THE TRANSPORTATION PROBLEM

A Very Full Presentation of the Problem as Discussed Within the Past Few Days—These Extracts Will Repay Careful Consideration, Especially as the Issue is One of Supreme Importance.

The World prints this morning in the adjacent columns a very full presentation of the transportation problem, as discussed within the past few days. These extracts will well repay careful consideration, and if they are somewhat lengthy, and if The World is somewhat persistent in keeping this question in our readers' eye, we can only say that we are impelled to this by the supreme importance of the issue. We wish the public to read these extracts in the light of The World's position, in regard to the railway question, and that position may be briefly stated as follows:

Our fundamental axiom is that Canada can only be one of the great five food producing countries of the world whose market centres in England, by our farmers and producers having the lowest possible freight rates and shipping accommodation to the consuming centre. No better illustration of this truth is to be had than the letter and diagram of Mr. G. S. Macdonald in The World of Saturday, Jan. 29th.

To bring this about, our idea is that Parliament should first declare its complete supremacy in regard to transportation.

Next that Parliament should create a strong and independent railway commission beyond all political influence.

In the next place, that the Government railway system, now reaching from Halifax to Montreal, should be nationalized in every sense of the term and run as a strictly business proposition as outlined in the statement of its new traffic manager, Mr. Harris, also published on this page.

Our next proposition is that the Government should take the first opportunity of securing the extension of the Intercolonial to Parry Sound, by obtaining running rights over the Booth railways.

And our next proposition is that the projected railway from Port Arthur to Winnipeg via Rainy River should be nationalized above any other railways in the country. We regard it as the keystone of the railway arch in this country.

Our last and general proposition is that any new railway projected, and especially any new railway subsidized with public money, should be controlled absolutely by Parliament, as regards its rates and running powers.

We especially ask our readers to consider The Globe's position as laid down by it in its issues of Monday and Tuesday and found in the adjoining columns. We are sorry that we are forced to infer that The Globe's discussion herein is not honest, but that like its attitude on the Crow's Nest Pass and Yukon Railways it is only preparing the way for the C.P.R. to grab the Rainy River Railway with as few harmful conditions imposed on it as possible. We take the ground that the C.P.R. must not own and control a second railway between Port Arthur and Winnipeg, but that it must be owned and controlled by the state. We are perfectly willing that the C.P.R. be given running privileges over that road, but we also insist that equal privileges must be given to the Grand Trunk, or any other road, say a prairie road started in the far west, and trying to get to the lakes. We imagine that it will not be long before the Grand Trunk will seek a way into the Canadian Northwest, and to the Pacific coast.

A powerful railway commission backed by a comparatively short national road as a regulating attachment would once for all emancipate the people of Canada from railway bondage. The 10 per cent dividend clause in the C.P.R.'s charter would be a dead letter. The duplicating of unnecessary lines would be stopped, passenger rates would soon come to two cents a mile, and the exploitation of railways by grabsters would come to an end.

The Globe's discussion of the Rainy River road as quoted by us this morning is a complete condemnation of the action of Mr. Hardy in regard to the Rainy River road. Mr. Hardy knew the importance of this piece of railway, he knew of the fight that Mr. Greenway was making for a road rival of the C.P.R., he knew of the immense traffic that is awaiting any such railway, and yet in spite of Mr. Greenway's contention, in spite of public opinion as has often been expressed in many newspapers, he deliberately voted a bonus of three thousand dollars a mile for this railway, without any condition as to rates or running rights, and when he knew that it was the C.P.R., or was to all intents and purposes controlled by C.P.R. men. We have challenged The Globe and Mr. Hardy to declare themselves on this point, but so far they have failed to defend themselves. The public will watch with increased suspicion every proposal of The Toronto Globe to turn over any more railway franchises to the C.P.R. or any one wearing the Van Horne collar.

NATIONALIZING OUR RAILWAYS.

From The Globe of Feb. 1.

The time may come when it will be good public policy to buy out the railways of Canada, but that time will hardly come in this generation. We believe, too, that the country could do no more foolish thing than to attempt to regulate great through systems by building patches of Government railway in various parts of the Dominion. We must have either a system of public railways or a system of private railways. For the Government to go into the business of competition with private railways would be unwise, and would mean the adoption of a policy utterly discredited by the experience of Germany and other countries. The result would be either the ruin of the private railways and enormous deficits at Ottawa, or the public roads would simply fetch and carry for the private corporations. In the end we would have to take over the private roads or hand our Government roads over to the private concerns, and in either case we would then find the country burdened with hundreds of miles of unnecessary railway.

Our best and soundest policy is to create a strong railway commission, a commission with power to abolish discriminations as between particular individuals and rival communities, that can force a fair interchange of traffic between rival lines, and establish some reasonable relations between local and through charges. If we can regulate by commission we can regulate without Government railways. To adopt the double method would be costly and absurd. If we can make regulations effective over the Grand Trunk and the Canadian Pacific, what folly it would be to create a new great through line in order to divide the traffic and increase railway charges to the farmers and traders of the country. For every mile of new railway you construct an additional charge is laid on the people for railway support. Let us try public regulation by all means, and if that fails—and it will not fail except we bow to railway dictation in the appointment of the commission—then it will be time enough to talk of buying out the railways. As yet we are not ready, financially or politically, for any such policy. There can be no doubt that the railways have great political power in Canada, and this has its evils; but, on the other hand, a Government controlling a great through Canadian railway and operating it as the Intercolonial has been operated, could hold power in this country for half a century. Many of the evils and dangers of political management we could escape by putting the Government roads absolutely under the control of public commissioners; but it is idle to pretend that there is only one side to the question. Mr. Blair is proving himself to be a good Minister of Railways, but we do not believe that the Conservatives of Canada would like to face an election with Mr. Blair in charge of a great system of Government railways, and we are very sure that the Liberals would not like to face an election even with Mr. W. F. Maclean, M.P., in charge of such a system.

THROUGH CANADA TO THE SEA.

From The Globe, Feb. 2.

Is it possible to transport the produce of Western Canada wholly through Canadian channels to the sea? That is a question for which it is desirable that a definite answer should be found, and a contribution to which is made by Mr. Meighen in the interview which appears in another column. The desirability of accomplishing this end need not be discussed. There are few projects in sight that would so materially add to the country's welfare as the bringing about of this change in the present tendency of transportation. What this tendency is we all know. The great bulk of our western grain is carried to Fort William, thence by boat to Buffalo, and the remainder of the journey to an ocean port is made over the New York State railway lines. The stoppage in the water journey at Buffalo is no doubt partly caused by the fact that the deep-draught vessels on the route cannot go through the Welland Canal. Those who have studied the question believe, however, that other considerations tell in favor of the cut across the State of New York quite as decisively as the canal part of the problem. The tendency of a commodity to keep flowing in the channel that has been found or made for it is, of course, not hard to understand. Those who handle the commodity at both ends of the chain of transportation get into business relations, and capital and knowledge required to finance a vast mass of products coming to market with a rush all operate in favor of the established channel, and so strong an influence is this that some believe that it will be paramount even after our plans for deepening the canals have been consummated, especially as these are tied up for five months in the year, it is by no means a simple problem. It is complex in the extreme, and its very complexity suggests that we should endeavor to ascertain the factors that compose it, and endeavor once for all to satisfy ourselves whether the traffic that now goes by way of New York cannot be diverted to Montreal and our Canadian ocean ports. The port of Montreal is closed for almost half the year, and it is therefore necessary for us to contemplate the necessity of carrying the freight in question by rail from elevators on the lakes to St. John or Halifax. That prospect should not, at first sight at any rate, be discouraging. We will shortly have between Montreal and St. John and Halifax uninterrupted communication over a Government railway which has been steadily losing money because there was not enough business to do. This affords room to hope that any arrangement which would throw the carriage of western produce in the way of the Intercolonial would be doing a double service to the country. The traffic that reached the Intercolonial would come to it over other Canadian roads with a general swelling of receipts all round, which of itself would be a distinct national gain. The handling of a greatly-increased quantity of traffic would be a good thing for labor, and would have the usual effects in imparting vitality to allied callings and occupations; increasing, in short, the number of people who can earn a livelihood here, and that is truly the root problem for Canadian statesmanship.

It is patent that to any solution of the matter the help of the railway companies and the steamship companies is indispensable. It is not, it is true, wholly a matter of freight charges that is certainly not of the first consequence. The bushel of grain must reach the seaport at as low a figure at least as it can be carried to an American seaport, and the ocean rates must be as satisfactory as those of New York. The Government policy of encouraging our trade with Britain will fit in with this program excellently, for to have low ocean rates there must be freights in and out. That the railways are disposed to encourage the carriage of grain in winter to the seaboard is apparent from the recent action of the C.P.R. in reducing the rates by eight cents per hundred pounds from Fort William to Montreal, and on export shipments to St. John after the close of navigation. There is a point of course below which produce could not be transported with profit, but wholesale handling of a commodity frequently allows of economies which were either not thought of or not practicable when lesser quantities were all that had to be provided for. The establishment of great elevators east of the lakes, of which Mr. Meighen speaks, would constitute one of those facilities which often change the whole aspect of a problem.

The railway to Duluth for which Mr. Greenway has been negotiating for some time would form a decidedly disturbing element in such a program as we have been discussing. What he is endeavoring to secure is a railway which will carry grain from Winnipeg to Duluth at 10 cents per hundred pounds. It would be rash to conclude that he will fail, and who will deny that there exists ample justification for his attempts to secure such a boon? How could Eastern Canada fairly ask the Western farmer to forego something that would be equivalent to adding, even at the reduced rates which will soon prevail, four or five cents to the price of every hundred pounds of wheat he grows? To tell him that to do so would be patriotic would be nothing to the point. Why should he be specially called upon to make sacrifices on behalf of national projects? The remedy lies with the Canadian Pacific Railway. That company should make such a reduction in its rates as to remove any hopes of getting better terms in other directions. The Manitoba farmer neither wants to add to the provincial debt nor to injure the Canadian road, but he wants lower freight rates, and if he cannot get them in one way he will in another, and nobody will blame him. If Mr. Greenway concludes his arrangements and gets a road to Duluth, the C.P.R. will have to cut its rates willynilly. Better to cut them before the threatened arrangement is concluded. It will be too late when the bargain is made. The country has a real interest in the matter, for if the Duluth line is built the stream will be diverted at its very source.

The complexity as well as the importance of the subject suggests such an enquiry as can only be fittingly undertaken by the Government. We understand that the propriety and usefulness of making such an enquiry is now being considered, and if it is decided that a committee of the Cabinet should gather information on the subject and ascertain whether it is possible to combine the efforts of the Government, the transportation companies and the business community so as to produce the benefits contemplated, public opinion will endorse the action. The late Government spent $120,000 on a commission patented to stave off the necessity of dealing with the liquor traffic. There will certainly be no objection to the present Government spending $8000 or $10,000 in probing to the bottom a problem that, if it can be turned to our advantage, will add thousands to the population of the Dominion.

INTERCOLONIAL AS A BUSINESS PROPOSITION.

From The Montreal Daily Star, Feb. 2.

Mr. A. H. Harris, General traffic manager of the Canadian Government railway system, is expected back from his tour in the Maritime Provinces in about a week. He has been talking over rate matters with the leading trade organizations, and at St. John, N.B., was told that St. John, as one of the winter ports of Canada, asked no more than fair play—no advantage over Halifax in any form. Whatever natural advantages or enterprise had done for this port, we would expect the managers of the I.C.R., on purely commercial principles, to avail themselves of whatever advantages, natural or otherwise, existed at this port in the interests not only of the I.C.R. but the development of Canadian trade; and we would expect, if Halifax has any special advantages to offer the I.C.R., that these should be availed of by the road, on purely commercial principles, in the interests of the road.

The opinion was expressed that anything like unfair local ambition could not expect the hearty support of the Dominion at large. If the I.C.R. ever became a success from a national standpoint, it would have to be on the basis of the broadest commercial principles. St. John could not hope to permanently maintain that which could not be maintained on those principles.

In reply Mr. Harris referred to the need of additional equipment in rolling stock, that is, engines and cars, to enable the I.C.R. to successfully compete with other great Canadian roads on through business. He instanced an I.C.R. engine, loaded with a haul of say 13 coal cars, while 26 was an ordinary train for a Grand Trunk engine, it was simply a question of carrying so many tons at the smallest possible cost, and one could easily see that the engine hauling 13 cars could not compete with the engine burning half the quantity of fuel and hauling double the quantity of freight. While the latter might show a profit, the former would simply be losing money. Mr. Harris considered the I.C.R. equipment entirely inadequate for increased business, though the roadbed was the best. He also recognized the impossibility of a large import and export trade being done through here without the railway having adequate facilities.

He said the tariff that had been arranged could be tried, and if found unworkable in any way, or against the development of lumbering or any other industry, he was prepared to arrange a tariff which would develop. His object was to secure the largest business for the road in any and every direction.

He had no local prejudice of any kind, no feeling as between St. John and Halifax; he simply was placed in his position to develop the I.C.R. in the interests of the Maritime Provinces and the Dominion, and would endeavor to do so and run the road on commercial principles. He only asked for fair play from press and people of the Maritime Provinces and not to condemn his efforts till the results were shown.

Mr. Harris has addressed a letter to the Hon. Mr. Blair, Minister of Railways, bearing on the same subject, as follows:

Dear Mr. Blair,—I have received several communications from the Lower Provinces, asking for information as to the policy of the Government in connection with the application of modern methods in the administration of the traffic department of the service, and drawing my attention to the fact that under the articles of Confederation, it was understood no profit was to be made out of the undertaking. I have replied to these several communications, in the following strain:

1st. I have stated "That assuming the correctness of the allegation—that under the articles of Confederation no profit was to be made out of operating the Intercolonial and Prince Edward Island Railways—it must have been understood that the lines were to be self-supporting, and not to be an annual burden on the country, or, in other words, that the Government railways should be placed in a position to earn sufficient revenue to meet current expenses and necessary improvements, instead of, as has been the custom in the past, to pile up the capital account, year by year, for improvements, which, under modern management, would be chargeable to revenue; that instead of the Government railway system having a passenger and freight equipment up to modern ideas, they are far below the standard, and these results have been brought about through absence of discipline, system and method, in administering the property.

I have stated that this is not the policy of the Government to advance the basis of freight rates or passenger fares, but that the tariff governing the carriage of traffic in the Maritime Provinces will be revised, and, where necessary, supplements to tariffs will be issued, protecting the tariff against water or contiguous competition, and that in connection with tariffs into New England they will be revised on a considerably reduced basis, thus extending a market to the Maritime Province manufacturers and traders.

That in connection with the traffic into the West, Ontario, for instance, these will be reduced in the same way, in order to assist the Maritime Province manufacturers in reaching the markets of Ontario.

It is true that under the Government's reorganization it will not be possible for traders or manufactures to misrepresent the classification of their freight which passes through the freight sheds, or to misrepresent the weight of carloads of rough traffic.

The freight will be subject to most rigid inspection when passing through the sheds, and car load freight will be weighed and excess charged for; the same rules governing in this matter as prevail in all railway companies, and no honest man can take exception to this.

The people of the Maritime Provinces should recognize the advantages which will accrue to them through the bringing of the Government line into the metropolis, and they should also remember that that has entailed an annual charge against the Government line of over $200,000, and they should further recognize the statement which I have made on behalf of the Government, that it is not our intention to advance rates or fares, but that it is our determination that these rates and fares, being once established, they shall be maintained, and the Government shall be paid for what tonnage they carry and what passengers travel on our passenger trains.

I have thought it well to write you on this subject at length, because I feel from communications I am receiving that great pressure will be brought to bear upon the Government to upset our program, but we are simply asking the people of the Lower Provinces to be decently honest with us, to remember the fact that their tariffs are based on one-third less than the tariffs governing the same class of traffic in the provinces of Quebec and Ontario, and that in connection with some of the tariffs which we propose cancelling, and which were issued in 1879, quoting a minimum of 20,000 pounds per car on through traffic. At that time the minimum was correct, cars were not constructed to carry more than ten tons, but during the past twenty years a revolution has taken place in equipment, and we have to-day among our freight equipment a large number of cars capable of carrying thirty tons (60,000 lbs.)

To the members of Parliament, manufacturers or traders, who communicate with you on this subject, particularly that affecting the car-load minimum, you cannot do better than quote my answer, and should any one suggest to you that the new policy of the Government will in any way interfere with the development of local traffic in the provinces, you can conscientiously say that the man whom you have put in charge of the traffic department of the Government railways made his reputation through the building up of local industries on the Grand Trunk Railway system, and that not a mill or manufactory now existing will be closed through any action of his.

And you may further state that you have been informed by him that in all probability a large business will be built up between the provinces and the New England states, in both pulp wood and pulp, an industry which has very largely developed during the past few years, and further that within less than twelve months the very men who are to-day criticizing the Government will be the very first to extend the hand of congratulation on the success of our administration.

Yours truly,
(Signed) A. H. Harris.
Montreal, January 14.

OUR GRAIN AND ITS SEAPORT.

Montreal, Feb. 2.—Mr. Robert Meighen, President of The Lake of The Woods Milling Co., being asked to give his opinion on the transportation question said: "I consider our western prairies the right arm of this Dominion. What would the Dominion be without Manitoba, British Columbia and the great North-West? Our territory covers at least one-half of the wheat-producing belt of the North American continent, and in this connection it cannot be too widely made known that if we had only the people, say a hundred and fifty thousand farmers, placed on our fertile prairies, they would produce more than all the wheat supply that Great Britain requires. I cannot take the view expressed by some of our Canadian merchants, that it matters not whether the immense product of the west passes through Canadian territory or is diverted by way of Buffalo through a foreign country for export to England. We are at present from our western prairies supplying the United States transportation companies with freight; we are putting our western merchants in touch with the United States middle men; we are making it appear that the Dominion is doing an immense trade with the United States, whereas the contrary is the case, our goods only pass through their country for shipment to Europe."

"What is the cause of so much of the export grain products of Manitoba being diverted by way of Buffalo, Mr. Meighen?"

"Simply because the Canadian grain merchants in the past have been able to obtain better facilities by that route than by the Canadian; give them elevating facilities east of the lakes; give them as cheap rates of freight as by way of Buffalo; give them as good terminal facilities at tide water and as low ocean rates as from New York, and all the grain grown on our prairies will pass through Canadian territory, and be shipped from Canadian ports. You can build high level wharves or low level wharves at Montreal; you can deepen the Welland canal, but you can never take the trade in that direction until you have the proper facilities. Then again, it must not be forgotten that the harbor of Montreal is only open for six months in the year. Bear in mind the western grain does not begin to reach Fort William before Sept. 20, and navigation at Montreal closes about Nov. 25. You cannot ship grain from Fort William to go by the Canadian route via Montreal later than Nov 5, consequently you have only about five or six weeks to handle the immense product of our North-West by the St. Lawrence route until the following May.

"Now, I hope that Montreal is not selfish enough to take the position that, if we cannot control the western grain, it is nothing to us by what route it finds its way to the seaboard. I differ entirely from this view. We must make an effort to build up our Canadian winter ports, St. John and Halifax; and there is no doubt that this can be accomplished, as I have pointed out, by giving elevating capacity on the east side of the lakes, and having the grain shipped from Fort William before the close of navigation to elevators at lake ports; then, you have reserves to draw from for shipments to our winter ports after close of navigation, but understand that freight must be as low as by way of Buffalo and New York.

"It will not be denied that all the wheat grown on our Canadian western prairies, if manufactured into flour, would be shipped by the Canadian route. It should be the aim of every Canadian to see that as much as possible of our raw material is shipped out as the manufactured article. We should endeavor to build up in our North-West milling industries that will rival and I hope in the near future will far exceed Minneapolis. The Canadian Pacific Railway has certainly taken steps lately in the right direction, when it made a very substantial reduction of eight cents per hundred pounds from Fort William to Montreal and points taking Montreal rates; also, a reduction on export shipments to St. John after close of navigation. This is really the proper position to take in the way of diverting freight from Buffalo.

"However, in this connection, I may say that I would have preferred, and I think it would have been in the interest of all parties in the west, if the arrangement the Canadian Pacific Railway Company has made with the government for a reduction of freights from interior points in Manitoba to Fort William, instead of having been made to come into operation west of the lakes, had been applied on the freight rates east of the lakes, particularly so when the C.P.R. freight rates from, I may say, any points in Manitoba to Fort William, are as low as the freight rates on the United States side from points in Dakota and in Minnesota situated the same distance from Duluth. In fact the Manitoba wheat is moved from all points in the interior under present freight rates as cheaply as it is moved by the competing United States lines of railway from Dakota and Minnesota to the lake front. For instance, the freight rate on wheat from Gretna, on the Canadian side of the line to Fort William, on a mileage basis, is equally as cheap as the rate from Neche, on the United States side of the line, to Duluth, and the Canadian and the United States towns are in sight of each other.

"The freight reduction from interior points to Fort William will have the tendency to induce the farmers to sell their wheat from Sept. 20, when they begin to move their crop, up to the close of navigation, that advantage can be taken of the low rates of freight. It also has the tendency of rushing a large portion of the Manitoba crop to Fort William in the short period of eight weeks, and as in the past we have not had facilities on the Canadian side for handling it, it has been forwarded to Buffalo. It is also a well-established fact, that when deliveries at country elevators are very large, as a rule, buyers lower their prices. If the Manitoba farmers and millers could take advantage of the low rate on the east side of the lake during the close of navigation, they would be placed in a much better position to ship and sell their wheat and flour any day in the year. I am satisfied that this would be an advantage to the Manitoba farmers and millers. It would place the miller in a position to purchase wheat from the farmer at a higher price during close of navigation, and enable him to compete on more even terms with the eastern miller.

In conclusion referring again to the diversion of the products of the Canadian North-West through United States channels, I hope that interest will be taken in this matter by the different boards of trade throughout the Dominion, and that they will see to it that the products of the immense territory which the Dominion possesses, west of the lakes, are no longer handled by our aggressive neighbors. You will understand that commerce is war, it is commercial war; we have the right to fight for what we believe is our own people's interest against all competitors, particularly against our neighbors to the south, for bear in mind that they are our competitors, and the products of their soil, which are similar to ours, compete against us in every market of the world."

A NORTH-WEST MEMBER'S VIEW OF IT.

From The Winnipeg Tribune, Jan. 23.

The annual meeting of the Eastern Assiniboia Liberal Association was held at Whitewood on Jan. 19.

At the close of the association meeting, Mr. J. M. Douglas, M.P., was asked to the platform. Among other things he said: It is not an uncommon thing to hear them say

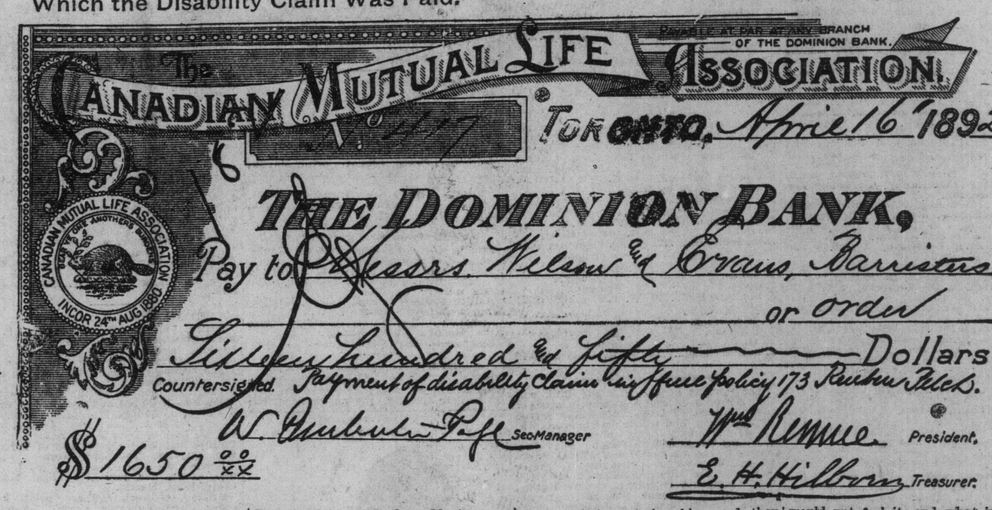
Continued on page 5.

ANOTHER MIRACULOUS CURE.

Reuben Petch of Griersville, Ont., Brought Back to Health and Strength.

MEDICAL EXPERTS PRONOUNCED HIM INCURABLE AND HE WAS PAID A LARGE DISABILITY CLAIM.

The Case Probably the Most Wonderful in the History of Medical Science—Brought from Hopeless, Helpless Inactivity to Health and Strength—A Reproduction of the Cheque by Which the Disability Claim Was Paid.



No other medicine in the world has ever offered such undoubted proof of merit. WHAT DR. WILLIAMS' PINK PILLS have done for others they will do for you, if given a fair trial.

From The Meaford, Ont., Monitor.

About two years ago The Monitor procured an interview with Mr. Reuben Petch of Griersville, in order to ascertain from his own lips if the reports were well founded that he attributed his most astonishing return to health to the use of Dr. Williams' Pink Pills for Pale People. The result of the interview was published in The Monitor under the date of Jan. 17, 1890. Mr. Petch's case was certainly one of the most extraordinary in the annals of medicine in Canada—if not in the world. He had been ill for five years, and in that time he consulted no less than six of the best physicians he could find, but none could give him the least relief. His limbs and body were puffed and bloated to such an extent that he could not get his clothes on, and for two years he had not dressed. He had lost the use of his limbs entirely. His flesh seemed to be dead, and pins could be stuck into various parts of his body without being felt or creating the slightest sensation. He could not move about, and if he attempted to get up would fall and would have to be lifted up. He was unable to open his mouth sufficiently to take solid food, and had to be fed with a spoon like a child. The doctors said his trouble was spinal sclerosis, and that he could not possibly get better. He was, in fact, nothing more or less than an animated corpse, so helpless was he. He was a member of the Canadian Mutual Life Association, and was under their rules entitled to disability insurance and made a claim for it. Two doctors, on behalf of the association, were sent to examine him, and they pronounced him incurable and permanently disabled, and in accordance with their report he was paid a disability insurance of $1650. This was about two years after his sickness began. For three years more he lingered in the condition above noted, utterly helpless, and a burden to himself and friends. He was then advised to try Dr. Williams' Pink Pills. He did not hope that they would help him, but in his sad condition he was prepared to grasp at anything that offered the prospect of even a slight relief. The first change noted in his condition after he began the use of the pills was a disposition to sweat freely. Then life began to return to his hitherto dead body, and from that time on his progress towards recovery and activity was steady and certain.

The publication of the interview containing the facts above noted created unusual interest, not only in this section, but throughout Canada. That a man whose limbs and body were all but dead, who had been examined by medical experts and pronounced incurable, and on the strength of their report was paid a large disability claim, should afterwards be cured by Dr. Williams' Pink Pills was looked upon as a marvel. Many were skeptical, not as to the cure—for the fact that he was actively going about proved this—but they did not believe it would prove permanent. In view of the doubts then expressed, The Monitor determined to watch the case closely, and now, nearly two years after the cure was first published, has again interviewed Mr. Petch, with the result that we are in a position to say most emphatically, that this remarkable cure has proved permanent.

On being again questioned, Mr. Petch said: "You see those hands—the skin is now natural and elastic. Once they were hard and without sensation. You could pierce them with a pin and I would not feel it, and what is true of my hands is true of the rest of my body. Perhaps you have observed that I have now even ceased to use a cane and can get about my business perfectly well. You may say there is absolutely no doubt as to my cure being permanent. Indeed I am in even better health than when I gave you the first interview."

"Do you still attribute your cure to the use of Dr. Williams' Pink Pills?" asked The Monitor.

"Unquestionably I do," was the reply. "Doctors had failed, as had also two numerous remedies recommended by my friends. Nothing I took had the slightest effect on me until I began the use of Dr. Williams' Pink Pills. To this wonderful medicine I owe my release from a living death. I have since recommended Dr. Williams' Pink Pills to many of my friends, and the verdict is in their favor. I shall always bless the day I was induced to take them."

The above are the chief statements made by Mr. Petch in the latest interview, and The Monitor may remark, from a long acquaintance with him, that we consider his statements absolutely true and reliable. He has no interest to serve other than a desire to recommend the medicine that has done so much for him, and we feel sure that if any sufferer will write Mr. Petch, enclosing a stamp for reply, he will endorse all the statements made above. We may further add that Mr. Petch's remarkable recovery leaves no doubt of the wonderful curative powers of Dr. Williams' Pink Pills, and it seems reasonable to infer that they will do for others what they have done for him—restore health and vitality.

The cheque at the head of this article is a fac simile of the one by which Mr. Petch's disability claim was paid, and is given in further corroboration of his statements.