

HOUSE
STREET
STREET
WAITE'S
RAPHES
ON'S
COOK,
OGRAPHER,
Hall,
ONGE STREET
ORS ETC
LIOTT & CO.,
E, MANITOBA.
CONFIDENTIAL VALU-
all property in
toba towns and
farm property in
toba.
Reports furnished
ending investors,
or non-residents.
Red River coun-
dence solicited.
rate.
OAL
P COAL

ed by late fire
It must be sold
n for new build-
yard on wharf,
street.
received by rail
mines since the
per ton.
CONGER.
King street East.
IAL LIMBS.
ICIAL LEG AND
ARM CO.,
RAY ST. TORONTO.
Lugs made by me have the
ed Take-Up joints, and the
can always tighten the
with a small Screw Driver,
preventing the noise that
usually to the wear of
CRUTCHES
AND
APPLIANCES.
nial's from abroad.
Mr. Theo. Coates, from
nace, Ont., says: The ap-
ment you made for me in
873 had the effect of curing
my Spinal Curvature
was believed, now I am strong
and healthy, (may be referred
to, James W. Co., Commission-
er of Hamilton, says:
My child was troubled with
Spinal Curvature; was given
up by the doctors; only got
relief from me. The boy
now the healthiest child I
know (may be referred to).
From people being cured of
of Chas. Coates' method
one ounce; perfect restora-
tion to health of the body,
and Human frame, from
HARLES CLUTE,
Toronto, 246
Y GOODS.
TACLES
CLASSES
ER, Optician,
ST EAST, TORONTO.
EXCAVATORS.
BERRY,
EXCAVATOR
ONTRACTOR,
Lumley Street, Office
Street, Toronto,
West from all parts of the city
246
TARY.
The Excavating Company, with
all apparatus (excavators, etc.)
at all times, and is prepared to
excavate at night and in a more
thorough manner than any other
excavator in the city. For
particulars, apply to "The
Excavating Company," 246
Lumley Street, Toronto.

THE WORLD SUSTAINED.

EXTRACTS FROM THE PROVINCIAL
PRESS ON THE RAILWAY
QUESTION.

Paper after paper says it is time to halt—how
indiscriminate character will only injure
the Province—A Lesson for the Legislature.
CALL A HALT.

(From the *World's Advocate*, Feb. 16.)
The Toronto World, in a recent issue
calls the attention of the people of Ontario,
to the fact that it is about time to call a
halt in the matter of reckless railway char-
tering. This is a point for which we have
steadily contended, the fact being too evi-
dent that many of the so-called railway
schemes have been made blind with which
to gull a too-confiding public. It is time to
halt. It is quite apparent that Ontario has
already too many railways to do her limit-
ed home business, while not enough atten-
tion is paid to the real want—another in-
dependent road to the Atlantic seaboard.

TEN YEARS FROM NOW.
(From the *Post and Free Press*, Feb. 17.)
The Toronto World is going for the rail-
way monopolists in lively style. Railway
influence has the inside track in parliamen-
tary circles now. Ten years from now,
when the Pacific railway syndicate and
Grand Trunk join hands in keeping up
freight rates, the people will have awak-
ened to the fact that their interests were then
properly guarded in the provincial and fed-
eral parliaments in 1880-82.

THE PEOPLE'S INTEREST.
(From the *Post and Free Press*, Feb. 17.)

The Toronto World is making a mark
among its Dominion contemporaries just
now by the unflinching warfare it is waging
against railway monopolies, and the further
chartering by the government of projected
railways for which there is no legitimate
necessity. The World points out that
twelve million dollars have been paid by
Ontario to aid competing railways, all of
which were gobbled up by their stronger
rivals, and the money of the people thus
thrown away on lines performing no par-
ticular service which was not equally well
performed before. Competing lines are
good, if they can be maintained on that
basis, and unless the government can effect
this, it should not grant any more compet-
ing line charters. We hope the time is
not far distant when the railways and tele-
graph lines in the country, like its mails,
will be bought up by government, and then
only will they be worked by the people for
the people.

RAILWAY PONSING.
(From the *Post and Free Press*, Feb. 17.)

The bonusing of railways has long since
reached a crisis in this province, in which
both the government and the local munici-
palities have been equally "cranky." In
view of the special crank which the Ontario
government has taken in refusing the
claim of the counties of Lennox and
Addington, which have never before sought
assistance from the public treasury, while
others have been bleeding it so freely, we
give below a statement showing the amounts
which have been granted in the way of
municipal and government bonuses to rail-
ways in this province. The statement has
been compiled from the official returns by
the Toronto World.

(Here follows the WORLD'S twelve mil-
lions statement, in detail.)
These grants were almost invariably re-
ceived upon the understanding that the
roads would be competing lines, and would
be operated independently to the interests
of the producers, who are largely at the
mercy of railway monopolists. And yet it
is a fact that nearly every one of the above

have been gobbled up by the mammoth
corporations of the country, and the peo-
ple are not one whit better off than if this
enormous sum had not been squandered in
railway enterprises. From the above it
will be seen that the people of the east
have dipped very sparingly into the public
treasury. While the western part of the
province is a perfect net-work of railways,
with a line running almost to every farm-
er's door, only two roads east of Belleville
have applied for and received government
aid. Under these circumstances we think
we are entitled to special consideration on
the part of the government, and that the
representatives of western counties ought
to be generous enough to admit our claim.

RAILWAY LEGISLATION.
(From the *Milton Champion*, Feb. 16.)

The railway committee of the Ontario
legislature have their hands full at pres-
ent, and they will do well to insist on full
explanations from all applicants before
taking any action which will commit them
to grant charters. The Grand Trunk, the
Midland, and the Northern railway com-
panies want to construct lines from Toronto
to Hamilton. If any preference should be
given to the claims of either of these cor-
porations, we should judge that the North-
ern and Northwestern should receive it, as
the Grand Trunk and the Midland com-
bination are evidently playing into one an-
other's hands, and Canada has about enough
of Grand Trunk monopoly already. We do not
feel at all confident, however, judging from
the opinions of the Hamilton Times and
Toronto World that any great benefit can
be derived from any of the above projected
lines, as there seems to be danger in case any of them should be put
into operation, that the Great Western rail-
way company would be forced to amalga-
mate with the Grand Trunk, a consumma-
tion not at all desirable. The people of
Toronto and Hamilton seem quite satisfied
with the rates charged by the Great West-
ern, and the railway service obtained from
that line is all that can be desired, and
quite sufficient for the needs of both
cities. We feel confident that the railway
committees will do nothing rashly and that
no charters will be granted, unless it is
made to appear plainly that the people of
Ontario will be benefited thereby.

THE RAILWAY SCHEMERS.
(From the *Chelvey Enterprise*, Feb. 17.)

Our local legislature has hardly warmed
their seats before they are besieged by a
swarm of speculators, are clamoring for
charters to build railways in every con-
ceivable direction and from almost every
point of the compass. In all conscience
there are surely ample railway accommoda-
tions already afforded this western peninsula
of cure, yet there are a score or more
charter grabbers asking the provincial
legislature to stamp their schemes with the
provincial seal.

If these gentlemen who are so clamorous
for railway charters that are not needed in
the general interest of the public were
willing to put their hands in their pockets
and build the railway themselves, there
would be no need of opposing their schemes,
but when it is a well-known fact that as
soon as the charter is once got, then the
next step is to rope in municipalities for
bonuses, beseege the government for a pro-
vincial grant, build the road bed, mortgage
the road for thousands of dollars more than
is necessary, then hand it over to the
Western or Grand Trunk to run the line
and distribute the surplus among the
fortunate holders of the charter. Such is
in a few words the history of every local
line that has been built in Ontario for years,
and the question naturally arises is it not
time to shut down on these paper schem-
ers? The only real necessity for more rail-
road accommodation is to the eastern sea-
board. We believe that another outlet on

the Atlantic would pay and is demanded
in the interest of the farmers and shippers
of the western peninsula. We would like
to see the Globe and Mail newspaper carry
their influence against these stock jobbing
schemes and come out boldly in the public
interest of the people. The Toronto World
has come out "squarely" against granting
these charters.

THE RAILWAY AMALGAMATION.
(From the *Victoria Wanderer*.)

(The *Victoria (Lindsay) Wanderer* copies
in full our statement of the twelve mil-
lions granted to railways by Ontario, also
extracts from the Brockville Recorder and
the St. Catharines News, already quoted in
these columns, and has the following edi-
torial of its own on the subject.)

The Peterboro Review is chiding over
the possibility of Lindsay being left out in
the cold through its opposition to the rail-
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