rivalry and personal ambition. If we go as far east as Toronto, including the Northern and the Nipissing and their connections, which have objective points on or near the Georgian bay and are therefore peninsular roads, we find that while the whole province has from 4500 to 5000 miles of railway, either in operation or under construction, the western peninsula alone has nearly became bankrupt, could not run at all, and 3000 miles of track-a great deal of had to pass into new hands. Next, and railway indeed for a comparatively small most astounding, after all this, up comes area. Leaving out the main lines of the the Credit Valley scheme and swallows a Grand Trunk and Great Western, the Sarnia branch of the latter and the Buffalo and Lake Huron, and taking only the smaller lines in the peninsula, which have received largely of provincial and municipal money, we get the following

153,000 00

490,130 08

Lake Simcoe Junction.....

London, Huron and Bruce... Northern.... Port Doyer and Lake Huron...

Toronto and Nipissing.

Wellington, Grey and Bruce... 923,376.00 \$8,787,824 58 It thus appears that close upon nine million dollars, or nearly three-fourths of the whole, has gone to peninsular roads. All these roads, after having received aid on the ground that they would make and perpetuate competition, have either already gone or are inevitably drifting into connection with the great through lines; their expected independent character has proved nations, a fact worthy to be taken particular the merest delusion. And yet, after all the note of, we should say. After this, what telling experience of time past, charteris the independence worth of such premongers by the score are again in the field, clamoring for the stamp of the provincial or posterous enterprises as the London Junction, the London and Port Burwell, the Dominion seal to give currency to three new charters asked for lines to Hamiltheir projects. It is not the money ton or Niagara Falls, or other new lines which they invest, be it remembered, that which it is proposed still further to jam is to give value to their respective schemes in within the confines of the peninsula, in the public eye; oh! no, not much of that, we may be sure. It is the govern-which have almost to make a crush to McArthur deemed dancing profligacy. The find room beside the rails of the Grand ment stamp they are after, the sanction of Trunk, the Great Western or the Canada Dominion or provincial law, which alone is to create the value which they expect shortly to transmute by the alchemy of way track already laid within the penin-for old gloves and other tokens of him. stock-jobbing into current money of the sula, the southern portion of it especially, stock-jobbing into current money of the realm. The commonwealth is asked to affix its seal and give its valuable endorsement, and on the strength of this the noble such as any money in any of these schemes, it is a small house within the grounds of Osborne, in the Isle of Wight, and is visited daily by Queen Victoria, who has proved a devoted friend of the afflicted lady. army of promoters expect to be able to can only be for the premoters, and at the army of promoters expect to be able to ean only be for the premoters, and at the negotiate their paper. Exclusive of Mani. expense of the public. What we of the Batavia, N.Y. A monument to William toba and Northwest schemes there are now some two dozen odd railway on which to waltz across our own floors at now some two dozen odd railway on which to waitz across our own noors as applications coming before the Dominion home, buttracks that will give us new outlets to its cost.

Captain Sankey, R.E., instructor captain sankey, R.E., instructor captain sankey are captain sankey. ed for nearly a score more relating to Western Ontario. The Mail says that the number of private bills introduced in the local
of crooked passages crossing each other in

that on any previous day in our political history, and looks upon the present railway the east, where our big market lies. We believe as a striking feature in the might make a railway gridiron of the peninger was a striking feature in the country's growth and prosperity. A very sula, and use up millions of money in "striking" featureitis, truly, and one which doing so, without benefit to anybody but the people and their representatives had bet-ter attend to in time, if they don't want it to Are not our railway follies of the past quite be altogether too "striking" for the general sufficient, without adding more and more good. The Globe says there never was a of them to the record of costly blunders? time in the history of Canadian railway enterprise when the air was more full of conflicting rumors; call a halt and put an extinguisher on the speaks of the forces at work behind some promoters' railway "boom." of the railway schemes now before the On-

ng the long point of land which sepa

ates the Georgian Bay from lake Huron,

also the chain of the Manitoulin islands. This

Erie, with, however, a few breaks where a

railway may creep up, but still at tremend-

ous expense. This fearfully expensive

mountain ascent had already been made by

both the Grand Trunk and the Great

undertake to do? Why, they actually

insisted upon making a new mountain

but we are not surprised at all at the cur-

million and a half of public money, re-

peating once more the costly folly of a new

ndependent ascent of the Niagara ridge,

working its unfortunate way west-

wards and making a hopelessly nar-

row divide of the country between

the Grand Trunk on one hand and the

Great Western on the other. With regard

to some other schemes on which public

money has been wasted in this little pen-

insula, we may well ask what need of new

roads to carry freight between Stratford or

of them being a profitable gift, after all.

Let us take another road which may do

tain district all to itself. Yet even that

road has gone to join one of the big combi-

house on Thursday last probably exceeded various confused and unnecessary directions; tion with the college,

WHILST IN DETROIT some time since our tario legislature, and appears to think that attention was called to the white bronze there is fun ahead, with a high old time monuments and statuary which abound in generally in railway business. Our conthat city, and which are of great beauty and temporaries would better serve the public durability, far surpassing the yellow bronze interest, we think, were they to draw atwhich has so long been in use. We undertention to the fact that the western peninstand that there is to be a factory estabsula, at all events, has already more raillished in Canada for the manufacture of ways than there is traffic to sustain. these goods, and if the right inducements Where, we ask, is the traffic to sustain, on were held out Toronto might be the favored their own bottoms respectively, the Credit city for its location. As we are informed Valley, the Toronto, Grey and Bruce, the the committee who have in charge the Bay and Wellington, the Stratford and Huron, the Hamilton and North memory of the late Hon. George Brown, Wellington, Grey and Bruce, the Georgian are about deciding upon the material to be western, and the Port Dover and Lake Huron? Some of these roads were bad used. It would be a matter of regret if it blunders from the beginning. Two of the costliest bits of railway making in all Canada were, the ascent of the mountain be. the public will be so educated as to tween Hamilton and Copetown, by the stigmatise all the dark bronzes as repre-Great Western, and the overcoming of the senting the Mongolian and African races, ame formidable obstacle by the Grand and it would be a pity that the memory of Brunk east of Guelph. The difficulty ex- a man of such noble parts as the late Mr. Brown should through want of necessary sts in the form of the Niagara escarpment, information on the part of the committee, as it is called by Sir William Logan in his be subject to the ridicule which the erec "Geology of Canada," which with many tion of a dark bronze monument would and various windings extends from an inentail, when the more beautiful article is erior point in the state of New York to put upon the market in this country. the Falls, to Hamilton, thence eastward, northward, and northwestward, constitut-

IT TURNS OUT, it appears, that \$25,000 in the notes of the late Mechanics' bank have been lost, as the bank was only two years in existence it is plain that the profits scarpment is nearly the measure of the accruing to the banks of the country on lifference between the levels of the lower their circulation must be enormous. This and upper lakes respectively, and the des- is a strong argument in favor of the ent of the Niagara river. It stands like a World's contention that the paper money dead wall between lake Ontario and lake of the country should be issued by the government so that the profit accruing to the issuer of the money, owing to its destruction and loss, would inure to the state and not to a privileged class.

THAT AN ACT TO PROTECT the public Western, as above stated. Now, what from accident at railway crossings is neces did the Toronto, Grey and Bruce projectors sary there can be no doubt, but before the local legislature passes it would it not be well to ascertain whether it has the ascent of their own, and dearly power? The case of Woodhouse vs. the did themselves, and others too, have to pay for it. Had they started Grand Trunk has raised the question, and the local government should make sure of from Guelph, then, being already on the upper lake level, they would have had no its ground or else stand prepared to assume mountain ascent to make, but could have the responsibility of carrying any cases, it reached Toronto through the opening al- which the defence may be that the act is ready cut at a tremendous expense by the ultra vires, through the courts.

Grand Trunk. The Hamilton people acted Ex-MAYOR BARNUM of Bridgeport, in on better engineering advice, in this respect, the fulness of his joy over the birth of baby at all events; they accepted the Great elephant number two, telegraphed that the Western mountain ascent already made. interesting infant weighed 45 pounds. It for their purpose, took their start from now turns out that he should have added Guelph, and so saved a little mint of 100 pounds more. This is unfortunate. money. In other respects they were not A baby elephant weighing but 45 pounds o fortunate, however, for in hunting for would be a greater curiosity than one local bonuses they gave their road such weighing 145, and if its growth could be twis and turns as to make its outline retarded would be a tremendously drawing one of the queerest things to be seen card for a circus. on the map to-day. They were lucky

"THE MANY ADMIRERS of the Hon. W. E. in avoiding the huge mountain difficulty, Gladstone; will regret to learn from the and in getting the Great Western to run Toronto Mail that he is 'clearly an egregitheir road and its very roundabout branches; ous failure.' " So says Canada First. The editor of the Mail is probably of opinion rent report that the road's running expenses are about 99% per cent. of the gross | that Mr. Gladstone occupies the unpleasant position of a man who is unable to fill his receipts, or something to that effect. The Wellington, Grey and Bruce predecessor's clothes. For further particulars see Grip of last week. barely runs; the Toronto, Grey and Bruce

THE "Home and Society" department of The Century Magazine will be devoted, during the next two or three months, to a subject of first importance to home lifethe proper construction of houses with reference to protection against fire, and the dangers to health arising from imperfect drainage, bad ventilation, and damp walls.

Quebec Chronicle: To use the idea of impenal federation is impossible of realiza-tion. It is a poet's dream, full of fancy and romantic cleverness, but fraught with so many difficulties that it would never carry as a scheme, and never be adopted by a public, so scattered as the British people are. Brant Review, Paris: Did Ontario when

Brantford and Lake Erie, sufficient outlets to Lake Ontario being already there? No she joined in the confederation so for con-cede her rights and those of the provincial wonder that the two last roads indicated could not possibly run themselves, and had to legislature, that the Dominion government may step in and put her boundary line where she choses? be handed over, one to the Great Western and the other to the Grand Trunk, neither

The municipality of Dover will oppose the Channel tunnel bill. for a fair test case. Of all the local roads, the Toronto and Nipissing was Vertigo is the illness which now afflicts the strongest financially, inasmuch as it was owned by a very wealthy firm, was working. The only pertrait for which John Stuar built and run economically, and had a cer

Mill ever sat is that painted by Mr. Watts, and now owned by Sir Charles Dilke. A movement is in progress in England to prosecute Canon Knox Little, well known in New York, for ritualistic purposes. Mr. J. S. Garner of London, left on Satur day for Russia, where he is engaged to prospect for coal oil by a large company. General Sir Patrick Macdougall and family and Sir Rose Price were passengers by the Parisian for Liverpool on Saturday. There was no dancing at the London

present lord mayor is less particula It is asserted that no man of the period The Empress Eugenie is at present living

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One thousand tons in cars which escaped the fire, and two thousand tons en route from the mines.

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HOTEL BRUNSWICK

CANADIAN MALPEQUE OYSTERS eived this day from Prince Edward Isl in the shell; try them. GEO. BROWN, Late of the American Hou

SHELL OYSTERS | SHELL OYSTERS First of the Season. Fresh and Fat at the 246 ST. CHARLES RESTAURANT 70 YONGE STREET. TENDERS.

NOTICE TO CONTRACTORS

erection and completion of New Parliament Bul-ing for Ontario, and certain works in connecti-therewith, according to (1) The Plans and Specifications prepared Messrs, Gordon & Helliwell of Toronto.

(1) The Plans and Specifications prepared by Messrs, Gordon & Helliwell, of Toronto, or (2) The Plans and Specifications prepared by Messrs, Darling & Curry, of the same city.

Printed forms of Tender-can be obtained at this Department, and persons tendering are specially notified that they will not be entitled to have their Tenders considered unless the same are made on and in compliance with these printed forms, signed with the actual signature of every person tendering (including each member of a firm.), followed by his post office address, and with all blanks in the forms properly filled up.

Each Tender must be accompanied by an accepted bank cheque, payable to the order of the Commissioner of Public Works for Ontario, for the sum of \$5000, which will be forfeited if the party tendering declines or fails to enter into a Contract based upon such Tender, when called upon to do so. Where the party's Tender is not accepted the cheque will be returned. Where two tenders (i.e., one based on each set of said Plans and Specifications) are made under the same cover by the same person or firm, only one such accepted bank cheque neel accompany said two Tenders.

For the due fulfilment of the Contract, satisfactory security will be required on real estate, or by the deposit of money, public or municipal securities or bank stocks to the amount of five per cent. on the bulk sum, to become payable under the Contract, of which five per cent. the amount of the accepted cheque accompanying the tender will be considered a part.

To each Tender must be attached the actual signatures of at least two responsible and solvent persons, residents of Ontario, wiffing to become sureties for the carrying out of these conditions, and the due fulfilment and performance of the Contract in all particulars.

an be obtained on application at the Department y FRIDAY, the sixth instant.

This Department will not be bound to accept the

Department of Public Work for Ontario, Toronto, Jan. 2. CORSETS.



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Carver & Turner 13 Adelaide St. East, MANUFACTURER OF Organ Stop Knobs and Beads, Bungs, Wooden Balls, But-ton Molds and Handles of all descriptions, Enamel-ed and Plain.

lovelties in [wood, etc., of every descrip made to order.

THE PRESS. TO ADVERTISERS, CITY MERCHANTS,

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. 12.15 p.m. 6.10 p.m. 11.45 p.m. 6.15 a.m. 7.30 a.m. 11.10 p.m. 3.45 p.m. 1205 p.m. 5.25 p.m. 11.00 a.m. 6.40 p.m. 8.25 a.m. GREAT WESTERN.
tations—Foot of Yonge and foot of Simcoe streets.

Trains leave Simcoe street five minutes later.

SUBURBAN TRAINS.

For Mimics, 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

Returning, leave Mimico 8.15: 11.15 a.m., 2.00, 1.50, and 7.10 p.m. NORTHERN AND NORTHWESTERN tations—City Hall, Union and Brock stre

ST. Louis Express. To the North, West, Southwest, South and Northwest.

7.4 a.m. PACIFIC Express. To West, South, Northwest, West and Southwest.

12.50 a.m. Express. To the West and North.

From Orangeville, Elora and
Fergns St. Louis, Toledo, Chicago and Detroit. 10.20 a.m.
From St. Louis, Toledo, Chicago
and Detroit. 1.10 p.m.
From Orangeville, Elora and
Fergus. Fergus..... 6.25 p.m. From Kansas City St. Louis and Chicago TORONTO, GREY, AND BRUCE. Leave. | Arrive.

TORONTO AND NIPISSING. Station, foot of Berkeley street. Leave. | Arrive. 7.45 a. m. 6.30 p. m 4.00 p.m. 11.15 a. m

STAGES.

EGLINGTON STAGE.
Leaves Bay Horse hotel, Yonge street, 11.10 a.m.
30 p.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. 20 p.m.

COOKSVILLE STAGE.

Leaves Bay Horse hotel, Yonge street, p.m.

Arrives 11 a.m.

Leaves Civile hotel King street and 2 10 p.m.

RICHMOND HILL STAGE.

RICHMOND HILL STAGE.

Leaves Clyde hotel, King street east, 3.10 p.m.

HIGHLAND CREEK STAGE.

Leaves Clyde hotel, King street east, 3.15 p.m.

Kingston Road Tramway.

For Leslieville, Woodbine driving park, Victoria park, and Ben Lamond.

Station, Don bridge, foot o King street.

Leaves Don Station 6.30, 2.00, 10.00, 11.00 a.m.

12.00 noon; 1.36, 2.39, 3.30 4,30, 5.40, 6.30, 7.50

Returning leaves Ben Lamond 6.00, 8.25, 9.10

10.10, 11.10 a.m.; 12.10, 1.40, 2.240, 3.40, 4.40, 5.40

10.10, 7.40, 8.40, 9.40 p.m.

ASHES TO

Long time he'd rung
On every current
With sometimes bri
And ofttimes hap
But on this luckless
He cursed his gall

Now, fresh wit not f Shall woe that wig For lo! an imp now The wretched man A "copy" snrieking Lank-limbed and All fainly seeks he t His dire and dread Behold, they come, Of the composing The curtain falls; the In ghastliness and

The ash-heap in the Upbears a fragrant Whose flowers he loy And now, alas, be The memory of the i Who sweetly sleep

THE IMPERTIN

STORY FOR THE

Jennie of Aunt Clara

"Oh, nothing for answered Aunt Clara
"Dear me, I wish mured Jennie, twistin one of the most inquexistance. "Oh, w Mamma?" running to "Nothing for med mother, hiding what a Jennie went up-stai attention was arrest The blue door stood only house, but alpartic to this house. It was godmother's room, which is bidden to enter be propensities; but her away, and Jennie temptation to peeppromised herself that foot into the room. It was god to the saw was a crow shut up in a glass table in the midst of These dolls were a velvet and satin, em They were not longe They had golden cur soft color in their class wonderful, they as if a ive. They eagerly about, and be their tiny hands, as if so that Jennie could take her eyes from the Very naturally, too, ed, the more curious whether they were ali wonderful machinery was curious, she was sorry to say, of indulg ther she had been for

ther she had been for and over again she not to enter this ro not to touch anything persuaded herself that away without handling and satisfying herself She stole into the room key hanging by the bo locked the box wit well, Jennie at firs

nad happened to her. into her ears, and up her mouth, and pulling peep into her eyes, the that she had let loo one, plunging into her by half a dozen other maged and bounced ab purse, and find out paper parcel. It was I ful of mice of the most inquisitive cr

the most inquisitive or Nothing escaped their is ed up her sleeves and through her hair, ex this?" "What have y I knew what this was almost beside herself. She was in a terrib her fairy godmother sh her there; and so, gett dashed toward the doo the meddling little created were too quick. At I was a general buzz and is the going now?" "to do?" "Where Frightened nearly out to her room; but they as she. She sat down came crowding around

What are you sitti She went to her win She went to her win lowed her, buzzing:
"Oh, look here, what They pulled open bo rawers. Jennie was but they were not at a they found a parcel hard than trampled, and on the very midst of the curious were they lennie so wretched to was just about to get riend, Clara Hope, cam clara on one side, and bout what had happe one of voice.
"What is that you eader, scrambling on the

what is that you cader, scrambling on the lowed by the rest, in they came tumbling of "What are you talking in her chair and on her "Isn't it dreadful?" "Isn't what dreadful nentors, twisting and st a little closer. "Wheadful?" eadful ?" Just then, Jennie nother standing in th

er gravely.
"Oh, godmother, nenting creatures that oom?" cried Jennie. et rid of them?" "These tormenting wn curious thoughts a aken life," answered he ean you have done v all your neighbors' a bu, and not before." 'I shall never want hat does not concern And I should not hould you?

> -Mr. W. Galer, of ispatch office, says:
> cossessed the genuine cost. Jacobs Oil there we untion of medical grundled in a verification of the Journal ne mumps a few days bottle of St. Jacobs nore good than all to