

THE TORONTO WORLD

AN INDEPENDENT AND FEARLESS
ONE CENT MORNING PAPER,
Published Daily, and sent to
all parts of Canada and the
United States for Three Dollars
per Year; One Dollar and Fifty
Cents for Six Months.
SENT ON TRIAL
FOR ONE MONTH FOR
25 CENTS.

The World is delivered by carriers
to all parts of the city be-
fore 6 a.m. for twenty-five cents
per month.

ADDRESS
THE WORLD,
TORONTO

The Toronto World.
THURSDAY MORNING, MARCH 2, 1882

THE RAILROAD PROBLEM IN THE UNITED STATES

It is to be feared that people on this side of the border scarcely pay as much attention as they should to what is going on over the way. American news of the sensational kind, relating to murders, suicides, elopements, divorces, and crimes and casualties of all kinds do, indeed, receive a full share of our attention. Further, everything in American politics that can be made fun of, that can be used to point a joke or adorn a jest, is eagerly seized upon, and is read and re-read. The American humorist, too, keeps us in a perpetual smile while we are "taking in" the good things they make up; nor need we wonder at this when we notice English country papers drawing the far larger portion of their funny column from American sources. But regarding the serious side of political and other questions in the United States, we do not read as much as we should. One present exception must be noted, the Toronto society for the suppression of vice, though adopting an old English designation, is drawing on New York for example and instruction. There are many important matters, indeed, affecting our various interests—religious, social, industrial and commercial—concerning which we might wisely try, more than we have yet done, to profit by American experience. This does not mean that in any given case we are simply to see what the Americans have done in a similar case and then go and do likewise. Not at all; the part of wisdom for us is to examine and understand the experience of our neighbors, who in many respects have accumulated a much larger fund of that expensive commodity than we have at present. For what experience they have they have paid perhaps very dearly; it is open to us to take the benefit of their experience cheaply and to profit by it. What things have happened to the Americans, and what things they have done or enjoyed, or suffered in consequence, it may profit us greatly to observe and learn from. We have seen the same example and of warning we may gain a great deal of insight into many of the troubles of the time by making ourselves acquainted with what has been done in the States; also with what has not been done, we beg to add.

Among these difficulties of the time, in which American experience may be a help to us, the railroad problem is a principal and prominent one. For us to turn to English experience in this matter as a guide would be of little use in comparison. It is not the English railway system, but the American, that we have in Canada; and therefore it is from the latter, much more than from the former, that we must draw what experience we wish to judge from besides our own. Yesterday, in speaking of the relations of governments and railways, we took occasion to say that in the States the demand for government ownership of railways and telegraphs was every year gaining in strength and volume. To show how the press over there, or a portion of it, is now talking on the subject, we refer our readers to a short article from the New York Truth, that case far more strongly stated before, but let this be taken as an example to hand, from the present week's record. There are in the United States hundreds of papers that talk on this subject to the same effect as Truth does.

That side, however, is yet in the minority, and so far William H. Vanderbilt and Jay Gould sit firmly on their respective thrones. They and others of their class control the New York press to a large extent, and what is called the associated press is not, as most people suppose, simply a newspaper concern—"only this and nothing more." It is a concern used by the press, to be sure, but really controlled by a few great capitalists, prominent among whom are Jay Gould and Cyrus W. Field. It is not wonderful, therefore, that the popular movement is ridiculed and "at naught" by the great New York dailies. Popular and patriotic enough as they may be on many other questions, they are on railway and telegraph questions the organs of the companies out and out. In arguing the case for the companies the Tribune takes the lead; and, in order that our readers may hear both sides, we allude to the article from Truth one of the best pleas the Tribune has yet put forward. The plea is in substance this, that freight rates are now cheaper than they were before the alleged great monopolies sprung up, and that the evils complained of are curing themselves. It is a plea for "let alone" for the policy of doing nothing, an letting things drift, in the belief that "it will all right in the spring"—or some other time. Regarding the Tribune's plea of "let alone" we may have something to say on our future occasion; meantime we give it to our readers.

THE LOCAL IMPROVEMENT PLAN

Ald. Turner, whose advent into the council might have led people to expect something of the sort, has got the council to ask power to compel people to block-pave or anything else under the frontage act, if half in numbers and property on a street does not petition against it. Now, if this be passed, it will be very proper for any contractor to get plans engineered through the council, selecting plenty of streets for their operations, where they know it will be very difficult to get together half the names and property on a street in a petition against it. What has been done in the States will be repeated here; speculation, jobbing, contract-grabbing, will just run riot in the council chamber for years; the contractors and their friends will make their hundreds of thousands, the unhappy citizens on the lines selected will have, whether or no, to foot the bill. We repeat, many repeaters in many cities in the States have been ruined by this very scheme of allowing the council to compel local improvements. For notice, here are rich people on a street; they are able to pay a couple of hundred dollars, far less one hundred. But here are a lot of poor people who each own a house or two—just as wide a front as the rich man—must pay just as much—a hundred dollars will sound like half ruin to them. And after it is done on three-fourths of the street they have a block pavement that they did not want at all. A few years and it is rotten, while one good coat of macadam has lasted twenty years on many streets, and answered every purpose. It is ten times as healthy too. Does any man in his senses want his street covered with rotting wood, end up, absorbing and sending out poisonous gases all the time. It is said property advances in value and buildings go up where the street is block-paved. We deny it altogether. We offer positive proof. York street was paved with wood several years back—sidewalks and all—at an immense expense. Bay street was left in its original macadam and plank sidewalks. What has happened? Scarcely an additional house is being built on the block-paved street, or has been, while splendid houses are going up all along Bay street, the centre of which is a good road yet, its sidewalks are very good, while those on block-paved York street are miserable, uneven, disgusting to walk on, and the centre is rapidly rotting away. Now, facts like these tell. Here they are putting down their highly-praised cedar block—what is it? Seven-inch blocks—soft wood, which will beat down two inches, and then you have a lot of five-inch blocks, which will wear out and rattle, rattle and fall. We say again people should not mortgage their properties, or allow them to be mortgaged over their heads, for any such work. And if allowed, what else will happen? Why, all streets so paved will be exempt from paying their share of ordinary improvements. This will all fall on the other and poorer streets. In fact, the man Adams, jr., favors it, because he thinks it would result in leaving railroad corporations alone.

It cannot be expected, of course, that the league will at once take such radical courses as we have proposed. That organization, though, has a noble and laudable amount of good in agitating the question and exposing the evils of the monopoly. When the time is ripe it must advocate more radical remedies, or it will be left in the rear.

And there is but one radical remedy. That is, to have the railroad companies that out with unerring certainty. It is to make the railways government property and operate them by government machinery. Then every citizen will be benefited by them, and protected from the extortions that are now so prevalent. The right to take private property for public use upon paying its value is inherent in the state. It is by virtue of this right that the railroad corporations that nearly every mile of road was built. It would be extending the functions of government to the management of private business. Railways are now operated by virtue of a governmental power delegated to them. It is the plea that must be adopted, if we are to come to live under a government of railroad kings, instead of a free commonwealth.

THE HARBOR

Another piece has been washed off the island. The Dominion government have had Toronto harbor under their consideration for the last few weeks, and now, after many years, but far back in the misty annals of the past, anyway. So have the waves, and what is more, they take action in the matter, which is just the difference between them and the government. Now, it is a standing rule when a candidate wants to be member for Toronto, that he's got to refer to the crying evil of the destruction of the best harbor on the lakes—allowing Toronto to be reduced to a mere way station, et cetera, et cetera. And it's a standing rule—no, it's a sitting rule; that he sit down on the Ottawa benches and say mighty little about it. Rule of the game of party government. Members are sent to Ottawa to support John A. or Mr. Blake—not to be sassy and pretend to have an opinion or more awkward notions or do anything which might bother their leader. If by other their leader they get out of favor and can't get any little gratifications for the wiper who nominated them. Moreover and likewise, they can't get anything for themselves. So they sit mut, and jump up and down and vote and make nice little speeches when allowed. And the public are in a fix either way, for if they send a government man he must say anything, and if they send an oppositionist nobody cares what he says. So everything goes, and our harbor with 'em—mighty fast, too, the last. Nice thing, party government, isn't it, and very good for harbor?

COOTON THREAD IN HANKS

In last Friday night's report of the budget speech, where the tariff alterations were mentioned, there was one item which must have puzzled anybody who took it literally and tried to understand it. After mentioning that Kentucky jeans were to be put on duty, the report went on to say that "black and bleached cotton, three and six cord only," was to pay 12 1/2 per cent; it was not; there was no mention of "thread" in any of the newspaper reports, or in the Hansard report either. From a copy of the official schedule it now appears that "black and bleached cotton" refers to the elevated item under the head of "cotton" in the tariff, which has to do with thread in hanks. Before all cotton thread on spools paid 20 per cent., in hanks 12 1/2 per cent. The effect of the alteration is to

MONEY AND TRADE

The eleven item read thus: "Cotton sewing thread in hanks, black and bleached, three and six cord, twelve and one-half per cent. ad valorem." To this special description of cotton thread is the lower duty of 12 1/2 per cent. limited; all the others will pay 20 per cent.

M. P. S. AND FARE PASSES

We call the attention of the electors of Ontario to the fact that a number of the members of the provincial legislature are in the habit of accepting free passes from the railway companies—not mere trip-tickets, but season passes. To accept them is downright dishonesty, as well as recreancy toward the trust wherewith they are charged. A member is elected to look after the people's interests, not the railway's, and to preserve his integrity the people pay him \$500 for their seasonal expenses including mileage. And this is an ample allowance. How would some of these dead-head members like to see their names in print?

Col. Bains of the royal engineers, regardless of the unhappy fate of Mr. Powell, is said to be about to cross the British channel in a balloon, going from Canterbury to Bologna. After all, the only wonder is that this excursion has not been taken before. With a steady wind at starting, reliance could be had in general on its lasting long enough for the very swift mode of travel in a balloon across the channel. At all events, it would be like a genuine attempt when aeronauts, instead of talking wildly about traversing the Atlantic, are content to try first a channel or a strait.

IF THE IRISH CANADIAN HAD NO OTHER OBJECTION TO MR. SOMERVILLE, THE REFORM CANDIDATE IN NORTH WESTWORTH, THAN THAT HE IS A SCOTCHMAN, THE EDITOR MUST BE HARD UP FOR ARGUMENTS.

If the Irish Canadian had no other objection to Mr. Somerville, the reform candidate in North Westworth, than that he is a "Scotchman" the editor must be hard up for arguments. If ever there was a genuine Canadian by birth, education and aspirations "Jim" Somerville is that man, and the best of it is everyone knows him as such.

THE RAILROAD PROBLEM

(From the New York Truth, Feb. 23.) It is a favorite argument of monopolists that railroads are not public utilities and public plunderers. It is an argument that wholly begs the question. Nobody says they are. Nobody wants to abolish railroads. What we want is to put railroads where they belong. Railroads are public utilities, and the fortunes of mankind are greater than was ever wielded by king or emperor. Such a power must be lodged with the people in the hands of a single person who professes to be founded upon the equality of men. It is now lodged with corporations, and men who exercise it practically without restraint and with increasing aggressiveness.

The question is whether we shall permit this to continue. And if we are to stop it, how shall we do it? Shall we regulate the operations of the railroads, or shall we have the control of a commission? The anti-monopoly league has proposed nothing more radical than this. It is doubtful, however, if this plan would be wholly successful. The former could only be done in a general way, and as to the latter, so good a man as Charles Francis Adams, jr., favors it, because he thinks it would result in leaving railroad corporations alone.

It cannot be expected, of course, that the league will at once take such radical courses as we have proposed. That organization, though, has a noble and laudable amount of good in agitating the question and exposing the evils of the monopoly. When the time is ripe it must advocate more radical remedies, or it will be left in the rear.

And there is but one radical remedy. That is, to have the railroad companies that out with unerring certainty. It is to make the railways government property and operate them by government machinery. Then every citizen will be benefited by them, and protected from the extortions that are now so prevalent. The right to take private property for public use upon paying its value is inherent in the state. It is by virtue of this right that the railroad corporations that nearly every mile of road was built. It would be extending the functions of government to the management of private business. Railways are now operated by virtue of a governmental power delegated to them. It is the plea that must be adopted, if we are to come to live under a government of railroad kings, instead of a free commonwealth.

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(From the New York Tribune, Feb. 23.) The railroad problem is setting itself a good deal faster than any congress could settle it. Ten years ago there was not even a single fanatic who contemplated as possible the rate for transportation which the railroads have of their street with even a number of elaborate reports. Or, if the result is that the roads have all survived, that experience will start up to divide the business, so that rates which were once common will become forever impossible. Or, again, it appears that railroads have collapsed, bankruptcy only by taxing local traffic, it will instantly become a practical question for the business men of every state whether they wish to surrender the through traffic or to see it preserved at such a cost. As matters stand, stockholders, bondholders, shippers and consumers are all getting educated by the same events, and very rapidly. It may be doubted whether any commission could possibly disseminate as much information in as short a time and in a form to stick in the mind as long. Men remember lessons that they pay for, readily.

The best of it is that railroad managers are getting educated. They have been compelled to appeal to commercial bodies, to merchants, to public journals and public opinion, to save them from the consequences of their own acts. They have learned that they cannot afford to make transportation so profitable that new roads by the score will start up to divide the business. They have learned that unlimited dilution of stock has its disadvantages. They have learned that public distrust of the good faith and wisdom of railway management is a particularly expensive and inconvenient cure to cultivate. They have learned that a money market is a great danger just in proportion as it becomes more powerful and profitable. These are wholesome lessons. We doubt whether any commission ever could teach them as effectively as the experience of the last year of unrestrained and unregulated self-government.

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INSURANCE

ETNA PYRAMID

ASSETS OF THE ETNA LIFE INSURANCE COMPANY ON THE 1st OF JANUARY EACH YEAR FROM 1862 TO 1881.

\$310,492.04
\$431,236.02
\$881,578.71
\$2,096,823.05
\$4,401,633.86
\$7,538,612.85
\$13,850,512.20
\$13,039,837.90
\$15,061,529.12
\$16,640,786.24
\$18,077,541.66
\$19,204,787.02
\$20,657,603.56
\$22,092,734.32
\$23,357,648.95
\$24,141,125.70
\$25,120,804.24
\$25,636,195.41
\$26,403,440.68
\$27,355,884.00

EXPRESS

ADELAIDE STREET EAST

T. FISHER'S EXPRESS LINE

CHEAPEST EXPRESS LINE IN THE CITY
5 Cent Parcel Delivery in Connection.
Arrangements made with merchants for delivery of parcels in large quantities.
T. FISHER, Proprietor.

ARTIFICIAL LIMBS

ARTIFICIAL LEG AND ARM

Mr. Thomas Cook, from Annapolis, Md., says: "The apparatus made for me by the Improved Take-up Limb, and the Double Spring Curvature, I was helped, now I am strong and healthy, and can be retired from my military service. My child was troubled with Spina Curvature, was cured by the Doctor's only got up by the Double Spring Curvature. The apparatus made for me by the Improved Take-up Limb, and the Double Spring Curvature, I was helped, now I am strong and healthy, and can be retired from my military service. My child was troubled with Spina Curvature, was cured by the Doctor's only got up by the Double Spring Curvature. The apparatus made for me by the Improved Take-up Limb, and the Double Spring Curvature, I was helped, now I am strong and healthy, and can be retired from my military service. My child was troubled with Spina Curvature, was cured by the Doctor's only got up by the Double Spring Curvature. 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