T. EATON Co. LIMITED

190 Yonge St. Canada's Greatest Store. Toronto.

YONGE AND QUEEN STREETS, March 6, 1897.

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What we are now ready to do with Wall Papers is important enough to talk about. Our stock is complete with the latest patterns in both Canadian and American goods. We are showing over a thousand different styles, many of which are exclusive designs. We are in a position to doubly discount our past record both as to quality and value. You know, of course, that we sell as we buy. Such prices as these clearly illustrate the meaning of that statement :—

Canadian Ungrounded Papers, large variety of designs and colorings, suitable for bedrooms, halls, kitchens, etc., special price, per single roll 3

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English Sanitary Tile Papers, especially suited for bathroom, kitchens, etc., in blue, olive, brown and green, special per single roll, 10c, 12½c and .15

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30-inch Ingrains, newest shades in olive, pink, green, blue and terra cotta, special per single roll ..... .12½

Mail orders filled promptly. Out-of-town customers should send to us for samples. Give a description of the different rooms you're going to paper and we'll send you samples and prices. This will enable you to estimate the cost.

Economy in Housefurnishings.

Housekeepers are constantly wanting some new things to replace what's broken or worn out. A good many will buy on credit and pay two prices. Others wait until Spring housecleaning before making their purchases. Now is the time to buy, when your money goes to the best advantage and such exceptional values are offered. If you believe in downright economy, here's your chance :—

Curtains.

Fine Nottingham Lace Curtains, in a large assortment of new choice patterns, 54 inches wide, 3½ yards long, in white or ecru, regular price $2.50 a pair. On sale Monday at 1.25

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Figured Art Curtain Muslins, 30 inches wide, in a variety of choice patterns and a full range of colors, regular price 12c a yard. On sale Monday at 7

Bissell's Crown Jewel Carpet Sweepers, highly finished in assorted woods, regular price $2.50 each. On sale Monday at ..... .50

Carpets.

Tapestry Carpets, latest 1897 designs and best color combinations, 27 inches wide, regular price 70c a yard. Now selling at ..... .50

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All-wool Art Squares, new reversible patterns, good colorings, sizes 3x3 yards and 3x3½ yards, regular price 60c square yard. Special ..... .50

English Axminster Carpets, rich, heavy pile, latest colors and designs, ⅔ borders and ¾ stairs to match. Now selling at 1.35

American Axminster Carpets, in all the newest art shades, latest designs, ⅔ borders to match. Now selling at 1.10

English Body Brussels, in cream, bronze and fawn grounds, new colorings and patterns, ⅔ borders to match. Special at ..... .75

The second floor is all enthusiasm over the arrival of new goods. The Housefurnishing departments are particularly attractive just now, and we purpose doubling sales by anticipating needs and selling at closer prices.

T. EATON Co. LIMITED

190 YONGE ST., TORONTO.

THE TORONTO WORLD.

A One Cent Morning Paper.

NO. 83 YONGE-STREET, Toronto. Branch Office : No. 13 Arcade, Hamilton. H. E. Sayers, Agent.

TELEPHONES: Business Office—1734. Editorial Rooms—523.

THE NEW PACIFIC SCANDAL.

(A map to be used in connection with the following article will be found on page six.)

There are two great corporations in Canada. These are the Dominion Government and the Canadian Pacific Railway. The latter is almost as powerful a concern as the Government. Just now it is exerting an influence that seeks to control, if it does not actually control, the Government of the Dominion, that has silenced the press, that has paralyzed the independence of many of Canada's leading public men. The present is a critical period in the history of this country. The next few weeks will decide whether the Canadian Pacific Railway or the Federal Government is supreme in Canada. The revelations of the past ten days have thrown the ambitious designs of the C.P.R. into bold relief, while the weakness, the pusillanimity, the criminality, of those who are sworn to safeguard the people's rights are made equally conspicuous. As The Montreal Witness says, The World "has either exposed a gigantic and treasonable raid upon the public treasury by persons who ought to be the defenders of the people's rights, or it has discovered a mare's nest." What The World has exposed is no mare's nest. What The World has exposed and what the next few weeks will disclose, is even more than "a gigantic and treasonable raid upon the public treasury." It is a gigantic and treasonable raid upon the independence of the country. It is a gigantic and treasonable raid upon the Canadian press and the free institutions of Canada. It is a gigantic and treasonable attempt to subvert popular government and to substitute therefor government by capital and monopoly. It is no pleasant task for The World to open the page in Canadian history that begins this chapter of national obliquity and disgrace. No one who is loyal to Canada, no one who wishes her godspeed, can read the chapter without experiencing a sense of shame and a feeling of distrust for the future.

The first confession we are called upon to make is that The Toronto Globe has succumbed to the hypnotic influence of the C.P.R. Fallen, fallen is Babylon the Great! A paper that Canadians of two generations have been wont to honor is now grovelling in the mire. As between the country and the C.P.R. The Globe has taken up the cause of the C.P.R. The Globe no longer speaks for the people of Canada. It argues for the monopolists who control the Canadian Pacific Railway. Canada has been deserted by the one-time champion of the people's rights and liberties. Instead of the Browns at the helm, we have the C.P.R. directorate. The proof of this assertion is only too palpable. We will restate part of the evidence to convince any who still have doubts. The largest holder of Globe stock is Sir Donald Smith, who is one of the committee of four that form the executive of the C.P.R. The president of The Globe is Mr. Robert Jaffray, whom we have caught red-handed in an attempt to chloroform the public mind while the C.P.R. is grabbing the people's heritage and extending its already burdensome monopoly. Senator Cox, who is the second largest shareholder of The Globe, is aiding and abetting, if not inspiring, the policy of the president of the company toward C.P.R. aggression. We were hardly accurate in stating that The Globe has succumbed to the hypnotic influence of the C.P.R. The C.P.R. has actually taken over the concern, not overtly, but secretly and insidiously. As far as appears on the surface, The Globe is under the direction of a young man who breathes the air of patriotism, who is inspired with enthusiasm for great works and who boasts of noble aspirations. He would have peace on earth, goodwill towards men and free trade, according to the Cobden idea. He is just such a man as the long-headed, practical directorate have need of. They want a theorist who is full of the milk of human kindness, who would tear asunder the shackles that fetter struggling mankind. The directorate tether this young man with a long rope and allow him ample range to exploit his harmless theories. He writes fervently on universal free trade, he eulogizes the principle of the municipalization of public franchises, he denounces monopolies, he is in favor of the brotherhood of mankind and of closer, sometimes too close, relationship between Canada and the United States. But when the pecuniary interests of the directorate are at stake, when the editor's noble aspirations are antagonistic to these particular interests, then the directorate pull in the rope with suddenness and, tethering the young man at short range, they compel him to abandon his platitudes. Whenever a C.P.R. deal is on the young man is not allowed to browse afield. He not only has to forego his platitudes, but he sometimes is obliged to disown them. For instance, only ten days ago, the young man went back on his anti-monopoly record, and in a voice of brass he declared that "Railway competition is a sham and a humbug"! Arguing at the same time in favor of extending the C.P.R. monopoly, he says that "to talk of a competing line, dividing between two roads the traffic that will barely support one, is not good public policy at this stage of our development." Further on, as if he was not sure of the ground on which he was standing, he reassured himself by proclaiming that "railway competition is a bygone superstition." The young man's ideas of nationalization are utterly repudiated when he is kept on short range. He assures the people of Canada that "so far as through railway competition is concerned, no advantage whatever would accrue from Government construction" (of the Crow's Nest Railway). The young man apparently has orders from the directorate to point out how absolutely helpless Canada is on the one side, and how powerful and full of resources is the C.P.R. on the other side. These and similar arguments are adduced to pave the way for the completion of a deal with the Government in which The Globe directorate and the C.P.R. stand to make millions of dollars. On several previous occasions the young man has been made to smother his anti-monopoly enthusiasm and to face right about in favor of monopoly itself. Not long ago the country was surprised to find The Globe advocating the transfer of the Intercolonial Railway to the C.P.R. That a newspaper, which, for a decade, had pictured in dismal colors the devastating effects of railway monopoly in Manitoba and the Northwest, should advocate a similar regime for the Maritime Provinces was one of the conundrums of the day. Now the whole thing is as clear as daylight. So is The Globe's proposal that the Government should make a deal with the C.P.R. to rectify the mistake that had been made in granting railway lands in alternate sections. Then we saw as through a glass darkly. Now we are viewing everything under the glare of the refulgent calcium.

It is unnecessary for us to adduce further evidence to show that The Globe has for some years back persistently advocated the interests of the C.P.R. Its attitude in regard to the Crow's Nest Railway abundantly establishes its subserviency to C.P.R. interests. If The Globe were in the hands of either of the Browns, would it have made such a pitiable surrender to the C.P.R. as that which disgraced its columns on February 24th last? Can the people place any more confidence in this one-time influential journal now that it is controlled by the corporation that aims at nothing short of an absolute railway monopoly from the Atlantic to the Pacific?

That The Globe holds a brief for the C.P.R. on this Crow's Nest question is self-evident. But what the public has not yet learned are the details of the arrangement whereby the interests of Messrs. Cox and Jaffray are secured in consideration of their services in obtaining the charter of the British Columbia Southern for the C.P.R., and in placing the columns of The Globe at its disposal. The Globe knows more about these details than we do, and, as it stated the other day that it had nothing to conceal, we hereby request it to furnish the particulars of this arrangement. The president of The Globe knows all about them. Here, for instance, are some of the questions we would like The Globe to answer:

What time last fall was it that Col. Baker, Minister of Mines, British Columbia, visited Toronto?

Did he call upon Mr. S. H. Janes with a view to organize a company to construct the British Columbia Southern Railway, in which he, though Minister of Mines, was indirectly interested?

Did Col. Baker and Mr. Janes subsequently call on Messrs. Cox and Jaffray to secure their aid in forming this company?

Did Messrs. Cox and Jaffray sleep over the matter for a few days and then hurry down to Montreal to see Sir William Van Horne?

Did Messrs. Cox and Jaffray dump Mr. Janes because he insisted on an independent company being formed, while they insisted that a deal should be made with the Canadian Pacific?

Was such a deal completed, and did Col. Baker go back to British Columbia with $15,000 in his pocket and a document defining his and his friends' interest in the coal lands that go with the charter of the B. C. Southern?

Did Sir William Van Horne pay this $15,000?

Did Messrs. Cox and Jaffray receive a document from Sir William Van Horne setting out the interest they were to have in the British Columbia coal fields?

Will Mr. Jaffray produce that document or tell where it is?

Is it not true that Mr. Jaffray and Senator Cox undertook to use their best endeavors to secure valuable concessions for the C.P.R. from the Government in consideration of the interests set out in the above document?

Is it not true that Mr. Jaffray used the columns of The Globe to influence the Government and to chloroform the people?

Is it not true that Messrs. Jaffray and Cox paid repeated visits to Ottawa to influence the Government and to canvass the Ministers individually?

Is it not a fact that Mr. Jaffray frequently button-holed the Ministers and insisted before the whole Cabinet, with all the emphasis he could command, that the C.P.R. must get a big bonus for the Crow's Nest Railway and an exclusive monopoly?

If The Globe answers these questions truly and to the best of its ability (not the ability of the young man of noble aspirations, who perhaps is considerably in the dark as to details, but the ability of the president), it will establish the fact we are now trying to impress upon the people of Canada, which is this, that the one-time independent and influential Globe is now a retainer of the powerful corporation that is running neck and neck with the Government itself in a struggle for the sovereignty of this country.

Fallen fallen, is Babylon the Great!

We have convicted The Globe of being a party to a conspiracy to influence the Government to grant extraordinary concessions to the C.P.R. in return for which and for other services the latter granted the president and a leading shareholder of The Globe certain valuable interests in the coal fields which the C.P.R. is to acquire under the charter of the British Columbia Southern Railway. Now what about the Government itself? In the first place it is reasonably fair to presume that The Globe reflects the policy of the Administration. The Globe has done so in the past with remarkable fidelity. It is to be presumed it has done so in regard to the Crow's Nest question. This presumption, of course, is not strong enough in itself to warrant us in concluding that the retrograde policy advocated by The Globe is the policy adopted by the Cabinet. We have other evidence, however, to establish the fact that the Government was almost unanimously in favor of the very same policy as Mr. Jaffray had insisted on both in person and through the columns of The Globe. We know for a fact that the Crow's Nest question was several times under discussion in the Cabinet. We know for a fact that the Jaffray policy was discussed and favorably received by a majority of the Ministers. We know for a fact that only two of the Ministers, the Postmaster-General and the Minister of Railways, aggressively opposed the policy of surrender to the C.P.R. We know, furthermore, that a deadlock ensued in the Cabinet, the Postmaster-General threatening to resign if the surrender was persisted in. An open rupture was imminent. The only thing that prevented it was the exposure of the conspiracy by The World and the consequent calling of a truce. The Postmaster-General didn't hesitate to tell the Cabinet just what he thought of the infamous scheme. He denounced the surrender to the C.P.R. as diametrically opposed to all the principles and professions of the Liberal party as proclaimed in the press and on the platform for the past twenty years. He regarded the proposal in the light of a fraud upon the people and he protested against it in the most emphatic manner. The Postmaster-General's resignation will be placed in the hands of the Premier the moment the Cabinet approves of the Jaffray-Cox surrender to the C.P.R. The World has made some serious accusations against The Globe. Hon. Mr. Mulock's indictment against the Cabinet was no less serious. The World has exposed The Globe. The time may come when the Postmaster-General will feel it his duty to expose the Cabinet. The Postmaster-General's denunciation of his colleagues, his threat of resignation, is evidence of the supremacy of the C.P.R. in the highest council of the nation. It is evidence that will be accepted by the people of Ontario at least, and by those who know Hon Mr. Mulock.

But our exposure of The Globe and the Cabinet is not the whole story. We are only skirting on the fringe of a gigantic conspiracy, in which the press and public men all over the country are concerned. In some quarters the conspiracy is one of silence. Papers that would naturally be expected to speak out in accordance with their tradition are dumb. Others that have opposed the C.P.R. tooth and nail in the past are now active supporters of the surrender. As far as the Toronto papers are concerned the people can place little or no reliance on the most of them. The Globe has been convicted of treason to the people. The proprietors of The News and Mail have a railway of their own to dispose of. The two possible purchasers of this railway are the C.P.R. and the Government. It will consequently be unsafe for the public to place any reliance in the opinion of The Mail or The News on the Crow's Nest question. The News has apparently been commissioned to discredit Hon. Mr. Mulock in anticipation of his being forced to resign from the Cabinet. The other evening it insinuated that he was deficient in brains and had been placed at the head of the Postoffice Department because the subordinates of that department were brainy men and able to keep him straight. As for The Star, the part assigned that journal seems to be the preparation of a bed for The Globe to drop on. Its articles within the past few days have been favorable to the C.P.R., and The Globe quotes from them with the hope of re-establishing its reputation. The situation in Toronto is only a reflex of the situation all over the country. There never was a time when the interests of the country are being so shamefully sacrificed by those who, as The Witness rightly says, should be defenders of the people's rights. This widespread surrender to the C.P.R. at a time when the strength of the nation should be asserted in its might is a national calamity.

We stated above that the country was now passing through a crisis. Let us explain. It will be determined within a month or two whether the C. P. R. is to govern this country or the people. If the Canadian Pacific obtains what it is after, and what The Globe is prepared to give, good-bye forever to any hope of establishing railway competition to break up the monopoly of the C. P. R. The granting of an exclusive charter of the Crow's Nest Railway to the C. P. R. is the keynote of its transcontinental monopoly for all time to come. The independence of the Crow's Nest Railway is a guarantee of transcontinental competition, not perhaps immediately, but within a reasonable time, and much quicker than most of us imagine. Give the C. P. R. a monopoly of the Crow's Nest Railway, then transfer to it the Intercolonial (which is part of the bigger deal that is on, and to which The Globe is committed), and where are we? The C. P. R. simply has us by the throat. We are helpless. If the C. P. R. can bulldoze and wheedle our public men now what can it not do when it has our entire railway system in its grasp? The present is a decisive moment. We must act now or never. If we retain control of the Crow's Nest Railway we remain masters of the situation. If we abandon it the nation becomes powerless. Let us point out the importance of the Crow's Nest Railway from a transcontinental point of view. The Crow's Nest Railway involves some 400 miles of railway construction through the most expensive section of any new transcontinental system that may be run across Canada. It is conceded on all hands that this railway will pay, even from a local point of view. Sir William Van Horne makes this admission, and he advises his company to build the line at once as others are prepared to do if they do not take it up. We accept it as a fact that the Crow's Nest Railway will turn out a paying investment. The building of the most expensive section of a new transcontinental system would not cost the country a cent if it undertook the work itself. The country between Rossland, the proposed western terminus of the Crow's Nest, and the Pacific coast is a rich mineral country, and charters have already been granted for constructing railways through it. The Vancouver, Victoria and Eastern Railway holds a charter to construct a road from Rossland to Vancouver. The distance of this proposed line is just 350 miles, and it runs through Southern Kootenay, Boundary Creek, Kettle River, Simalkameen and other mining districts as rich as any in all British Columbia. This road will make the coal fields of Nanaimo and Comox accessible to the mining country through which it runs. It is the intention of Mr. Heinze to extend the Columbia and Western from Rossland to Penticton, which is over 100 miles to the west of that town. In addition to these two proposed railways, the British Columbia Southern is empowered in its charter to build a line from Rossland to the coast. The country is already blanketed with railway projects. And why? Because the country between Rossland and the coast is equally as rich in minerals as that between Rossland and Lethbridge, and a railway to the west of Rossland would pay equally as well as the one to the east. The point we wish to make is this, that the construction of a railway from Lethbridge to the coast is a sound business proposition. Such a road will pay handsome dividends on every dollar honestly invested in it. If the country were to undertake the Crow's Nest section this year it would be the owner of a paying railway and would have the ownership and control of 250,000 acres of valuable coal lands. Next year it would be forced to complete the line to the coast, not because of local demands, but because the road would prove a good investment. If these are facts, then the country would own a railway from and through the Rocky Mountains to the Pacific that would be self-supporting and would furnish interest on every dollar invested in it. In the east we already own the Intercolonial from Quebec to Halifax and St. John. From Quebec we have a waterway to Port Arthur, and competing railways to Parry Sound. We have thus effective competition with the C. P. R. as far west as Port Arthur. The building of a line from Port Arthur to Winnipeg is the matter of but two or three years at most. The Ontario Government has bonussed the line, and its construction is one of the certainties of the immediate future. This will give us competition through Canadian territory to Winnipeg. If the Government builds and controls the Crow's Nest Railway it will be in a position to dictate terms to the C. P. R. under threat of extending the line from Lethbridge to Winnipeg, which would be no great undertaking, as it runs through a prairie country, and which would be the last link in an independent transportation system from Halifax to Vancouver.

We are not urging the construction of the Crow's Nest Railway by the Government on the ground that it will form part of a new transcontinental system, but we hold that if it is constructed by the Government it may come in useful as forming a link in such a system. The ground upon which we favor Government construction is that the Crow's Nest Railway will prove a paying concern from the start, that it will ensure equitable local freight rates, and, to a large extent, regulate transcontinental charges; that it will be a standing notice to the C. P. R. to deal fairly with the shippers and people of Western Canada. Finally, we take the ground that a new transcontinental system will soon be necessary to meet the requirements of the country, and the Crow's Nest Pass will be an essential link in that system.

THE CITY AND THE STREET RAILWAYS.

The Metropolitan and the Toronto Railway Companies have a bill before the Local Legislature. It is in the public interest to make it easy for suburban lines to enter the city on the tracks of the Toronto Railway; but whatever privileges of this kind are given to one suburban road similar privileges ought to be given to all other suburban roads that may seek them. Another point is that any privileges so conferred must be subject to the approval and consent of the city. Nor must the Toronto Railway Company under the guise of this legislation get a franchise of delivering freight in the city without the consent of the corporation and proper remuneration therefor.

Germany on McKinley.

New York, March 5.—A special to The Journal from Berlin says: The German newspapers freely discuss President McKinley's entrance to the White House. The general opinion prevails that the relations between Germany and the United States are not likely to improve under McKinley.

Failure Which Affects Canada.

Los Angeles, Cal., March 5.—Hanson & Co., of Ontario, conducting a nursery stock and real estate business, have failed. Assets $165,752, liabilities $158,974, of which $41,688 is held in England and Canada.

Selected FROM THE FINEST....

LUDELLA

CEYLON TEA.

ITS WELCOME IS ONLY EXCEEDED BY ITS GOOD FLAVOR.

A VICTIM OF ASTHMA.

Had Not Slept in Bed for Twenty-Five Years.

Seemed Doomed to Torture and Continual Misery—Father, Grandfather and Great Grandfather Had Died From the Trouble—Release Comes in Old Age—The Cure Looked Upon As a Miracle.

From The Whitby Chronicle.

For years stories of famous cures wrought by Dr. Williams' Pink Pills have appeared in The Chronicle. During this time we have been casting about for a local case of such a nature as to leave no doubt of the efficacy of these pills. We have found several, but in each case it proved to be a sensitive body who could not bear to have his or her name and disease made public. Recently, however, a most striking case came to our ears.

Mr. Solomon Thompson lives on a beautiful farm on the west shore of Mud Lake in Carden Township, North Victoria. He has resided there for forty years, being the first settler around the lake. He was reeve of Carden and Dalton Townships thirty-five years ago, before the counties of Peterboro and Victoria were separated, and he used to attend the counties' council at Peterboro. Mr. Thompson has been a victim of asthma for forty years or more. However we will let him tell his own story on that head.

On October 15th, 1896, we took a trip to Mud Lake to visit the haunts long familiar to us, and made it a duty and found it a pleasure to call upon Mr. Thompson and learn from seeing him and hearing his account of it how he had been cured. For twenty-five years we had known him as a gasping, suffering asthmatic, the worst we ever knew who managed to live at all. We often wondered how he lived from day to day. On calling he met us with a cheerful aspect and without displaying a trace of his old trouble. Being at once ushered into his house, we naturally made it our first business to enquire if it were all true about the benefits he had received from using Dr. Williams' Pink Pills. "Beyond doubt," said he. "How long have you used them, and how many boxes have you used?" he was asked. "I started a year ago, and took eight boxes." We next asked him if he felt that the cure was permanent. "Well," said he, "I have not taken any of the pills for three or four months. Still I am not entirely satisfied yet. You see, my father, grandfather and great grandfather died of asthma. My people all take it sooner or later and it always ends their days. I have lost three brothers from the fatal thing. Knowing my family history it is hard for me to gain faith, but I can tell you for nearly thirty years I never slept in bed until I took Pink Pills. As you must have known, I always slept sitting in the chair you now occupy. I had a sling from that hook in the ceiling and always sat with my head resting in it while I slept. I now retire to my bed when the other members of my family do." "How old are you, Mr. Thompson?" "Seventy-six," was the reply, "and I feel younger than I did thirty years ago. I was troubled a great deal with rheumatism and other miseries, probably nervous troubles arising from want of sleep, but nearly all the rheumatism is gone with the asthma."

During the conversation Mrs. Thompson, a hale old lady, the mother of thirteen children, came in and after listening to her husband's recital of these matters she took up the theme: "I never expected that anything could cure Solomon," said she. "We were always trying to find something which would give him relief, so that he would be able to sleep nights, but nothing ever seemed to make much difference. At first he took one of the pills after each meal, but after a time he increased the dose to two. We noticed he was greatly improved after taking two boxes and began to have hopes. Later on when we saw beyond doubt that he was much better, I recommended the pills to a niece of mine, Miss Day, whose blood had apparently turned into water and who had run down in health and spirits so bad that she did not care to live. Why, she got as yellow as saffron and looked as if she would not live a week. You would hardly believe it," said Mrs. Thompson, "but that girl was the healthiest and handsomest girl in the neighborhood before three months had passed, and all from taking Pink Pills." Mrs. Thompson was called from the room at this juncture to attend to some household duties, and Mr. Thompson resumed the subject of his marvellous cure. "You can have no idea," said he, "what it is to go through twenty-five years without a good night's sleep without pain. I can find no words to make plain to you the contrast between the comforts I now enjoy and the awful life I had for so long. I had a big family of mouths to feed and had to work when at times I felt more like lying down to die. I would come in at night completely tuckered out, but even that was no guarantee of rest. There was no rest for me. I seemed doomed to torture and continual misery. When my folks urged me to try Dr. Williams' Pink Pills I thought it would be useless, but I had to do something or die soon, and here I am as right as a fiddle." The old gentleman shook his head to add emphasis to his last sentence, and looked like a man who felt joyful over a renewed lease of life, with all his old miseries removed.

After congratulating our old friend on his divorce from the hereditary destroyer of his kindred, we drove away. At many places in the neighborhood we opened dicussions upon the case and found that all regarded it as a marvelous cure. Where the Thompson family are known, no person would have believed for a moment that anything but death would relieve him from the grip of asthma. Every word that is written here can be verified by writing Mr. Solomon Thompson, Dalrymple postoffice, and an intimate acquaintance of twenty-five years enables the writer to vouch for the facts narrated above, and for the veracity of Mr. Thompson in any statement he may make.

Dr. Williams' Pink Pills cure by going to the root of the disease. They renew and build up the blood, and strengthen the nerves, thus driving disease from the system. Avoid imitations by insisting that every box you purchase is enclosed in a wrapping bearing the full trade mark Dr. Williams' Pink Pills for Pale People.

At a meeting of St. Andrew's Tent, K.O.T.M., held on Thursday evening, Mr. J. H. Lumsden was elected delegate to the Provincial convention to be held at Guelph on May 26.

Wheels Within Wheels.

From The Montreal Witness.

The Toronto World has either exposed a gigantic and treasonable raid upon the public treasury by persons who ought to be defenders of the people's rights, or it has discovered a mare's nest. Its expose, which appears in another column of this paper, claims in the most circumstantial manner to show how companies have been granted powers by the British Columbia Legislature to sweep the wealth of that mineral province into their own lap. All that the speculators needed was a little ready money to carry through a scheme which would have returned them their capital a hundred fold; but either they had not the ready money or did not want to spend it if they could get it granted to them by the Government at Ottawa out of the people's much-depleted treasury; as, indeed, who would? It is not an unprecedented thing in Canada to find a newspaper filling its columns day after day with the advocacy of some enormous public expenditure to be controlled by private persons; but this is somewhat a new role for The Toronto Globe, whose advocacy is accounted for by The World by the explanation that certain persons in Toronto who control The Globe also control these unheard of privileges in British Columbia and have entered into conspiracy with the Canadian Pacific to get the Canadian Government to build this railway with the understanding that the Canadian Pacific Company will control all and thereby enter into practical ownership of Southern British Columbia with its fabulous mineral wealth. The scheme as described by The World, not always a reliable authority, amounts to a demand that the National Government, in view of the immense mineral wealth of British Columbia, shall rush a railway across its ridges and through its fastnesses only to find when it has opened up that wealth that it is all in the firm grasp of a few persons who have pre-empted it, and who now count on the support of the general public in getting their railway for nothing, seeing that the public have been largely speculating in Kootenay, and are therefore naturally favorable to the demand. The paper which makes these revelations is one of those which have taken part in the general effort to shout and jam the Crow's Nest Railway through the coming session of Parliament, but it now claims to find that others are ahead of it and have left little either for other adventurers or the public.

The statements made in other quarters differ considerably from that of The World. Sir William Van Horne in his report to the shareholders of the Canadian Pacific Company strongly urges that company to build the railway itself without delay and get what subsidy it can from the Government. He, indeed, informs them that the preliminary steps for pushing this line through as a commercial venture have already been taken by him. What the country will ask of the Government before granting any franchises is to see to it that the Canadian Pacific shall not pick up land or mineral privileges ad libitum, and that it shall carry on its business under some reasonable limitations as to charges. The sentiment of the Northwest as to the charges of the Canadian Pacific Railway are, as we have before said, very bitter. It is a question, however, whether the servitude under which those western regions suffer is so bad as that which crushes some parts of the older provinces, which are as completely in the hands of the combination between the Canadian Pacific and the Grand Trunk as the Northwest is in those of the single line monopoly. What seems to be needed is something equivalent to the interstate commerce law which will protect the people of all parts of the country equally against being sacrificed to their competing southern neighbors. Under such limitations as would seem to be necessary wherever there are railways, it seems that the offer of the Canadian Pacific Railway to supply the new region with railway service is one with which there is no competition within sight. The only competitor that could mean anything serious would be one that could build the new line in connection with a competing railway system across the continent, and there is no such scheme even in the clouds.

A Strong Point.

"I believe," said a prominent wholesale merchant to-day, "that the Bridge River and Lillooet Gold Mining Company have, as they show by their prospectus, an ample supply of water, a first-class dump and plenty of gold, but their strong financial position was the deciding point with me. Not one dollar's worth of the promoters' stock can go on the market until the company have say $140,000 of earnings in the treasury—until that point is reached the energy of the promoters (all business men of high standing) must be directed to the most profitable output of the mine. There being a limited number of shares offered, a sharp advance in price is pretty sure to take place. As only treasury shares will be on the market, they should be very popular with investors."

The Economical Mutual Fire Ins. Co.

In another column will be found the annual report of the above company, which was held some few days ago at the head office in Berlin, President John Fennell in the chair. The report of the directors stated that, although the losses by fire had been heavy during the year, the income had been so well maintained that there remained but a very small net loss after the year's business. Over $91,000 had been paid out for fire losses, the larger portion of which occurred in the first six months of the year. The company has increased its deposit with the Government from $24,281 to $35,851, which is exceedingly satisfactory. The report shows careful and economical management, and, although, as before stated, the fire losses were heavy, there is still room for a great deal of satisfaction at the exhibit.

Woman's Art Association

Mr. W. A. Langton, whose lecture on "The Nature of Architectural Design" was so richly enjoyed by the members of the W.A.A some days ago, has kindly consented to repeat the same on Tuesday next, thus affording an opportunity for others to hear it who were unable to be present on the former occasion. The lecture is an admirable presentation of the subject, and no one should miss hearing it. It will be given at 4 o'clock in the studio 89 Canada Life building. Rev. Mr. Wallace, whose lecture is accordingly postponed, will present his subject later on.

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