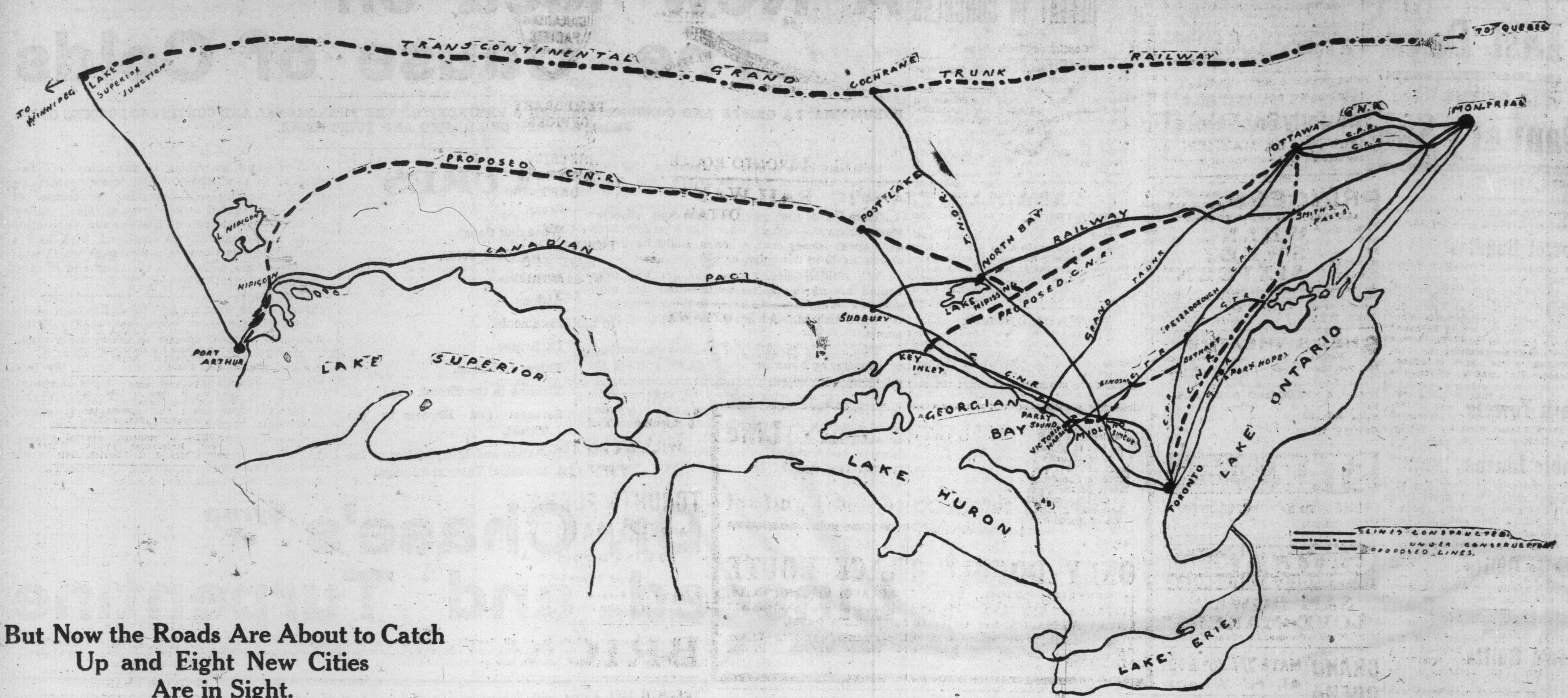


# ONTARIO IS THE MOST BACKWARD IN THE TRANSCONTINENTAL LINES



## But Now the Roads Are About to Catch Up and Eight New Cities Are in Sight.

The question of a transcontinental railway, or railways, rather, across Canada had the source of its origin and certainly its main support in the Province of Ontario more than any other section of Canada. We of this province have been talking transcontinental railways and improved transportation every day of every year since confederation was inaugurated. Next to our bread and butter, it has been our daily topic.

And yet now, when you come to size up the situation, you see that the Ontario section is really the one incomplete section of these propositions. We have three railways, the Canadian Pacific, the Grand Trunk and the Canadian Northern, all of transcontinental aspirations, and they have all taken more less shape, and are all doing more or less business, excepting those portions of them that cross this Province of Ontario, and especially that crossing that portion of this province known now to all the world as New Ontario and here there is an almost universal falldown. (See the map above).

**An Incomplete Policy.**

It is true that the Canadian Pacific has an all-rail road from the Pacific to the Atlantic, and therefore has an all-rail route across Ontario. But it has the only one, and its policy in regard to the Province of Ontario is at this moment incomplete. Besides its passenger and freight line from Winnipeg to the eastern terminus, which lies this side of the Georgian Bay, there is yet to be completed an all-rail line (and the whole spirit of all the transcontinental roads is based on the idea of handling wheat from the wheatfields to Port Arthur by rail), from Port Arthur to a Georgian Bay port, by boat during the months of navigation, and then by rail from the Georgian Bay to Lake Huron.

This requires what is now called a wheat line from the Georgian Bay to Montreal, and such a wheat line to be effective must be standard built, and especially built with regard to grades. The Canadian Pacific has the elevators at Port Arthur and the elevators at Victoria Harbor on the Georgian Bay, but at present has only a single-track line of indifferent grade from the Georgian Bay to Montreal. But it is working at the proposition in a very earnest way, and the contracts are now let for the first section from Victoria Harbor to Belhany, near Peterborough. Two years will see this big line completed, and then for the first time the Province of Ontario will be properly served as far as one railway is concerned in the direction of a genuine transcontinental service.

**What About the G. T. R.?**

But what about the Grand Trunk? It will be twenty months yet before its all-rail line will have reached Cochrane, where it will get connection with the east line of the Canadian Pacific and Northern Ontario line. But it, too, has a wheat line in view, and it has not yet even a good working arrangement of its railway from Winnipeg to Port Arthur by way of Superior Junction. This, however, will soon be put in good shape, and on the opening of navigation the Grand Trunk will be able to store western wheat in its elevators at Midland and Parry Sound. From Midland it will have some kind of wheat line to Montreal, and like the Canadian Pacific, it will gradually improve it.

But what about the Canadian Northern? It is now at Port Arthur, but it will be some two years yet before it can hope to get an all-rail line from Port Arthur to Port Lake, which is its present end of steel north of Sudbury. It has a harbor on Georgian Bay at Key Inlet, but it has no line from Key Inlet to Montreal across the peninsula. Its requirement, therefore, is a wheat line like what the Grand Trunk and the Canadian Pacific have and are likely soon to have, and that is a high-class road from Key Inlet to Montreal. It is, therefore, asking aid for a line from Key Inlet to Ottawa, and from its present end of steel at Port Lake, north of Sudbury, to its proposed line from Key Inlet to Ottawa, passing thru the Town of North Bay. Not that the Canadian Northern is not able to handle grain now from Edmonton to Montreal, for it is able to have its steamers accept shipments of wheat from its cars or elevators at Port Arthur and to put them at tide water at Montreal by way of the Welland Canal; but this is, not the cheapest, nor the best, nor the most reliable way. A wheat road across Northern Ontario is the thing.

**Wheat Lines to the Sea.**

As a consequence, you see the three great roads, making every effort toward traffic arrangements so that they will have an all-rail passenger and freight service from Winnipeg to their lines in Eastern Ontario, and have the highest class of wheat lines from the Georgian Bay ports to the sea at Montreal.

These are now the great propositions before this province, and prove what we said above, that until Ontario has had these lines built she will be still the least forward of any of the provinces in the way of rail and other equipment for transcontinental business.

New Ontario to-day is the most outstanding section of Canada in regard to development. There begin New Ontario greater mineral wealth than in any other portion of Canada. That we believe to be true.

It has also an immense amount of the timber, and it has agricultural lands, and especially that portion known as the clay belt, which promise enormous yields to the settler who will go in there and clear the bush. It may be discouraging these days to think about clearing a bush farm, but we have the highest class of wheat, that eventually the bush farmer is going to take the place of the wheat farmer to the west, who have only to scratch the prairie to get a crop of wheat.

But we do not intend to encourage rivalry of this kind so much as to direct the public attention to the large amount of work that remains to be done in this province to complete our transcontinental railway outfit.

**Eight Great Centres.**

With these greater projects before Northern Ontario in connection with three transcontinental roads, there suddenly comes a great advance to a number of places that are now important points, but which are immediately destined to become places of much greater standing in Ontario, namely: Port Arthur, Sudbury, Cochrane, North Bay, Parry Sound, Key Inlet, Midland, Victoria Harbor—eight new centres of an enormous and growing trade. All of these places are first with a new zeal. Take a look at the map and you will see what is to make these new centres of trade of our course—Port Arthur has already arrived, but it is to be much greater.

### MEMO BOOK DISCLOSES BANK'S EARLY HISTORY

Missing Evidence Now in Crown's Hands—Testing Sanity of Travers.

The lost has been found, and now the crown feels much better regarding the Farmers' Bank prosecutions. It is a little book in which are said to be entered the minutes of the meeting of the provisional directors, at which their permanent successors were appointed. It was at this meeting that Dr. Beattie Nesbitt was made president, and the book may have bearing on the doctor's position.

Color is lent to the rumor that an effort is being made to stop Travers' mouth by those who fear that his evidence may prove their ruin by the statement of H. H. Dewar, K.C., Travers' counsel, that his client has complained to him that on Wednesday last Dr. Bruce Smith, Inspector of Prisons, and Superintendent Clarke of the Toronto Asylum made a partial mental and physical examination of him in the jail. This the doctors deny, but one of them says that they did see Travers while in the jail to examine another man.

It is said that at the meeting of the Keely mine directors, in the city hall Friday, Travers did not refuse to resign from the board, but that at his request, his resignation, which was signed, was not acted upon for a few days. Another meeting will be held Monday, Mr. Guy Clarkson, brother of the curator, was made a director Friday, replacing W. P. Nellis of Nellis, Travers & Co., who resigned.

### AGED MAN BREAKS COLLAR BONE.

Elliah Saunders, 24 Inkerman-street, 65 years of age, was knocked down by a street car at Bloor and Yonge streets Saturday afternoon. His collar-bone was fractured and he was removed to St. Michael's Hospital in a police ambulance.

### Could Not Walk Ten Yards Without Resting.

WEAK HEART WAS THE CAUSE.

Mrs. Robinson Collette, Rogersville, N.B., writes: "I am now enjoying the best of health after having used your Milburn's Heart and Nerve Pills. I was troubled with a weak heart and was afraid to draw a long breath for the pain it would cause me. I could not sleep at night, and it was impossible for me to walk ten yards without resting myself. I cannot speak too highly of your Heart and Nerve Pills, for they are the greatest pill I have ever used, and I can recommend them to all sufferers."

Thousands of people go about their daily work on the verge of death and yet do not know it.

Little attention is paid to the slight weakness of the heart for the simple reason that one thinks it will right itself, but there is where the mistake is made. It is only when a violent shock comes that the weakness of the heart becomes apparent.

On the first sign of any weakness of the heart or nerves, flagging energy, or physical breakdown, the use of Milburn's Heart and Nerve Pills will soon produce a quick and permanent cure.

Price 50 cents per box, or 3 for \$1.25, at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

### At the Art Museum

Something of what may be expected from the activities of "The Art Museum of Toronto" may be inferred from the excellent loan exhibition of pictures in the public library on College-street. The collection represents an effort to bring together selected examples of the work of deceased painters, either native Canadians, or men identified with the art of Canada. The result is one of genuine interest, and in this respect has claims beyond any of the three previous loan collections. The fact that few people buy pictures except for their merit and attractiveness, and that the collection is a selection from such pictures, at once gives it standing in quality and popularity, and it is quite safe to say that no more interesting artistic event has yet occurred in Toronto. Saturday was free day, as each Saturday will be until the close of the exhibition on Feb. 22.

Altogether 22 artists are represented, and the eclectic nature of the work of artists and their pictures on Canadian art will not be less up into any one tradition. The great work of the greatest of the American painters was "Leave all free." The spirit of freedom is the genius of all great art, and these past masters of Canadian painting worshipped truly.

O. R. Jacob, C. Kreighoff, L. R. O'Brien, Paul Peel, Henri Perre and Henry Sandham are perhaps more evidence than the others. The water colors are exceedingly good.

Tastes of course differ, but there is probably nothing finer in the collection than O'Brien's "Mist in the Hills" lent by the Ontario Government. As not many have a chance to see it in its usual position, in the Speaker's apartments, where it fortunately escaped the late fire, it may be commended to visitors as No. 151.

It is much to be deplored that art committees will not place the names of artists and their pictures on cards of the frames. It would add greatly to the popularity of exhibitions.

O'Brien's work is altogether well represented. Jacob's is to be seen in thirty different pictures. In his "Landscape in the St. Lawrence, one gets a reason for asking why artists should desire to go to Italy. The gorgeous color of "Mehavik Falls," 108, and the glimpse into "Faery Grounds forlorn," 102, Indian landscape, 100, indicate the possession of qualities which are too often ignored. Kreighoff's French habitation studies are of peculiar importance. Peel is finely represented by more than a dozen works, among them such exquisite landscape as "Return of the Flock," 191, and "In Brittany," 157. "Adoration" is one of his great French canvases portraying a peasant mother and her child in the hayfield.

Nearly 250 pictures include the work, in addition to those mentioned, of G. T. Berthon, W. D. Blatchley, John Bell-Smith, Blair Bruce, Wm. N. Cresswell, Allan Edson, Wyatt Eaton, John A. Fraser, D. Fowler, T. Hamel, Bonomi Irwin, H. Julian, Paul Kane, C. E. Moss, Homer Meyer, and Robert McCausland, Edmund Morris, and George A. Reid is therefore greatly to be appreciated, and the city should be grateful to the private owners who so kindly contributed to the public good.

To Buffalo, New York, Montreal, Detroit, and Chicago, the Only Double-Track Route.

Is via the Grand Trunk Railway System. First-class equipment and excellent train service as follows: To Niagara Falls, Buffalo and New York, 9 a.m., 4:42 p.m., and 6:10 p.m. To Montreal, 7:15 and 9 a.m., 8:30 and 10:30 p.m. To Detroit and Chicago, 8 a.m., 4:40 p.m., and 11 p.m. Above trains all run daily. Secure tickets, berth reservations, and full information at Grand Trunk City Ticket Office, northwest corner King and Yonge-streets. Phone Main 4209.

### HYDRO-ELECTRIC POWER FOR FARMING SECTIONS

Hon. Adam Beck Promises Cheap Light and Power to the Farmer

OTTAWA, Jan. 23.—Speaking before the Canadian Club here to-day Hon. Adam Beck, chairman of the Hydro-Electric Power Commission, said: "The people of the Province of Ontario are indebted to the public spirit manifested by the city council of Toronto in the early stages of the hydro-electric cheap power movement."

**Power for Farmers.**

Mr. Beck outlined a project which will make hydro-electric power available to Ontario farmers for farming purposes. The possibilities of the employment of electricity on the farm were marvelous in view of the results obtained from experimental work in the agricultural districts of Germany and the United States.

Fertilization by electricity, where tilled, has improved wheat by 45 per cent, and strawberries as high as 125 per cent. The farmer may run his cream separator and pump his water by this power; plowing, threshing, irrigating, all may be performed thru the same means and with the salvation of a great deal of hard labor.

**Farmer to Benefit.**

The farmer will thus be as much a beneficiary of cheap power as the folk of cities and towns. The first distribution to a rural community is to be made, near Tillsonburg, and the commission will carry a low power wire thru the district, serving the farms by means of cross wires. It is the intention to demonstrate the possibilities of electricity in farm work at the Provincial Agricultural Farm, Guelph, where various farming implements will be operated by this power.

**People's Project.**

Mr. Beck gave a masterly review of the whole situation, pointing out that it was essentially a project of the people and by the people, and the present success was due entirely to the confidence and support which the public had given to the commission. Mr. Beck is in Ottawa at the invitation of the Conservation Commission, and complimented that gentleman on the value of the advice which the commission was able to give. He answered the criticism that the Hydro-Electric Commission should have been composed of men not affiliated with the government by saying that owing to the immense responsibility involved in view of the large expenditure it was necessary for the party in power to assume that responsibility in the legislature.

**Fair Dealing.**

He paid a tribute to the fair dealing of the Ontario Power Company, and declared that the saving to the province in the cost of heat and light would be sufficient to compensate for the expenditure on the distribution system if a horse power was never transmitted. He felt that the time would come when by reason of water power development in Ontario there would be smokeless cities and towns, in contrast with the "smoking chimneys" promised under the national policy in 1878.

### Father Morrissey's Remedies

New on Sale in Ontario

When Father Morrissey, the famous priest-physician of Bartleboogie, N. B., died a year ago last spring, he left his prescriptions to the Sisters of the Hotel Dieu, at Chatham, to be used for the benefit of humanity and of the church. Not being in position to make up and distribute the prescriptions themselves, the Sisters arranged with a number of gentlemen, who had been Father Morrissey's friends, to do it for them. These gentlemen working under the name of the "Father Morrissey Medicine Co., Limited," had by the first of the year placed the remedies in nearly every store in the Maritime Provinces.

So gladly were they received, and so satisfactory has been their record of cures, that the Sisters and the Company have decided to place them on sale throughout Canada.

Father Morrissey's "No. 7," for Rheumatism and the Kidneys—"No. 10," Cough Cure and Lung Tonic—"No. 11," Stomach Remedy—"No. 26," for Catarrh, and "Father Morrissey's Liniment" can now be obtained from most dealers in this Province. If yours does not keep them write the Father Morrissey Medicine Co., Limited, Chatham, N.B.

Sold and guaranteed in Toronto by The Broadway Drug Co., cor. Spadina Ave. and College St.; Hennessey's Drug Co., Ltd., 197 Yonge St.; J. W. Wood, cor. Carlton and Parliament Sts.; also 170 East Queen St.; W. T. Pearce, 1631 Dundas St.; also 1522 Dundas St.; The Hooper Drug Co., Ltd., 82 King St. W.

### A PLEA FOR FATHER.

"There ought to be a little more masculine influence about the house to keep the boy away from the streets and the man away from the club. Make a place in the home for father," was the entreaty of Rev. Byron H. Stauffer in Bond-street Congregational Church last night, which was crowded to the doors. "Not only make him a place in the home, but a big place also in your respect. Honor your father's code of ethics, for even if he is a little of a back number in fashion, he is never a back number in the matter of honor and honesty, and his advice is always a thing to be considered." He concluded by pleading even if the father had brought shame on the family, honor him for what he had been and treat him with kindness and respect.

### DYSPEPSIA-PROOF

How Any Meal Can Be Thoroughly Enjoyed By Any Stomach.

Costs You Nothing to Try Stuart's Dyspepsia Tablets.

Men, as a rule, are first discovered by their enemies. Their antagonists turn on the searchlight, and the proof of merit will lie in being able to stand the flash.

White ever knew that dyspepsia was one of Mr. Black's worst enemies. Sitting face to face at a two-by-four table he handed his afflicted friend the bill of fare:

Oyster Cocktail. Stuffed Olives. Boston Clam Chowder. Strained Gumbo. Sirloin Beef with Mushrooms. Boiled Ox Tongue and Sauerkraut. Lobster a la Newburg. Baked Pork and Beans. Combination Crab Salad. Pineapple Fritters.

Mr. White ordered a "little of each." Mr. Dyspepsia Black ordered crackers and a glass of milk. "I had such a big breakfast this morning," he said, "that I'll just take a bite to keep you company." But Mr. White could not be deceived: "I am afraid you can't stand the grease Mr. Black. Why don't you say you have dyspepsia now? I'll tell you what to do, and thereat the cheerful Mr. White took a vial from his pocket and extracted a wee tablet. "There, there is a tablet that contains an ingredient, one grain of which digests 3000 grains of food. For even worst dyspepsia it's the only thing that really gives relief. The reason it relieves the stomach of nearly all the work it has to do, digests everything in the stomach and stimulates the gastric juice. I can't get along without them. They are Stuart's Dyspepsia Tablets. You can get them anywhere on earth for 50c a package."

Yes, it is true. Stuart's Dyspepsia Tablets absolutely stop heartburn, nausea, indigestion, dyspepsia of the worst type, sour stomach, bloated feeling and all eruptions and irritation, and freshen and invigorate the stomach. They cheer you up, and make you get all the good there is in your food. You will forget you ever had a stomach to worry you.

Send us your name and address to-day and we will at once send you by mail a sample package, free. Address P. A. Stuart Co., 150 Stuart Bldg., Marshall, Mich.

### WANT A RAILWAY.

On Tuesday evening a deputation about one hundred and twenty strong will arrive in the city, to ask the government to guarantee the bonds of a railway line from the present C. N. O. railway line about twenty miles north of Parry Sound to North Bay, a district which is at present some forty miles from a line of railway.

**Gave Over \$10,000.**

Ven. Archdeacon Cody announced in St. Paul's Church on Sunday morning that the congregation had contributed over \$10,000 to the missions of the church.

### TRANSPORTATION

Among other things, the date of the banquet, an evening of... A meeting... Scarborough... Clyde Hotel... with President... chair... Among other things, the date of the banquet, an evening of... A meeting... Scarborough... Clyde Hotel... with President... chair... Among other things, the date of the banquet, an evening of... A meeting... Scarborough... Clyde Hotel... with President... chair...

### TRANSPORTATION

On Saturday... The... other... some... Boas... Mr. Grange... has been... the... three years... a... Danforth... merit the...

### TRANSPORTATION

The G.T.R. of hockey... day evening... The... friends of... have been... the... On Thurs... hold... Victoria... On the... the... which they... room in Vic... to go... ed to meet... of the... held in the...

### TRANSPORTATION

MARKIA (Special)... ham... nual meet... Feb. 1, at 8... One of the... ever held... of Friday... Odell's... hall. They... Unlonsville... Barker of... Markham... tournament... of Feb... when prize... \$150 will be...

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