The Toronto World.

FRIDAY MORNING, APRIL 21, 1882.

ENGLISH INVESTORS AND CANADIAN RAILWAYS.

We made reference the other day to some remarks by Mr. William Abbott, at the recent half-yearly meeting of the Grand Trunk company in London, on the subject of English losses on investments in Canadian railways. It may be as well to repeat here the few sentences we have already quoted from the report of his speech on the occasion :

"The time has arrived when an end should be put to this controversy, not only in the interest of the Grand Trunk and the Great Western of Canada, but in the interests of Canada herself. (Cheers). On looking over the capital of these companies I find that the amount of £44,185,600 has been invested in these two great Canadian railways, and the benefit which these railways have done to Canada is far in excess of the returns which the shareholders have received. (Cheers). Every word I address to the English shareholders of this company will find an echo in Canada to-morrow. Every other coleny of Great Britain has yielded a handsome return for the capital embarked for their development, except Canada. (Hear, hear.) I find that the united debts of Victoria, Queensland, and New South Wales, strangely enough amounts to £44,000,000, exactly the same amount as these two Canadian railways. Now gentlemen, I want to enter this protest. If the Dominion of Canada is desirious of getting further capital in order to compete with capital already embarked, we shall enter our protest against it, and we shall stay the hands of the British investor."

If we are so unreasonable as to insist upon having railway competition in Canada we shall be duly snubbed, and in the highest financial quarters, too, for our presumption. The hands of the British investors are to be stayed—ominous threat! and Mr. Abbott is one of those who are going to do it. It is generally believed that the staying process referred to has been "tried on" to a considerable extent already; and generally with success until a recent date. Without doubt, the influence alluded to by Mr. Abbott had its share in defeating every scheme for the construction of the Canadian Pacific railway before we reached that scheme of last resort—the syndicate. Like Cæsar of old, the syndicate has fed upon such meat that it has become great; so great, we fancy, that even Grand Trunk influence in London will be unable to "check" it now, to use Sir John's familiar word with reference to Manitoba. If we hold it impossible for Mr. Abbott to have meant that he was going to clap an extinguisher upon the syndicate, we must suppose that his threat was aimed at the Quebec and Ontario. This being the case, it is cheering to observe that Mr. Osler says "no surrender," and declares that the Quebec and Ontario road will be built, fusion or no fusion.

The Australian colonies have yielded a handsome return; why not Canada? Well, perhaps, it is because they have no United States lying along their respective frontiers, and no foreign Vanderbilts and Goulds to interfere with their working, and for long spells now and then to make them work for nothing. In Australia any particular railway, in any particular colony, is marked wholly and solely for the benefit of that identical colony alone, the interest of its proprietors of course understood. Here, as soon as the Grand Trunk and the Great Western were built, they commenced working for the benefit of the United States first of all; Canadian traffic being with them only a secondary consideration. Perhaps circumstances compelled them thus to act, it may be that they felt as if they had no option, and had to do that or worse. But let them not blame Canada for it if they loose money carrying American freights a thousand miles for less than they charge for carrying Canadian freight three hundred miles. The local freights gives good paying rates; the foreign freight is often carried at a loss, or within a fraction of it. There might be a different tale to tell about the Australian railways, if they were controlled by the interests of a foreign New York and a foreign Chicago; and the speculations and caprices of foreign Vanderbilts and Goulds.

For many years the proprietors of both the Grand Trunk and the Great Western persisted in the capital error of believing that operations here could be minutely directed from London, three thousand miles away. This blunder cost the shareholders millions before they found it out. Of late years another policy has prevailed, and both Mr. Hickson on the Grand Trunk, and Mr. Broughton, on the Great Western, have proved energetic and successful general managers. Large authority is now placed in the hands of the men on the spot, who know what is wanted, and the business of both roads is better done in consequence.

Mr. Abbott speaks of the large amount of forty-four millions of English money invested in Canadian railways. Can he inform us how much of this was really bona-fide value, twenty shillings to the pound, and how much his English investors used to make, in years gone by, on inferior rails, "billed" to the companies at far more than they were worth? If dividends had to be paid only on actual cash value of roads and plant, and no more, perhaps the returns to investors would *look* a great deal better than they do now. If Mr. Abbott will candidly consider at all the circumstances, he may see reason for believing that it is not the fault of Canada, so much as of the English investors themselves, that the roads named have not paid as well as the Australia roads.

DRIVING ANOTHER NAIL.

The Hamilton Times and the Toronto Globe are very much alike, especially the Times. Our contemporary of the ambitious N.P. city evidently does not like to be outdone by the Globe in a certain line, and proceeds in the following fashion to drive another nail in Mr. Blake's coffin :

"All we have to say is that if Mr. Blake attempts to get into office by concealing his convictions on a question so important to the interests of Canada, he deserves to be well beaten. But who made the World the interpreter of Mr. Blake's opinions? His speeches are upon record, and in them there is no adhesion to protection. He is too well educated to be deluded by the sophisms of the high tarif advocates, and too honest to profess faith in that which his common sense repudiates. When we want to know what Mr. Blake thinks upon any subject we shall read the reports of his speeches, not take our idea of his opinions from the World's version."

The World has never professed to be the interpreter of Mr. Blake's speeches, but has often enough asked him to state his views on the trade question so plainly that no interpretation at all would be needed. Quite recently Mr. Hodgins, in accepting the reform nomination for West York, declared his confidence in Mr. Blake as a leader who, if in power, would respect existing facts, and not too rudely interfere with the N. P. now in operation. Put this alongside of what the Times says, and then tell us which of the two most correctly interprets Mr. Blake.

Here is a curious circumstance, which let our rabid, roaring free-thinkers ponder. Many politicians, when free-trade views are ascribed to them, hasten to deny the charge, and take much pains to prove that they are really very good protectionists after all. But no politician charged with the crime of being a protectionist denies the fact; he pleads guilty at once, and gives evidence how pleased he is to get so popular a compliment. The *popularity* of protection—in other words, the hold it has upon *the people*—is one fact worth a thousand free-trade arguments.

The late Senator Penny, of Montreal, a most decided and consistent free-trader, used to admit this fact; and he very bluntly accounted for it, too, by saying that of course the fools were in the majority. Will the Times take a similar course, and say that the city of Hamilton is inhabited by some thirty-five thousand people, "mostly fools," as said Carlyle once said of the British people? Hamilton is so much an N. P. city that the fact that the Times continues to be published there is really a phenomenon wonderful to behold.

DODGING THE ISSUE.

On the "necessaries of life" question, the grit free trade press is getting hemmed into a close corner, and dodging is tried as a means of getting out. This is from the Belleville Ontario :

"The Toronto World, a few days ago presumptiously asked the Lindsay Post for proof that the N. P. had increased the cost of a single article that farmers and the laboring class generally purchase. In a subsequent issue the World answers its own querry by furnishing reasons why the workingmen are on striking for higher wages. It says nearly all the necessaries of life are dearer now than they were three or four and four years ago, and the same rate of wages pays for much less. This is conceding all the Post and other anti-N. P. organs claim."

The point in this little controversy lies in the answer to the question—what are those "necessaries of life," which have became so dear that workmen are driven to ask for increased wages? We have already given our answer to the question—no evasive reply or shuffling answer, by any means—but one as plain and direct as the most captious controversialist could ask for. We have said that nine-tenths of the increased cost of living, for the average workman's family, is to be found in the higher prices of bread and breadstuffs, meat of all kinds; milk, butter and cheese, eggs, and fish. These are all staple articles of food, and they are all articles of which Canada produces enough for her own consumption, with a large surplus for exportation. Let the grit organs, if they can, give plain and straightforward answers to these questions: First, is it true that the increased cost of living—for workmen's families, remember, not for the wealthy or well-to-do classes—lies in the higher prices of the articles named, and to the extent that we have stated? Second, if it be admitted that such is the case, are the higher prices of these staple Canadian products caused by the N.P.? Whenever the Hamilton Times, the London Advertiser, the Lindsay Post, or the Belleville Ontario, will have the manliness to quit dodging, and give plain honest answers to these questions we shall probably have "a few cursory remarks" to make in reply.

THE WAGES OF WOMEN.

The articles in yesterday's World, and the correspondence it has provoked, as well as the concern shown by all in the strike of the female operatives in the Toronto shoe factories, indicate that the time has arrived when something should be done to ameliorate the condition of women, especially those who have to work for their living. A good suggestion by one of our correspondents is that the ladies of this and other cities might do a greal deal toward this end if they were organized and made a thorough investigation into the condition of workingwomen. Such an organization might bring about reforms, not only in the pay, but in the surroundings, the hours of labor, the recreation, etc., of female operatives.

THE TORONTO HARBOR.

The whole professional opinion yet passed on the Toronto harbor—the opinion of Col. Gzowski, Kivas Tully, Walter and Frank Shanly, Capt. Eads, and the government engineers—has been that the eastren gap must be closed, if the island is to be retained and a harbor secured. We submit that there men ought to be the best judges. They have not forgotten the question of city drainage and the pollution of the bay, and they all have recommended feasable plans for providing the one and avoiding the other. But the opinion of citizens generally has been and is for the maintenance of the eastern gap. The battle has just begun.

CINCINNATI'S SHAKSPERIAN FESTIVAL.

Cincinnati is ambitious to rank as the leading art city in the United States, and to that end proposes a great Shaksperian festival, in which Booth, Barrett, McCullough, Jefferson, and, indeed, everybody in the theatrical profession who is anybody, is expected to take part.

New York Truth is afraid Cincinnati will never have such a Shaksperian festival as the pork-packers want, simply because the three tragedians in question will not allow Cincinnati to fix their professional rank in the eyes of the rest of the world.

A FOOLISH PRACTICE.

In accordance with "immemorial custom" the public meeting on the harbor question was called by poster, not by advertisement in the public papers. As a result there was a small attendance. Let the council order a change in the method.

THE SAN FRANCISCO Call intimates that eastern people, who are so enthusiastic on behalf of the Chinese, may soon have more and closer experience of the Mongol invasion than they have bargained for. "There will be very little need," it is said, "of a law prohibiting the immigration of Chinese when it is known that those now here are refused employment. The immediate effect of an organization to oppose the employment of Chinese would be a movement of Chinese east. Special rates could be made with transportation companies to take them at a cost the six companies would advance, rather than lose the profits on their slaves. A good many of the Chinese have money enough to pay their own way. There is already a nucleus of Chinese in most of the eastern cities with which the six companies could communicate, and thus provide their coolies with work. Boston, New York and Philadelphia will soon have their Chinese quarters, which will enable their citizens to study the Chinese character without making a journey to the Pacific coast. We do not wish the east any harm, but it is desirable that they should have some personal knowledge of the evil that has so long rested upon the Pacific coast.

THE AUSTRALIAN summer, corresponding with our winter, has been an extraordinary one. The latest mails describe the fearful heat and drouth which still prevailed at the time of their departure. For several months scarcely any rain had fallen, and widespread disaster seemed unlikely to be averted by the steady and lasting downpour which alone could prevent it. The heat in the inland districts had been terrible, the mercury once reaching 124° in such shade as was obtainable. Morning after morning, for weeks together, the sun had risen in a cloudless sky, and set at night "like a huge red ball of fire at the edge of a copper dome." The losses of station-owners are extraordinarily heavy, and the grain harvest will be below the average all over the continent, though in isolated districts the crop is a good one, owing to heavy local rainfalls. In Queensland the drouth had broken up, and heavy floods had done much damage; at one station alone two thousand sheep had been drowned by a freshet. It has been said that Australia is a land of contradictions: this, according to the nineteen years' cycle theory, was to be a wet year; thus far, in four of the five colonies, it has been a year of drouth.

HAMILTON SPECTATOR: "The St. Catharines News, Toronto World, and other grit papers say that Hon. Edward Blake is a protectionist; our local contemporary says he is a free trader; and all profess to be dead in love with his policy. That's all right—it shows that grit newspapers are bound to be pleased with their party leader; but Mr. Blake will have to come out squarely one way or the other if he wants to be boss of this country. Voters are not so easily pleased." The World can't speak for the rest, but will for itself. It is most emphatically *not* a "grit" paper. It does not say that Mr. Blake is a protectionist; and it is not "dead in love" with the policy either of him or any other man who opposes the commercial independence of Canada, in other words, the N.P.

AFTER ALL, is this question as to increased cost of living worth the attention bestowed on it by the press? We reply: if you think it is not, name some other question which is of more live interest for the masses of the people. What interest is there, in comparison, in the old question between whig and tory, which was settled and done for in Canada more than a quarter of a century ago?

"IT COSTS just about two dollars a week more to keep house now than it did two or three years ago," remarked a mechanic of this city a day or two since. This is from the 'Tiser. Please give us *the items* on which the extra cost comes in, and then we shall know what we are talking about.

THE BIBLE IN SCHOOLS.

To THE WORLD: While allowing that it is not the province of the state to teach religion, and that therefore the bible as an instrument for spiritual teaching should not be used in day schools, I cannot see why, as a moral teacher, the bible should not be used extractively, like ordinary authors are used in school readers. Surely many of Solomon's proverbs and parts of other bible authors are as good teachers in this way as Æsop's fables and other writings of literary men. The one object in common schools, paid for out of the common taxes of the people, should be to impart the best instruction possible to make good and intelligent citizens for the ordinary walk of life. Now what better part of this education can there be than fixing on young minds true moral maxims and ideas which will, if practised, will help to make them honest and intelligent people. And for this purpose I am prepared to maintain that there is no better source of teaching than the bible. Take for instance the whole of the first one of David's psalms. What better lesson for life could be imprinted on a child's memory than that? Then take some of Solomon's proverbs—his description of the sluggard for instance—his exhortation to reverence and obedience towards parents and wise men such as these, "he that walketh with wise men shall be wise; but a companion of fools shall be destroyed." "Pride goeth before destruction, and a haughty spirit before a fall." Then further, many I might quote as true to daily experience now as they were three thousand years ago, such as "money considereth all things." "The rich hath many friends, but the poor is hated of his neighbor." "Withdraw thy foot from thy neighbor's house, lest he grow weary of thee." "It is nought, it is nought, saith the buyer, but when he is gone his way then he boasteth." Are not all these true to life to-day? Do not men, yes and women also, every day in purchasing goods, toss them down as if they were worth nothing, and then go home and chuckle over their bargains? "Is'nt it a bargain? I really don't think he knew the value of it himself," is a not uncommon remark of ladies to their friends when they have beaten down a dry goods salesman in his price. I have only quoted at random from memory, but I feel persuaded that as a useful moral teacher for common life, the bible cannot be beaten by any other book. Then for literature, certainly there are passages in the poetical books of the bible equal to anything to be found elsewhere; and their antiquity should beget them a value and reverence sufficient to find them a place in our school readers. I cannot see why some of our christian school officials could not extract from the bible enough of mortality and literature which would give the bible a place in our school teachings of marked respect and esteem without at all infringing on peculiar theological tenats. H

HONOR AMONG THIEVES.

How the Arrest of William Montgomery was Brought About in Toronto.

(From the St. Thomas Times.)

The evil-doer is safe nowhere, and although he may for a while thrive and prosper, yet his time is sure to come sooner or later. The honor that is supposed to exist among thieves is in most cases imaginary, and very rarely is a member of a gang captured, but he is willing to "give away" his pals. The arrest of William Montgomery, at Toronto, last week, on suspicion of being the individual who fired at Mr. H. Thornton, in September last, serves as an illustration, his apprehension having been brought about as the result of disclosures made by Geo. Howard alias Sullivan, alias O'Neil, now serving a ten years' sentence for shooting at Walter Bell. The circumstances of the case are familiar to our readers. On the night in question, two suspicious characters were observed prowling along Talbot street, and P. C. Sisson and Mr. H. Thornton undertook to arrest them. The first named officer secured one (Howard), but his pal ran, pursued by Thornton, and passing the City hotel on William street, turned suddenly and discharged two shots from a revolver at Thornton, and escaped. The authorities here were perfectly well aware of the identity of the shooter, however, and in fact Montgomery's name was published in the Times of October 18, as having been here with Howard, but it was decided not to take any action in the premises until depositions had been secured from the latter, who threatened to "peach" unless Montgomery provided for Howard's aged mother. This Montgomery failed to do, and in consequence Howard communicated with Chief Fewings, informing him that Montgomery was the man who accompanied him to St. Thomas, that they left Toronto on the 14th, remained in Woodstock until the night of the 15th, and then came on here intending to commit a series of burglaries, when they were spotted by the police. Montgomery will have a hearing before the police magistrate on Thursday. He is an old offender, and was recently arrested in Toronto for a series of burglaries, a regular arsenal of cracksmen's tools being found in his house. He escaped conviction there, however.

The Disputed Territory.

(From the St. John Freeman.)

The people of the lower provinces must wonder why there is so much feeling in the larger provinces about the "boundary question," why the Macdonald government refuse to give effect to the award of three men so distinguished, so able, and so impartial as Sir Edward Thornton, Sir Francis Hincks, and Chief Justice Harrison, and why all the members from the province of Quebec, except only Messrs. Laurier, Huntington, Geoffrion and Casgrain, supported the government in their refusal. The vote in the house of commons shows that the opposition really comes from the province of Quebec, and that Sir John A. Macdonald, in treating the award as null, and demanding another reference, but obeys the behests of the Quebec Bleus, who foolishly regard any growth of the strength or influence of Ontario with a morbid fear. The territory in dispute, although it is of great extent, and although the timber standing on some portions of it has become valuable, can never maintain a large population, as much of it is almost, if not quiet, uninhabitable by reason of the severity of the climate, and nearly all of it is sterile or covered with rocks or swamps. But even if it could maintain a large population, the fear that any one province could over-shadow or control the others, has been proved unfounded by the whole history of this parliament, in which the vote, even on what may be called provincial questions, is generally, according to the state of parties, seldom by provinces.

DEAD.

Thick in the path the leaves lie dead;
The days of laughter are gone from me;
The blossom has dropped and the summer fled;
Swallows are all flown over the sea.
Guessed we never the end—not we!
Of the songs we sung and the words we said—
Thick in the path the leaves lie dead.
The days of laughter are gone from me.

THE INTERNATIONAL THROAT AND LUNG INSTITUTE, 75 Yonge street, corner of King, Toronto. A body of French and English physicians are in charge. Great reformation in medical science. The spirometer, the wonderful invention of Dr. M. Souvielle of Montreal, and ex aide surgeon of the French army, which conveys medical properties direct to the seat of the disease, has been proved in the leading hospitals of Europe to be indispensable for the cure of catarrh, catarrhal deafness, bronchitis, asthma and lung disease. Dr. Souvielle and a body of English and French surgeons and physicians are in charge of this most scientific institution on this continent. We wish country practitioners who have not had sufficient practice to distinguish the different forms of lung disease to bring their patients to our institute, and we will give them free advice. This institute has been organized by this body of scientific men to place Canada in a position to compete on scientific views with any part of Europe, and to protect the people from the hands of insignificant men. Dr. Souviell's spirometer and its preparations, were invented after long and careful experiments in chemical analysis and used in hundreds of cases to prove its effects. He has the sole right in France, England, the United States and Canada. Last year over 1000 letters of thanks were received from all parts of Europe, Canada and America for the wonderful cures performed by the Spirometer. Hundreds of the leading people of the country given as references. Write or call at the International Throat and Lung Institute, 75 Yonge street, corner of King, Toronto, and you will be received by either of the surgeons. Consultations free to physicians and sufferers. Call or write, inclosing stamp for pamphlet giving full particulars free. 135

—The first lot of new goods for early spring wear are just received. They consist of the latest designs in fancy colored worsteds and Scotch suitings. Gentlemen desirous of getting something choice should not fail to see them at Messrs. J. M Maloney & Son, merchant tailors, 80 Bay street.

INSURANCE

SOLID GROWTH.

Another year having elapsed, we now furnish a statement of the business of 1881, compared with previous years, showing the increasing favour with which the operations of the ÆTNA LIFE INSURANCE COMPANY are regarded in the Dominion of Canada.

CANADIAN BUSINESS.	Premiums Received.	Insurance in Force.
Year ending December 31st, 1877	$279,701 79	$6,040,281 00
Year ending December 31st, 1878	284,155 10	8,760,199 00
Year ending December 31st, 1879	307,847 00	9,289,325 00
Year ending December 31st, 1880	347,256 30	10,324,888 00
Year ending December 31st, 1881	$403,357 00	$11,370,090 00
Showing an increase in 1878 of	4,453 31	519,908 00
And in 1879 a further growth of	23,691 90	529,126 00
And in 1880 a further increase of	39,409 30	1,035,563 00
And now a further increase of	56,500 70	1,045,112 00

During 1881 this Company paid for Death Claims in Canada $70,543 85—a considerable decrease upon the previous year.

Also, during 1881, to living members, holding matured Endowment Bonds, $38,104—an increase of nearly Five Thousand Dollars.

Also, during 1881, in Cash dividends, or Profits, to Mutual Members, the large sum of $54,533—an increase of nearly Four Thousand Dollars.

SOLID PROGRESS DURING THE LAST SIXTEEN YEARS.

Years.	Assets.
1866	$ 2,036,823 05
1867	4,401,433 86
1868	7,538,612 35
1869	10,359,512 23
1870	13,281,594 21
1871	15,129,686 11
1872	16,640,786 21
1873	18,077,540 06
1874	19,482,415 88
1875	20,607,503 56
1876	22,092,734 32
1877	23,357,648 95
1878	24,141,175 70
1879	25,120,804 24
1880	$25,436,195 41
1881	26,403,440 68
1882	27,055,884 76

So productive are its Assets, and so carefully selected are its Lives, that the Interest Receipts alone more than defray the Death Losses, as the following figures for the past seven years will show :

Interest on funds, 1875 and 1876	$3,027,092 59
Death Claims paid, 1875 and 1876	2,548,501 65
Difference to the Good	$479,530 94
Interest on funds, 1877 and 1878	$3,145,072 61
Death Claims paid, 1877 and 1878	2,212,552 50
Difference to the Good	$932,720 02
Interest on funds, 1879, '80 and '81	$4,900,058 23
Death Claims paid, 1879, '80 and '81	3,744,602 42
Difference to the Good	$1,155,395 81

Policies issued in 1881, 4,753, insuring $8,207,220 00.

Policies now in force, 57,564, insuring $72,425,454.

All policies Nonforfeitable after two annual payments on the Endowment Plans and after three annual payments on the Life plans.

Endowment Deposits received in sums of $10 and upwards, carrying insurance of from $500 to $15,000 on a single life, from the age of 16 and upwards. Reader, if you are in good health (for none others are admitted) make application at once through the undersigned.

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Cabinets,	$3 per Dozen
Tablettes,	$5 " "
Cards	$1 per Dozen up

AMBROTYPES, Six for Fifty Cents. 246

BANK NOTICES.

IMPERIAL BANK OF CANADA.

A branch of this Bank has been opened in the Town of Brandon, Man. Drafts and letters o credit issued, payable at Winnipeg, Portage la Prairie, Brandon. Transfers of moneys to these points by telegraph.

Collections made at all points in the Northwest.

D. R WILKIE, 345612 Cashier.

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RAILWAYS.

TO MANITOBA! VIA THE POPULAR SPECIAL TRAINS OF THE Grand Trunk Railway. SEASON OF 1882.

SPECIAL TRAINS will leave weekly during the months of MARCH and APRIL, and at short intervals for the remainder of the season.

FIRST-CLASS COACHES ONLY will be run on the Special Trains, affording all the benefits of a FIRST-CLASS PASSAGE at the very lowest Emigrant Rates.

Household Effects and Live Stock Will be carried on the same Trains WITHOUT TRANSHIPMENT,

enabling Settlers to be with their families, and also to attend their stock on the way, arriving together at destination, thereby saving the heavy expense of Northwestern Hotels when going by other routes.

Horses, Waggons, and Household Effects carried through at unprecedentedly low rates.

Every information can be obtained from the Company's Agents, or JAS. STEPHENSON, General Passenger Agent.

JOSEPH HICKSON, General Manager.

MONTREAL, Feb. 17, 1882. 5

MANITOBA.

HOLBROOK EXCURSION! FOR THE SEASON OF 1882 will run via the line of Credit Valley & Canada Southern Railways, and leaving Union Depot, Toronto, 12.30 noon,

April 18th and 25th, for Fargo, Grand Forks, Winnipeg, Portage la Prairie, Brandon, and all points Northwest. Freight shipments made weekly. For rates, tickets, and full information apply to D. A. HOLBROOK & CO., Northwestern Emigration and Real Estate Agents, Removed to 62 King street East, Toronto. 126

Great Western Rail'y

MANITOBA.

The Ninth Special Colonist Train will leave the line of this Railway for Winnipeg and the Northwest on

Wednesday, 26th April, 1882.

These special Colonist Trains have been arranged for the convenience of intending settlers and will be run weekly until the end of April.

Passengers are carried over the Great Western railway and connecting lines in first class cars and on fast Express time.

No Freight Cars are attached to these trains.

A reliable Agent of the Company will accompany these Special Parties to Winnipeg.

For further particulars see small bills or apply to any of the Company's Station Masters or Agents.

F. BROUGHTON, General Manager.

WM. EDGAR, General Passenger Agent. 126

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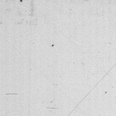

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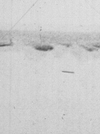

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