

**WRONGS THAT MUST BE RIGHTED**

**EVILS TO BE REMEDIED IN THE INTEREST OF SETTLERS.**

**Protection Needed for the Poorer Classes of Farmers who come into the Country Without Capital - Other Interesting Matters.**

WINNIPEG, Dec. 22. - This being the off season in regard to politics, the local papers are teeming with effusions from all sorts and conditions of men upon various grievances. The worst of all as far as North-West farmers who have come here without capital are concerned appears to be the unmitigated voracity of the implement men, the rapacity of the loan companies, and the crafty scheming of millers, grain buyers, and others of the genus. It is true the farmer in common with others in this province at least, is entitled to certain exemptions, but as has well been pointed out, in many cases one hundred dollars would more than cover the cost of the average farmer's supply of those articles which the law protects, while he, the farmer of the poorer class, is often compelled to borrow on chattel mortgage at the most exorbitant interest, one per cent. per month. In his case should nature at any time prove capricious, here as in the old country, and frost, hail or storm prevail at any unseasonable time much of the fruit of his three or more years toil may be ruthlessly devoured by some one or other of the sharks first mentioned.

**LEGISLATIVE ACTION WANTED.**

Our people can and must rise in their might, and right themselves; they must insist that no man shall enter the legislative chamber as their delegate, who will not pledge himself to both support and insist on the passing of an efficient Bankrupt Law, and a Homestead Law, the exemptions of which is involved. Let the Loan Companies howl about withdrawing their capital if they like. Let them withdraw it. The country is better without it while the law protects them in practicing wrong. At a future time your correspondent will return again to the charge against these evils, as he feels sure that through the columns of the ANGLO-SAXON there are better opportunities of reaching the eyes of Englishmen of influence than would be the case in a paper devoted to general purposes.

**THE COAL SUPPLY.**  
In the last communication was a reference to the coal supply. The opening of the mines at Estevan, although under the control of one of our North-West combines, has already borne good fruit. The wood dealers thought they had a snap. A month ago there was the most pessimistic walls about this supply of our fuel. It was about run out, it had all been consumed in forest conflagrations, thousands of cords had been destroyed by prairie fires, just as it stood ready for shipment. The price went up seven dollars for tamarac, and five and a half for poplar. The tamarac is for the most part pine, and the poplar basswood. The Estevan coal at five dollars has busted the combine, and now wood is down to the old rates. For the success of this great western division of British North America, it is absolutely necessary that the coal supplies so recently discovered shall be developed with as little delay as possible, even if it takes enforced legislation in regard to railroads and combines to bring such a desideratum about.

**Lending Money to the Yankees.**  
Montreal, Dec. 20. - Canadian banks have been making money lately by lending their surplus funds in New York, where high rates for money have prevailed during the past two or three months. Money has been loaned at as high as 20 to 40 per cent in New York during the past week. Out of the amount loaned by Canadian banks in the United States to the end of October, which was \$22,792,466, the Bank of Montreal loaned \$12,500,000 and the Canadian Bank of Commerce \$3,000,000.

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**Ranches and Settlement.**

Mr. F. S. Stimson, of the Canadian Cattle Company, and Dr. McEachran, of Montreal, who is interested in the Warren Ranching Company, of Alberta, have had an interview with Hon. Mr. Daly, Minister of the Interior, with reference to the tenure by which the ranchmen of the territories now hold their lands. It is expected that at an early day an amicable arrangement will be reached under which the business of the ranching companies may be continued in its present form so long as the interests of investors would appear to make it desirable, and, at the same time, the agricultural lands within the various ranching leaseholds, will be made available when required for actual settlement.

Prof. McEachran says all the reports that he has received to date from the ranches indicate that the cattle are wintering well.

**Keep it in The Family.**

Rudgard Kipling, in one of his picturesque letters to the London Times says: "People have no more than just begun to discover the place called Banff Hot Springs, two days west of Winnipeg. In a little time they will know of half-a-dozen spots not a day's ride from Montreal, and it is along that line that money will be made.

In those days, too, wheat will be grown for the English market 400 miles north of the present fields on the west side, and British Columbia, perhaps the loveliest land in the world next to New Zealand, will have her own line of 6,000-ton steamers to Australia, and the British investor will no longer throw away his money on hellicat South American republics, or give it as a hostage to the States. He will keep it in the family as a wise man should.

Then the towns that are to-day only names in the wilderness, yes, and some of those places marked on the map as Hudson Bay Posts, will be cities, because - but it is hopeless to make people understand that actually and indeed we do possess an Empire of which Canada is only one portion, an Empire which is not bounded by election returns on the North and Eastbourne riots on the South, an Empire that has not yet been scratched.

We draw the attention of the readers of the ANGLO-SAXON to the lodge card of Worcester Lodge No. 47, Toronto Junction, which appears for the first time our columns. President, Bro. E. Blundell, Sr., Secretary, Bro. Wm. Harris.

Bro. W. S. Bowden, Secretary Sessex Lodge, No. 4, S. O. E., kindly writes: "I am pleasingly surprised at the marked improvement made in the ANGLO-SAXON during the past six months."

**THE CITY AND THE OTTAWA AND PARRY SOUND RY. BY-LAW.**

**Summary of the Clauses of the Agreement, Prepared for the Information of the Freeholders.**

**The Proposed Central Station at Sapper's Bridge. - What the Ottawa and Parry Sound Railway Has Agreed With the City to do in the Event of the Railway Bonus Being Voted.**

As a great deal of misapprehension seems to exist among the freeholders who are asked to vote on the Ottawa, Arnprior & Parry Sound Railway bonus by-law on January 2, a synopsis of the official agreement entered into between the city and the railway as the basis of said by-law may be of service to the voters.

The agreement is to submit a by-law to the people for a bonus of \$150,000, divided as follows: \$50,000 on completion of the railway from Ottawa to Arnprior, \$50,000 on completion of the second link (Arnprior to Renfrew), and \$50,000 on the erection and completion of a central passenger railway station in Ottawa.

**THE CENTRAL STATION.**  
The said central station is to be situated on the east side of the canal, north of Theodore street, and to be erected within three years from the date of passing the by-law. As a matter of fact, it is the intention to commence the erection of the depot next spring, as soon as outdoor work is practicable, provided the by-law is carried.

If the by-law is not carried there is no certainty of the city ever having the central station, at least so far as the present railway organization is concerned, and no other railway or combination of railways seem to be able or willing to undertake so gigantic an enterprise. This depot, towards which the city is asked to contribute only \$50,000, repayment of which is to be distributed over 40 years, will involve an actual expenditure by the railway company of \$200,000. Do the freeholders want to see this large sum of money spent and put into circulation in Ottawa, or not? If they do, they must come out and work and vote for the by-law.

**THE WORKSHOPS.**  
The next condition imposed is that in the event of the by-law being carried, the railway company will erect and maintain their workshops, here in Ottawa, either within the limits or so close thereto as to make them part and parcel of the city for all practical purposes. The men employed in the yards and workshops will live in Ottawa, and like all other residents of the city, expend their wages among Ottawa business people. The erection of these workshops and construction of the approaches and the various buildings would necessarily involve the expenditure and putting into circulation in Ottawa of large sums of money in addition to the regular wages paid to the company's employees.

**A WORD OF WARNING.**  
It is stated by some that the railway must have its workshops in Ottawa, anyway. This is a very serious mistake, which, if acted upon at the polls on Jan. 2 and allowed to defeat the by-law, might at once and forever cut off the city from all chance of seeing the workshops located here. There are other places on the system where the workshops could be located at probably considerably less expense than at Ottawa. If the bonus is voted, the company binds itself to erect the workshops here. Where the workshops are

located, there also will be located any other works and enterprises that the railway may find necessary and profitable to create.

If the bonus is refused, the company is free, and will of course go where the greatest inducements are offered and where the advantages to be obtained are greater than Ottawa offers.

**EMPLOYMENT ALL THE YEAR ROUND.**  
In the yards, workshops, railway lines, rolling stock and so forth, the railway will somewhere or other be compelled to engage hundreds of hands, employed all the year through. Every freeholder can compute in a few moments what this means in increased money put into circulation, enhanced value of property and in the general prosperity and welfare. For economy and efficiency of administration these hands must be centred in one place. Refusing the bonus may drive a considerable part of this busy hive of industry elsewhere.

**THE COMPLETION OF THE WORKS.**  
The next clause of the agreement binds the company to complete the entire line the whole distance from Ottawa and Parry Sound in six years. Of course, long before this, the greater part if not the whole of the line will have been in operation, but six years is the limit. The first section of the road will be open almost immediately; and in a very short time the second portion will be ironed and cars running. The sooner the line is completed through to the Sound, the sooner the company will be earning the reward of their quick, enterprise, and enormous expenditure of capital, estimated to reach some ten millions.

**NO SELLING OUT TO OTHER ROADS.**  
It is provided next that the line shall be operated independently and shall be especially independent of the Canadian Pacific railway. If this provision should be violated, it is expressly stipulated that the company must pay to the city \$100,000.

Coming back to the central station, the agreement further provides that it shall be open to all railways having an entrance into the city, subject to conditions to be imposed by the railway committee of Her Majesty's Privy Council of Canada.

Next, it is provided that in the event of failure to build the entire road through to Parry Sound or to construct said workshops on the terms already recited, the company shall be compelled to pay to the city of Ottawa in either case the sum of \$100,000.

**EASY REPAYMENTS.**  
Next, as to the debentures. It is provided that they shall run for forty years. This term makes the actual yearly payment 60 cents in the thousand dollars of civic assessment. In this connection it should be explained that city debentures bearing 6 per cent. interest will fall due the coming three years, which are convertible into 4 per cent. debentures, to an extent saving, according to the official statement of City Accountant Lindsay, some \$15,000 a year. The payments for the railway debentures will be thus counterbalanced by the saving on the city debentures.

tures to be converted as aforesaid.

**WAYS AND MEANS.**  
The remaining clauses simply provide for the formal ways and means of carrying the foregoing agreement legally into effect, such as the application for a special act allowing the debentures to run 40 years instead of the ordinary term, in order to make the repayment as easy as possible, and assisting the company to obtain the necessary right of way to the station they undertake to erect at Sapper's bridge provided the by-law is carried by the vote of the freeholders of Ottawa on Jan. 2.

The facts are now fully before the freeholders; it is for them to decide whether Ottawa if to secure the advantages within her grasp or not.

**FOR THE INFORMATION OF THE FREEHOLDERS OF OTTAWA.**

**Summary of a Circular Respecting the Ottawa and Parry Sound Railway, Issued by J. R. Booth.**

Following is a brief summary of the statements set forth by J. R. Booth in a circular just issued to the Freeholders of the City of Ottawa explaining the proposed Ottawa and Parry Sound by-law. If any freeholder has not received a copy of the said circular, he should write for a copy at once to the temporary office of the Secretary, Ottawa and Parry Sound Railway, new Bell Telephone building, Queen street, near the Grand Union hotel.

1st. A description of the proposed route, distances and country traversed.

2nd. Shows that the ratepayers will not have a cent more to pay than the present rates.

3rd. That the workshops will be built here if the by-law is passed, thus providing employment for large numbers of hands.

4th. The building of a central depot at Sapper's bridge.

5th. There will be thirty stations built, employing a large number of hands and bringing trade to Ottawa, benefitting every ratepayer and increasing the value of property.

6th. Industries that will be created if the workshops are built here, which they will be if the by-law is carried.

7th. J. R. Booth's personal promise that the workshops shall be built here if the by-law is carried.

8th. Mr. Booth's statement of the reasons why he asks his fellow-citizens to come to his help.

In conclusion Mr. Booth says: "I hope that on the 2nd of January every freeholder in the city will go to the polls and help his fellow-citizen to carry this great work to a successful conclusion, by recording his vote for the Ottawa and Parry Sound Railway By-law."

Please note that every freeholder has a vote in every ward in which his name appears on the present list.

Every freeholder who abstains from voting practically polls a vote against the Railway Bonus.

**ELECTIONS FOR 1893.**

(Continued from the 2nd page.)

**The United St. Thomas Lodges.**

A very interesting meeting was held by the Union White Rose Degree of Lodges Chester and Truro, Nos. 18 and 62, to elect officers. After the usual routine of business, the election of officers for 1893 took place, and resulted as follows: - Past president, J. C. Gilby; president, J. A. Squance; vice president, C. P. May; secretary, W. Hollins; treasurer, T. Stuart; chaplain, Wm. Gay; managing committee, E. W. Trump, F. Roberts, T. Yoe, W. Heard, C. Scrase, F. Leach; inside guard, H. Nash; outside guard, S. Coombs; auditors, J. C. Gilby, S. W. Down and E. W. Trump; trustees, Jas. Brooks and E. Ponsford.

**Lodge Chester, No. 18.**

The above Lodge held their regular meeting on the 23rd day of December. It being quarterly night and also election of officers for 1893, a large number were present. After the usual routine of business, the election took place, resulting as follows: -

Past Pres., Jno. Leach; Pres., J. Squance; Vice-Pres., H. Nash; Fin. Sec., W. Hollins; Rec. Sec., E. W. Trump; Treasurer, J. Stuart; Chaplain, S. W. Down; Surgeon, Dr. S. D. Day; Committee, C. P. May, F. Roberts, T. Yoe, T. Squires, E. Gowman, J. C. Gilby; Inside Guard, W. Gay; Outside Guard, S. Coombs; Auditors, F. M. Wilkinson, F. Lewis and H. Turpenny; Trustees, W. Gay, R. Sanders and C. Scrase; Juvenile Committee, M. Upton, E. W. Trump, C. P. May, J. C. Gilby and R. Dinner; Organist, F. Webb.

**Lodge Britannia.**

Lodge Britannia, No. 8, held its regular quarterly meeting on Tuesday, the 20th inst., when, after the usual routine of business, the nominations and election of officers took place, W. Hunt, presiding. The following were elected: Frank H. Revell, Pres.; Geo. Anderson, Vice-Pres.; James Fisher, Sec.; R. Hannaford, Treas.; W. A. Ralph, Chaplain; Guides, J. E. Berryman, J. H. Blackburn, J. Aldrich, Ed. C. Harrison, J. Passmore, J. T. Laing; Inside Guard, A. Berryman; Outside Guard, T. Edwards; Surgeon, Dr. E. A. Gaviler; Auditors, J. B. Buckingham, J. Tulk, J. H. Fletcher; Trustees, P. J. Thomas, Wm. Monk, and A. Hannaford; Grand Lodge Delegate, A. Hannaford; Juvenile Committee, F. H. Revell and J. Tulk.

A large number of visiting brethren were present, of whom H. H. Martin, G. S. Herne and R. Cheriton, kindly acted as scrutineers, and J. Bailey and J. Mitchell as guides.

A vote of thanks tendered the scrutineers and guides for their services, closed the elections.

The Lodge voted two dollars to procure some little Christmas cheer for the Bros. in the home of the incurables, when a most pleasant meeting was brought to a close.

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**HAVE YOU AN IDEA** AND Do You Think There is Money in it, THEN WRITE TO **A. HARVEY, OTTAWA, CANADA.**

Patents procured in Canada, United States, Great Britain, France, Germany, and all other foreign countries. Daniel Grant, Insurance agent of Bath, Ont., writes as follows, upon receiving the sixth patent I procured for him.

DEAR SIR, - Canada patent for my improved car coupler to hand last evening. For the very satisfactory manner and promptness with which you have transacted my business please accept thanks of Yours respectfully. DANIEL GRANT. Bath, Nov. 8th, 1892.

Write for Circular 48 "How to procure a Patent."

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Write for Circular 48 "How to procure a Patent."