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RETIREMENT OF GEN. COLVILE EXPLAINED BY MR. BRODRICK

That Was One of the Interesting Matters in the Imperial Parliament Yesterday-Something About Boers in the Field and in Prison-Salisbury on Coronation Oath.

London, Feb. 22 .- The questions to-day, was flogged and afterwards shot. Lord Cranborne, Parliamentary Secretary mons were of little for the Foreign Office, assured Mr. Wilgeneral interest, but Mr. Brodrick, Secretary for War, took occasion to offer an ex- liam Redmond that the Emperor of Gen planation regarding the retirement of Ma- many had not offered to arbitrate the quesjor-General Colvile, for which he (Mr. tion of terminating the war in South At rodrick) had been so much criticized. rica.

Replying to a question on the cost Gen. Colvile, said Mr. Brodrick, had been the war. Sir Michael Hicks-Beach, Chan cent home by Lord Roberts for inefficiency in the field. Gen. Colvile had never been cellor of the Exchequer, said that thus far tried, and the his case had been considered on his return to England, and he had been the weekly issue was from 11,000,000 to allowed to resume his command at Gib- £1,250,000. raltar, 'he had not been exonerated from Mr. Brodrick imparted the information

blame. Subsequently, Gen. Sir Evelyn that the Boers in the field had recently been estimated at from plueteen to twenty Wood (the Adjutant-General) had brought the Lindley disaster to Mr. Brodrick's thousand. In January there were 16,000 of Rio de Janeiro, Captain Ward, from the Dotice. After consultation with Lord Rob- Boer prisoners, and this-number had since erts, who had advised that Gen. Colvile been increased. The Anti-Catholic Clause. ld not be allowed to retain his com-Lord Salisbury, in the House of Lords to. of persons were drowned.

mand at Gibraltar, Mr. Brodrick had ordered action in accordance with this ad-Mr. Brodrick added that he understiention of the House later, and therefore said that, the he deploted the language in o'clock this morning she weighed anchor he would defer a fuller statement. Replying to Mr. Redmond (Nationalist), be remembered that the enactment repre. Frank Jordan. Mr. Brodrick admitted Lord Roberts had sented the passions and feelings of the

previously commended Gen. Colvile, but period when it was adopted. Passionz of subsequent events necessitated his removal from the army.

Boers Ill-Treated Natives. to Mr. Dillon (Irish National Replying ist). Mr. Brodrick said he had received a not died out. If legislation was under vessel many jumped overboard. telegram from Sir Alfred Milner, confirmtaken, it ought to be started in the House | Captain Ward ordered several of the boats ing the ill-treatment of natives By the of Commons, and he was not certain but alongside, and the ladies of the cabin and Roers at Calvinia. Sir Alfred Milner said he had absolutely no doubt but that the that strong feelings might be aroused some of the Boers murdered the man named Esau, who there.

LOGAN LETS GOVERNMENT OUT AND WOOLLEN MEN ARE APPEASED

quarantine in other centres.

"That in the opinion

Notice of Motion to Have the Preferential Tariff Apply Only to Goods Brought Into Canada Thru Canadian Seaports-Answer to the Railway Companies.

this House the the bargain.

Ottawa, Feb. 22 .- (Special.)-Among the | word of the resolution beforehand. It sotices which will go upon Monday's order looks to give them a certain measure of aper is one by Mr. Logan, in the follow- | relief, and, brought forward in the way it has been, saves the Government's face into Mrs. K. West, Mrs. Relly, Miss Lehman, It was destroyed.

with large numbers of the rescued. There is an unverified rumor to the ef-

and his son were among those who were

out from this city for the scene of the

disaster, and already they are arriving

of the crew and headed citywards.

boats left the vessel.

Last Accounts 145 Persons Perished-Wild Panic on Board. himself in his stateroom, and went down struck the rock.

Toronto

STEAMER SUNK AT ENTRANCE TO GOLDEN GATE

TWELVE PAGES-SATURDAY MORNING FEBRUARY 23-TWELVE PAGES

Oriental Liner Rio de Janeiro Struck a Hidden Rock When Entering the

Harbor at San Francisco Early Yesterday Morning and Sank

in About Twenty Minutes.

FEARED THAT OVER A HUNDRED LIVES ARE LOST

of Rio de Janeiro, Captain Ward, from the with the vessel to-day just outside the Golden Gate and sank in twenty minutes. A large number and was taken to the hospital.

day, referring to the anti-Catholic declara- The steamer had been lying off the Heads Vessel Sank Quickly.

tion contained in the oath which King Ed- all night, an unusually heavy fog preventof the pilot house are above water. which the declaration was couched, it must and headed for the city in charge of Pffot Nineteen of the Chinese are known to

have been rescued. Struck a Hidden Rock. G. Hechts, a German officer, was rescued her boilers. Shortly afterwards the vessel struck a by the life-saving crew, and upon being Paritament now were not so strong, but hidden rock and Pilot Jordan should for there were undobutedly parts of the coun- all on board to take to the boats. The try where the controversies which the de- wildest confusion prevailed, the passengers that the fog prevented him from seeing rative is interesting. claration represented still flourished, and and crew scrambling for the boats. In the where the emotions which it produced had endeavor to escape from the rapidly sinking

board. He was in the water only a short | fusion. Many of the passengers had astime when rescued. male passengers were placed

The Pilot's Story in them. The boats were manned by part Pilot Jordan was taken on board yester. day afternoon inside the Farralones. The So far as known but three of the ship's ship lay to until 4.30 this morning, when On board the Rio were 29 cabin passengsteamer then started under half steam ers. 150 in the steerage and 140 in the toward Point Benito. She held to her course until 5.20, when Tugs and other small boats quickly put

she struck a rock. There was a terrific t'e by the head, and in a short time went downward, bow first.

J. K. Carpenter, an Oakland, Cal., capital- Carpenter was picked up, but it is not how many boats were launched. I saw her navigation was supreme, and he was of the third officer. three boats

Following is a list of known saved: in her plunge struck the little craft, and did out best to get out the boats, but our from the moment he took the ship in hand

time was limited, and I don't know just his authority in all matters pertaining to

One of the rescued passengers gives it his belief that the loss of the vessel was caused by the explosion of one of he stood beside the captain when the ves-Quartermaster's Story.

forma Hotel. He said thru an interpreter wheel when the steamer struck and his nar- Quartermaster Frederick Lindstrom emwhat was going on in the work of rescue. "I was on the lookout," he said, "when lated Admiral Tryon of H.M.S. Victoria,

the weather cleared somewhat. The suddenness of the calamity. My attention ified to tell how the catastrophe happened, was claimed by the ship, however, and I and who is responsible for it. Capt. Ward saw at once she was badly punctured. is dead, and between him and the pllot

The steamer kept an even keel for down. When I saw all hope of saving the Jordan's story is to the effect that when 15 minutes, when she suddenly plunged vessel was lost, I turned in and aided .the the ship had entered the Heads the fog

A boat had been launched to examine The Chinese were even more panic-stricken that it was unsafe to proceed, fect that Consul Wildman of Hong Kong the vessel's position. The boat contained than the white women. They rushed about latter ordered him to go ahead. Third Officer Holland and J. K. Carpen- the deck, howling frantically, and some of captain's order was obeyed, and therein ter, a capitalist of Oakland. The Rio them jumped overboard in their frenzy. We the pilot confesses himself at fault, for

the "Minto" had been one dollar's worth was ers. Mr. Taylor mentioned one item of \$1200 to B. J. Coughlan of Montreal. Mr Taylor for calling hot

The him that the excellent system of giving the patronage to the friends and not to the foes of the Government would be continued as long as he (Sir Louis) could control it.

Replying to Mr. R. L. Borden; Sir Louis said he had not yet made up his mind. Mr. Taylor asked Sir Louis if he thought about the memorial of the Halifax Board \$1.50 a bushel for carrets was a fair of Trade, to have a lightship off their

harbor.

Lightship and Lighthouse

Mr. Wildman, United States Consul at Hong Kong, His Wife and Son Among the Missing-Boats Were Lowered and Some 79 of the Passengers Were Taken Ashore-Fishermen Rescued Others, But at San Francisco, Feb. 22 .- The steamer City | It is reported that Capt. Ward locked | of the Wildman family since the vessel | then to the City of Pekin. He was then placed in charge of the Rio de Janeiro again, and had been three years and a half Purser John Rooney is missing, and all Pilot Fred Jordan was picked up by one his papers are thought to have gone down on the ship. Capt. Ward was 35 years old of the boats. He was severely injured, with the vessel. Unless he shall be found and a native of North Carolina. A sister alive, or his pouch recovered, it will be and two brothers are residents of Raleigh. impossible fully to determine the total CONFLICTING STORIES. The vessel sank in less than 20 minutes, loss of life, until the agents of the comward took at the opening of Parliament, ing her from entering the harbor. At 5 and it is certain the list of casualties pany in the Orient and Honolulu send Captain is Dead and Pilot Claims

San Francisco, Cal., Feb. 22 .- There are "Newfield" that was lost. several conflicting stories concerning the fate of Captain Ward. The steward says ship be built in Canada.

World.

sel went down. Two other survivors say taken ashore he was driven to the Cali- Quartermaster Fred Lindstrom had the that they also saw the captain,

Hechts procured a life-preserver, fasten. I heard the pilot ye'l and the next instant going down in his cabin, where he met ed it about his waist and jumped over- the ship struck. Instantly all was con- his doom behind a locked door. It is cersembled on deck to see the harbor as the ever.

From stories told by the survivors of the new industry in Canada, ship passed in, and the women seemed to creams pitcously, and the men, crew and less in detail, it is safe to presume that pleasure at hearing this announcement. light keeper, named Robert Gray, thru illlose all control of themselves. They calamity, all of which conflict more or assengers apparently were dazed by the Pilot Jordan is the only living person qual-

When she struck she was beginning to set- the ship was steered to her doom. Jordan's Story.

officers and crew in saving the passengers. enveloped her. He notified the

Hibbert Tupper asked about the repairs \$400, out of which he had hat had been found necessary to the ice- assistant and in some cases find his own reaker "Minto," immediately after ber ar- fuel. In the United States the assistant in such a case was paid \$600. Sometimes rival at Charlottetown. Sir Louis Davies replied that on her way political influence secured a keeper \$500, out from England the vessel had encount- but he had a resignation ered a severe storm. There was no claim where the keeper was un in law, but he had written the builders upon the miserable salary of \$400.

COMMONERS HAD A BUSY DAY AND

Sat in Supply Afternoon and Evening-Sir Louis Davies Was the Object of Attack-Supplies Purchased Without Tender

and the Plan Unblushingly Defended.

Ottawa, Feb. 22 .- (Special.)-Rapid pio- | Hon. William Ross (Victoria, N.S.) dis-

gress is being made with the estimates. cussed the condition of lighthouse keepers

The House went into supply at 3.15 this in Canada. He said there was no system afternoon, and sat again in the evening. regulating the service. A lighthouse keep-

Discussing ocean and river services, Sic er in charge of a revolving light was prid.

PASSED A LOT OF ESTIMATES

that after the first year in the ice 1300 Sir Louis Davies said in some cases rivets had to be replaced. Sir Louis men- hot of the dighthouse keepers tioned that two steamers, now in the whonever a vacancy occurr Strait between Prince Edward Island and plenty of applicants. He said that only the mainland, were free, after having been in rare cases would political influence exert shout up for 14 days in the ice. The sum itself in connection with the appointment of \$180,000, which would cover mainten- and pay of lighthouse keepers.

ance and repairs in connection with this The St. Lawrence Channel. service, would in all probability increase in In reply to a series of questions from the the future. Plans and specifications are Opposition, Sir Louis said before the sesnow being prepared for a new cable and sion ended there would probably be an admarine ship, for which he would call for ditional vote for aids to navigation on the tenders shortly. She would replace the St. Lawrence. He realized the absolute necessity of placing the navigation of the

Sir Charles H. Tupper asked would the St. Lawrence route in the very best condi-

dilbert Parker's New Book

Geo. N. Morang & Co., Limited, Publishers, Toronto.

HAD NO TURNING

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THE LANE THAT

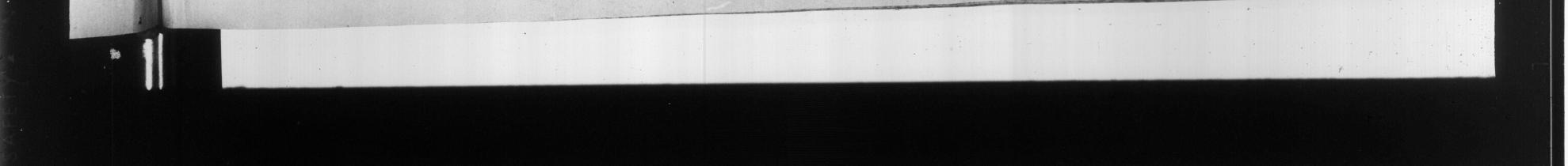
Sir Louis Davies replied that a good deal Mr. Robert Bicke of consideration had been given to this time no steamer subject. Tenders would be called phatically declares that Capt. Ward enu- Canada, both for the "Newfield" and the of the St. Law "Druid." the latter now worn out and un- steamer could proceed as well at night fit for the work of another season. If the as in daylight from Montreal to the Gulf. Sir Louis Davies said, when the channel new ships cost a few thousand dollars tain that Capt. Ward was drowned, howing of these two ships would initiate a would be no objection to lighting it.

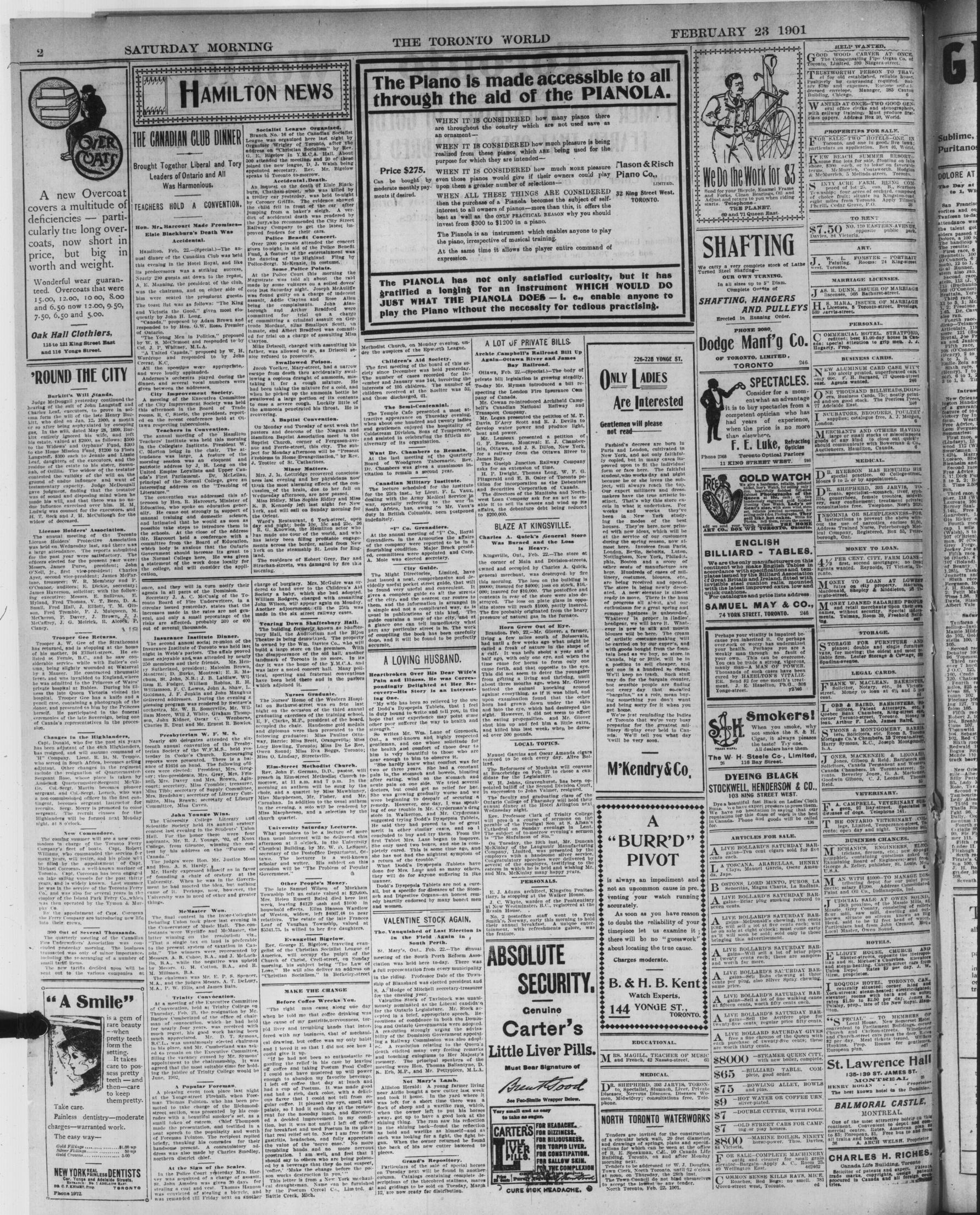
A Case of Hardship. Col. Prior mentioned the resignation of a Sir Charles H. Tupper expressed his health. The man was very poor, but had mable either to get superannuation on Mr. Taylor criticized the way in which from the department,

Sir Louis Davies said the reason was purchased after the tenders had been called that the resignation had not been accomfor. Orders were given to political heel- panied by a certificate of ill-health

Sir Charles Hibbert Tupper : Did the Government require a certificate of ill-Sir Louis Davies could not quarrel with health from Mr. Balderson, or Mr. Hayter orable business Reed, who retired on a superannuation and makes a salary of \$10,000 a year? Sir Louis did not answe



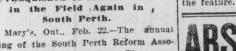






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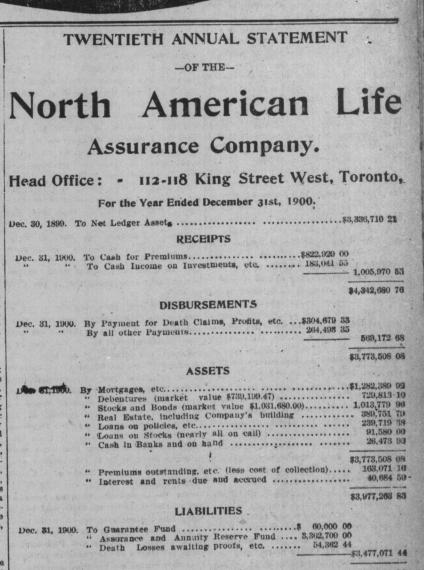
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fractive botels on this nt to depot and com-es. American plan su Free bus to and from WELSH. Proprietor

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A. Suitable grounds have been in the east end of the city and er points to a successful season for Michael's Club. Grey Forge, Eva Race, Lady Canada, Jockey Joe also ran. Fifth race handicap. 7 furlongs-Sentry, 96 (Slack), 4 to 1 and 8 to 5, 1: Joe Collins, 107 (Boland), 8 to 1 and 3 to 1, 2: Empress of Beanty 101 (Colurn), 7 to 2: 8. Time 1.28/5. Tasker, Corothyle, Lady Seabrooke, Juanetta and Fair Gift also ran. Sixth race, selling, 1 1.-0 miles-Leon Ferguson, 104½ (Waish), 5 to 2 and even. 1; J. H. Sloan, 115 (Miles), 18 to 5 and 6 to 5, 2: Petit Maitre 107½ (Boland), 7 to Tav3: Time 1.56. Bequeath, Little Roy Blue, Bert Davis, Slasher, Phidias, Jim Breeze and Albert Vale also ran.

127, The Lady 111, Vulcain 110, Gon-on 105. Mith race, 6 furiongs, purse, maldens-hert J. 107, Cerro Santa 104, Sweet Voice in Brenhilda 107, Carlovingian 104, Can-tus 107, Pirata 107, Libble Eikins 102, h-pornwild 104, Aurifiera 107, Lady Maud 4 Sebastian 102 The Gafar 104, Thracia 2, Red Cherry 104. Sixth race, 15-16 mile, purse-Macgyle 104, edwald 107, Dr. Cave 107, Osmond 107, ogus Rill 104, Handicapper 109, Beau londe 110, Edgardo 104. Weather cloudy, rack heavy.

Kinslow was formerly with the London, Ont., team in the old International League and was well known to Toronto patrons of

New Orleans entr'es: First race, selling, 1 mile-Albert IL. Bramble Bush, Hija 85, 1 Eilly Patterson, Sig. Levy 90, Assessment 1 93, Lady Mother 103 Olive Order 103, Mr. 1 Rose, Taya Harris 105, Brother Fred 110, Second race, ½ mile-Eisle L., Yetta P., a Tarbourine IL, Lady Clary, Marie Belle, Lady Alsea 107, Lou Woods 100. Theid race selling, 1 mile-Novelty 86, Thaila Black 91, Krewe 93, Prince of De-Fight 96, John Bull 97, Hazelmoor, Grey Dally, Cogswell 103, Crystalline 108, Mo-nentum 113, Zolo 117. Fourth race, Speed Handicap, 6 furlongs-Certails 95 Tonicum 96, Ardes 98, Cluster 99, Sir Plorian 104, Joe Martin 110, Bun, 4

Mo and the race, selling, 7 furlongs-Training of the race selling of the ra

THE DUNLOP PNEUMATIC TIRE is soft, flexible, absorbs all vibration ; it is speedy, holds champion ships everywhere ; and, what is most important of

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the tire question by dropping us a postal for our catalogue. As soft as velvet. As speedy as the wind. As easy to repair as a scratch on the hand.

THE DUNLOP TIRE CO., Limited, 17-21 Temperance Street, TORONTO.

Perth, Feb. 22.—A rast, clean and gende-manly game of hockey was played here to night between the Capitals of Ottawa and the Crescents of Perth, the latter winning by 4 to 2. At haif-time the score stood three straights for the Crescents. The of the best evidences that sprin is the announcement that the

The case and case the city and everythen in the creater ane

Integrame.
No Matter How Long It Takes Emplace on Thursday night by 8 goals that power and acknowledged fact that the hockey team of the Royal College of Entral Surgeons defeated Norwood at the Entral Surgeons defeated Norwood at the State place on Thursday night by 8 goals to 8. The half-time sore was 6 to 3 in the speakers will be the Rev. T. E. Shore tails at 5 cents straight, is superior to many so-called lower brands. The hockey team, who are leaders in the Norwood tails at 5 cents straight. Is superior to many so-called lower brands. The the Auff-time speakers will be the Rev. T. E. Shore tails at 5 cents straight. Is superior to many so-called lower brands. The the Morwood tails are speakers in the Sorwood tails are speakers will be the Rev. T. E. Shore tails are speakers in the Sorwood tails are speakers in the speakers in the Sorwood tails are speakers will be the Rev. T. E. Shore to the season. The Norwood child is easily the beer trink in the district, and a fast, clean Misson are shall compared to the treatment while in Norwood, poking and first right in the Q.O.R. m'ss held last night in the Q.O.R. m'ss held last night in the Q.O.R. m'ss held last night in the Q.O.R. m'ss in the district. Goal, Fraser; point, Hogan; the rule that partners shall not low at most be eliminated. The lower wark for the contravention that furting play. The matter was future games everything approaching the contravention at the there distribute and the speakers.
Girls Played Hocker.

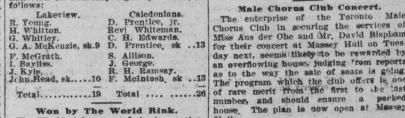
A Much Talked-Of Play. Thru the effect of all that has been writ-ten about Daniel L. Hart's new play, "Melbourne," a great deal of curiosity has been excited among playgoers, and it is said that the New York production of the education, a teacher in one of the dinver-sities of New York and a talented musi-cian. The full choir of Trinity Church, forty voices, under the leadership of Mr. R. G. Kirby, have arranged a special song service for the afternoon. The chair will be occupied by Dr. J. Spence, chairman of the Public School Board.

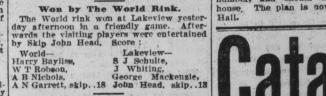
torty volces, under the leadership of ML. R. G. Kirby, have arranged a special song service for the afternoon. The chair will be occupied by Dr. J. Spence, chairman of the Public School Board. The Famous Villiers. Frederick Villers, the renowned war artist and correspondent, has been thru artist and correspondent, has been thru beginning with the war of Servia and Bul-beginning with the war of Servia and Bul-son, and also of "The Jucklins," and "Gov-bulch beginning with the service ward beginning with the server ward beginning ward beginning ward beginning Girls Played Hockey. The fastest game of hockey ever played by ladles in this city was played yesterday morning on Victoria College Rink, which game was spectaniar in every respect and the two teams, Havergal Hall and The Tawnies, were very evenly matched, as the score 1 to 0 in favor of Havergal shows. Time and again Havergal forwards rushed down the lee, only to be repulsed by Taw nee' cover-point. Miss Thompson, who played a brilliant game. Nor were the Twoice's behind in sensational rushes, which were always frustrated by the magni-ticent work of Miss Hespeler at point and swere exceedingly strong and accurate in which shooting and it is hard to plek out any one as brilliant beyond the rest, but pertages Miss Aldous, who scored the goal for Havergal, and Miss Beemer of the same team, might be specially mentioned the least the view alkage for Marengen and it is to take place. Ermit Bealers to Play

Caledonians. Lakeview

Public

Amusements





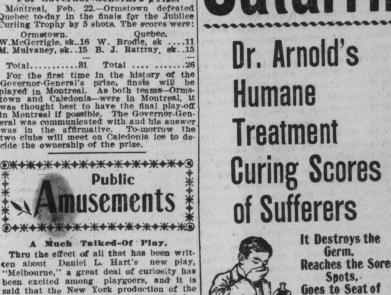
For Governor-General's Prize. Montreal, Feb. 22.—Ornstown defeated Quebec today in the finals for the Jubilee Curling Trophy by 5 shots. The scores were:

Ormstown. Quebec. W.McGerrigle, sk..16 W. Brodie, sk11 M. Mulvaney, sk..15 B. J. Rattray, sk..15

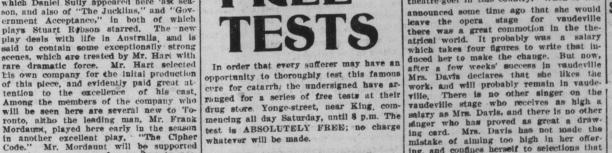
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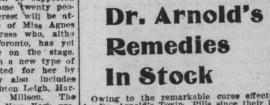
tki." which he will usic Hall on March sttention to the re-many tragio inci-greater attention to the war around Pre-done by any other will descent attention to the war around Pre-done by any other stead attention to the war around Pre-done by any other stead attention to the war around Pre-done by any other stead attention to the stead mencing all day Saturday, until 8 p.m. The test is ABSOLUTELY FREE; no charge ronto, altho the leading man, Mr. Frank Mordaumt, played here early in the season in another excellent play, "The Cipher

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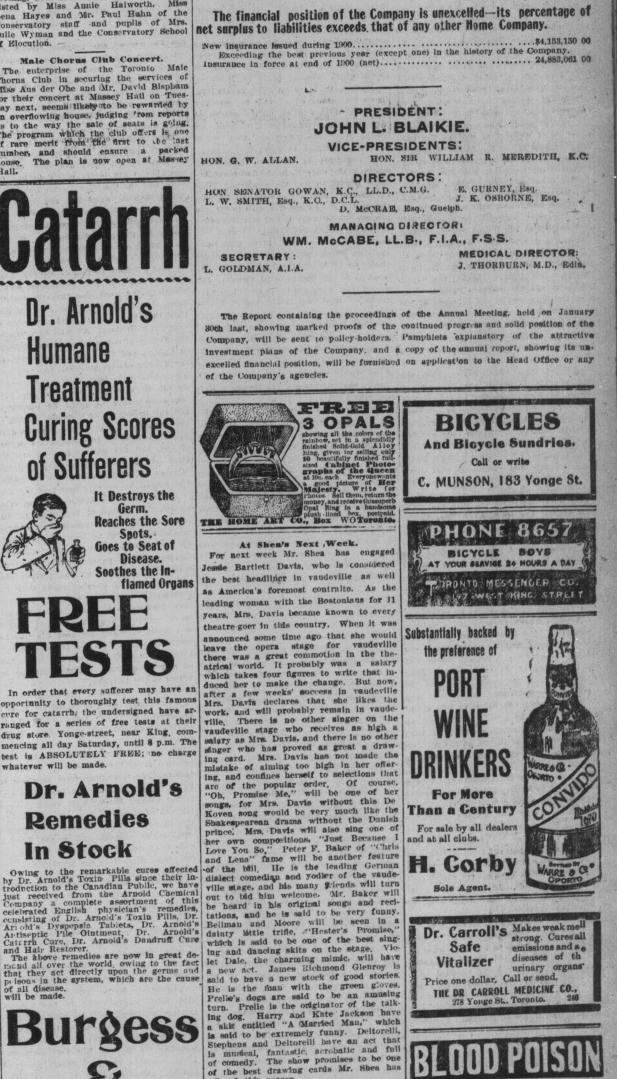


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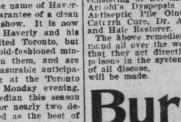
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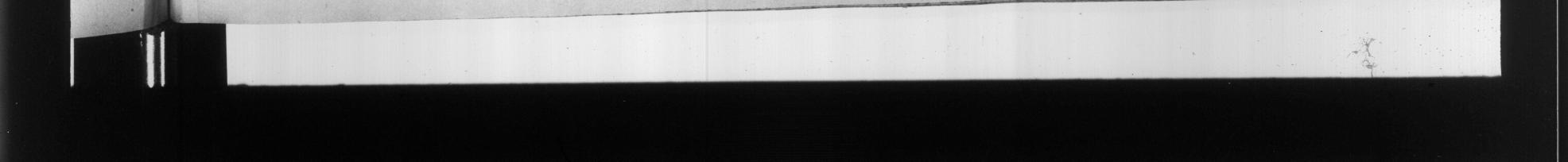


"IT IS A GREAT PUBLIC BENEFIT."

"IT IS A GREAT PUBLIC BENDRY IT. These significant words were used in rela-tion to Dr. Thomas' Eclectric Oil, by a gen tleman who had thorongily (ested its mert in his own case-having been cured by i of lameness of the knee, of three or fou yerrs' standing. It never fails to remov soreness as well as lameness, and is a incomparable pulmonic and corrective. COOK REMEDY CO. 335 Masonic Temple, Chicago, cures. Capital \$500,000. We cases in 15 to 35 days. 100 page Book Free







FEBRUARY 23 1901

was out of order, and that I was springing the question upon the House and the country. I am here to justify what I did then, because what I sdid then secured for me a very prompt expression of opinion ays: "Mr. Shaughnessy says that there is the other day to the Montreal Board of the In the supreme struggle which is now will make the nationalization of the rail going on between the United States and ways in Canada its main

other, can we for one moment allow our an overwhelming mandate to nationalize great rallway system to fall under the these roads. Mr. Speaker, I beg to move: great railway system to fail under the control of the great United States combine, which has its centre in the American ports of New York. Boston and Baltimore? Can we afford that, as a Canadian people? Can we afford that, as a Canadian people? Can we afford to allow great interests in Am-erican ports to control our own railway system, on which we have spent so much money? Some gentiemen think they see a great many Hons in the way of Govern-

ment ownership. I admit there are difficulties, but I think they can be met and

out, in doing so, we will be doing something that I believe the people of Canada desire us to do. desire us to do.

corporations in the municipal, provincial my hon, friend (Mr. Maclean), who has and federal spheres. The corruption of corporations even threatens our courts. Theistration of a railway is a fica-bite man for having brought this matter to compared to the corruption of the people the attention of the House and the country, and legislatures by corporations. A cormaster in corruption. That is not the case gentleman has gone in his remarks in rewith individuals. People say they are op-Government. We know that the Govern-

entered the minds of the statesmen who projected the raliway, we may be sure they would have provided securely against it in the charter and act of incorporation. The magnitude of the new power which has come into existence on this continent, however, with its unconcessied intention of has come into existence on this continent, but of a complex men would secure control of the Canadian Pa-however, with its unconcealed intention of tleth century is very old, may compel men cife Railway, and also that for less than controlling transportation between the two to sit up and think." The proposition has been made, and the would be the complement of all our other unpatriotic and corruptible. I do not be

Full Report of the Debate in the House of Commons, on This Great National Issue. Tuesday, February 19, tion. Mr. Fielding, Minist r of Finance, Moved the Motion Mr. W. F. Maclean (East York) Raised the Q escion of Government Motion Mr. W. F. Maclean (East York) Raised the Q escion of Government the Debate—It is Well Worth Reading.

Motion Mr. W. F. Mactean (Last York) Rased the Q states interests." Motion Mr. W. F. Mactean (Last York) Rased the Q states interests." Mr. W. F. Mactean (Last York) Rased the Q states interests." Mr. W. F. Mactean (Last York) Rased the Q states interests." Mr. W. F. Mactean (Last York) Rased the Q states interests." Mr. W. F. Mactean (Last York) Rased the Canadian Pacific And Pacif

comes from one end of Canada to the lines of production, just as they have the and other European Exchanges. Havcomes from one end of Canada to the other, and which proves the gravity and indicates the importance of this question, and which justifies me in bringing it up now on a motion to go into supply. In the short week which has elapsed since 1 first made the motion, I have had express sions of opinion from all over the country: if me the arress ad from the protect to put country. It has been charge.

sions of opinion non all over the country. from the press and from the public men of Ganada endorsing my course: and, in the discussion to-day these expressions of opin-discussion to-day these expressions of opin-ton will throw a great deal of light upon will throw a great deal of light upon against Canadian ports, and rendering nl-owners of the road, whether they be Cana-the other in order to provide chean and both of these great lines-for less than it is well worth the attention of the Min-

prises. In fact, the present management more I feel convinced that the ports on have carried them out successfully. So think, Mr. Shaughnessy, of the suggestion have been convicted of such lines of policy the Georgian Bay are destined to become far as financial questions are concerned, that, in order to prevent this, the Gov liable at any moment to pass into the con-trol of that great monopolistic syndicate which has recently acquired control of the great railways of the United States. The future of Canada is involved in that ques-tion, and therefore, if I take up a little time, of the House in trying to make my position good, I trust hon, gentlemen will net rests bound up in the poits of New Let me read just two more newspaper converted into 3 per cent. obligations-not tends to take up seriously the business of position good, I trust hon. gentlemen will interests bound up in the public money of this parton me. Let me first give a sketch of York, Boston, Baltimore and Philadelphia, the protection of the company than to prepardon me. Let me nist give a sketch of could get control of the Canadian railways, the protection of the company than to pre-these men in the United States who con-could get control of the Canadian railways, serve the national character of the road. It behoves the people of Canada to

shares of the Grand Trunk Railway. But, name of the Minister of Railways and Can- public works, our canals, our harbor im- lieve that; I agree with what als has been connected with it. of curing provements, our river improvements. To- Hoar of Massachusetts said, who, discuss A Full Report of the Debate in the House of Commons they may appear. The Canadian Pacific ernment, that is the people of the Canadian Pacific ernment ernm

me a very promote and of the country to the other, hands. We would all be their serfs and from one end of the country to the other, hands. We would all be their serfs and if they once their serfs and the supreme strugger. gular way, it is because, to-day, I have at my disposal an expression of opinion that they could gobble up our great sale in London. Montreal and on the Bar themselves in a most energitic and mot

the subject. What is the question to which I direct the attention of the House and of the country? It is the great railroads of Canada are that the great railroads of Canada are

But even if there was a specific provision take some notice of symptoms that sub-leases of the smaller sections also will sition of such railways as the Canadian of inustration. At the head of that com-bination is Mr. J. Pierpont Morgan of New therefore, to us, one of supreme national it would be of no avail for the sole of the stock to foreigners, have lately developed among railway com-bination is Mr. J. Pierpont Morgan of New therefore, to us, one of supreme national it would be of no avail for the controlling the object restrictions and leaver mature the object restrictions and leaver mature the restriction of the bond and leaver mature the object restrictions and leaver mature the restrictions and leaver mature the restriction of the bond and leaver mature the restriction of the second of the second and the second of the second against the sale of the stock to foreigners, have lately developed among railway com-t would be of no avail, for the exactions panles controlling the chief railways in as the bonds and leases mature, they can be converted at much smaller figures, and construction of useless lines. We have had

tion of that motion, I dealer on the attention of the these railways at a comparatively small and the contry: it would have to assume over the Canadian Pacific. How much and the contry: it would have to assume over the Canadian Pacific. How much and the contry: it would have to assume over the Canadian Pacific. How much and the contry: it would have to assume over the Canadian Pacific. How much and the contry: it would have to assume over the Canadian Pacific. How much and the contry: it would have to assume over the Canadian Pacific. How much and the contry: it would have to assume over the Canadian Pacific. How much and the contry: it would have to assume over the Canadian Pacific. How much and the contry: it would have to assume over the Canadian Pacific. How much and the contry: it would have to assume over the Canadian Pacific. How much and the contry: it would have to assume over the Canadian Pacific. How much and the contry: it would have to assume over the Canadian Pacific. How much and the contry: it would have to assume over the control these rought this question of the instituted by the public across the continent? I believe it would have to the proposal of it. In taking the readiest way

Canada, between New York. Boston and this party and these men do come forth, Portland on the one side, and the St. I believe that when they make an appeal Lawrence route and Canadian ports on the to the people of Canada, they will re-

the corruption wrought and exercised by has been brought before the House by

money? Some gentlemen think they see a of the opinion that the administration great many lions in the way of Govern-Mr. R. L. Borden ((Hallfax): Mr. Speak-

overcome. We have to retrace our steps, but, in doing so, we will be doing some-heard a word or two from the right hon.

The greatest curse in politics to-day is Mr. Blair), in regard to the matter which

the country are due to the hon. gentlewho would not go so far as gard to this matter, there can be no doubt whatever that this is a subject which should invite the earnest attention of the

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of dead as a ing's Siding. was ascertain sides the eigh last night thr morning. . The neath the rui One was that badly burned be identified. Of the kille

Baggagemaster bren identified a Trenton sale to his home. Ninney, a labo rence, N.J. Bristol, Pa.

Blame Philadelphia ent Abercrom the Penusylva there could b sibility for the night rested of the accom Conductor Sa Three bodie Karitan Canal laborers and

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> Chancellor vesterday af Hall, carpet Bowerman, real. estate 144 Howland 144 Howland A settlemen in which a n 40 years ago mear Bowmar until 13886 and ter. In that and went to from him age Adair was gi \$240 a year, June, 1887, A widow and off they had b There they i who had a do od. It apper cured a divo of which she insured his 1 and the Can under the all of the Amer money was

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RUSSO-

capacity; men like the head of the Vander-These men could do all that by spending but family, pwning thousands of miles of 50 million dollars in buying the control of railroads in the United States; men like 50 million dollars in buying the control of ment ownership: Mr. George Gould, who controls thought our railways, or, easier still for them, by "With regard to leasing the roads. And, sir, they would of miles of railway, as well as the telehave no hesitation in doing it. graph system of the United States largely; men like Mr. Rockefeller, the head of the and these men, along with others, form today the most powerful combination that ever existed in the United States. Within of United States monopolists. I have two money in the past for building of railarguments in my favor. First, that these ways which are not only in themselves usethe past few weeks they have consolidated the Vanderbilt lines, the Gould lines, all the, Pacific lines, including the Northern Padific, the Union Pacific, the Great men not only control the railroads of the copper production of the United States; ald, which says:

SATURDAY MORNING

amendment before the attention of the these railways at a comparatively small which, should it be the right one, will an enhanced figure.

OWNERSHIP

On Tuesday, February 19, Hon. Mr. Fielding, Minist r of Finance, Moved the

that the great railroads of Canada are of the St. Lawrence route. If these rall-

liable at any moment to pass into the con- roads can do that to-day, how much more

trol the rallways, and I shall do so by way that they would not use that power to the

of illustration. At the head of that com- detriment of Canada? This question is,

time of the House in trying to make my thing that it mese men, who have at the transfer of stock in the Canadian Pa-

GOVERNMENT

paring to control the shipbuilding of the by the member for East York (Mr. Mac- of one, and the greater cost of manage-United States. There is not a single propo- lean). It was a very bold and radical ment has militated against any reduction United States. There is not a single propo-speech, and a very important one. Mr. of rates. If anything has been established the extension of the Intercolonial Rallsame men do not seek to control, and what Maclean advocated the acquirement of the it is that rallway competition is not often question. That would only aggravate the ts still more significant to the people of Government of the whole interest in the an effective means of regulating railway situation, altho I have supported in the

of the consolidated Pacific system-a man policy as because the nationalization of the Government in paralleling existing rail. many similar ones which I have rewhom all the world admits is the greatest railways is the only adequate means of de- ways. We may get an exaggerated idea ceived; whom all the world admits is the greatest fatting to the national danger arising of the waste of parallel roads thru the Dear Sir,--I am much pleased to read of the stand you have taken with refer-

great syndicate, and his knowledge of our been an advocate of national railways: isting roads it would mean the destruction C railways, to lay out a scheme whereby in but Mr. Charlton has never given any hint of a great amount of capital already inhands of this syndicate. And even if they the not name only the fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." He is a self-evident fact that if any cor- titics?" His answer was: "It is." H the twinkling of an eye the two great of favoring such a radical innovation. The vested in the railways," to not pass into the hands of this syndi-tism; and the fact that he favors the seri-st. John paper, The Gazette-this is di-poration can control the means of strength to party.

They control steamship and river lines sal will go far to save that proposal from Globe article: of steamers, on the Pacific, on the Atlantic ridicule as one of Billy Maclean's fads." and on many of the inland waters of the

United States. had the opinion of Mr. Shaughnessy, the head of the Canadian Pacific Railway, to show how easy it would be for this power. Here is an extract from another paper, Status and status of transportation independent of to our great national interests." Status interests in the right direction, and of my own knowl-Status interests in the right direction, and of my own knowl-Status interests in the right direction, and of my own knowl-Status interests in the right direction, and of my own knowlful United States syndicate to control our which I think will appeal, to the House, continental railroads owned and operated edge know that a large percentage of the Canadian railroads. In an authentic in, namely, The Montreal Witness: "There are few persons who have been shown time and again that less than oneterview given out by Mr. Shaughnessy, he observing how the interests that are de balf of the proceeds of the sale of stocks

Mr. T. G. Shoughnessy, president of the veloping Canada have been failing into and bonds of railroads constructed in Canmakes this statement: Mr. T. G. Shoughnessy, president of the Canadian Pacific Railway, was asked by a few hands, and many of these foreign, who few hands, and many of the few hands, and many of these foreign, who few hands, and many of the few hands, and has gone into the read-bed or equip-tion of the few hands, and has gone into the read-bed or equip-tion of the few hands, and has gone into the read-bed or equip-tion of the few hands, and has gone into the read-bed or equip-tion of the few hands, and has gone into the read-bed or equip-tion of the few hands, and has gone into the read-bed or equip-tion of the few hands, and has gone into the read-bed or equip-tion of the few hands, and has gone into the read-bed or equip-tion of the few hands, and h have not wondered what might be the ef- ment of these lines. . . . The time is purpose that will suit your convenience. Herald representative to-day as to what he

fect of it all on self-government and on not far distant when Canadians will be dian Pacific Railway being acquired by a Canadian nationality. Whether or not compelled to grapple with the question of name? powerful syndicate of United States capi- there be anything in the fear expressed by transportation rates, because if we only Mr. Maclean: Mr. Minthorne of Oaktalists, as was stated in the course of the Mr. Maclean of the Canadian Pacific fall- paid rates proportionate to the cost of wood.

of the Canadian Pacific Railway, which is that great trans-continental railway. If great consideration, and he will probably for sale in London and Montreal, and on such an extraordinary anti-climax to an be able at an early date to present legis-Bedlin and other Continental bourses, undertaking, originally designed to knit the lation which will prevent any further inthing to prevent these gentlemen from con-frolling the policy of the company, and ex-in matters of transportation, could have there is a brief extract from The London ship involves a very large financial pro-

of an effort to coerce this coun- be converted at much smaller figures, and construction of useless lines. We have had The first in the management. Sir, 1 and the present the consists of balks of the opportion and the management. Sir, 1 and the present the constraint of the opport the before the past for the building of railways, which is that which has been exercised by the present the absence of any defence against distribution the puts schemes thru which involve from 50 rangement of Canada. Why, this the absence of any defence against dis-million dollars to 1000 million dollars. He syndicate could render nugatory the crimination inturious to Canada. This prac-ically amounts to an attempt to establish of a very considerable burden. million dollars to 1000 million dollars. He effects of all the money we have, spent in crimination injurious to Canada. This de- a system of terrorism and to frighten the commands almost the entire banking support of the United States, and he has a sociated unoted a system of terrorism and to frighten the building up our canals and in trying to news, and it should be remoded as found to canadian people from taking steps which Mr. Heyd: How have to assume? building up our canals and in trying to create great shipping ports in Montreal, in Quebec, in St. John and in Haifax. of the United States, and he has a sociated create great shipping ports in Montreal, nessy, and it should be remedied, as fas as they consider proper. It is, therefore, a controlling services and regulating rates." look to the Government to exercise all Here is what The Globe says on Govern- possible control over these roads, and, by legislation, if possible, prevent them from

THE TORONTO WORLD

controlling transportation between the two to sit up and think."

occans, gives color to the apprehensions The London News says:

injuring what they were subsidized to "With regard to: the agitation for Govbuild up and improve. ernment purchase and operation, Mr. The St. Thomas Times says:

My argument in favor of Government Shaughnessy expressed the view that it If the Government has no other means control of railways is, in the first place, be- would be a far better policy to huy out of stopping this anti-Canadian policy on

cause I wish to stop the unpatriotic man-roads like the Canadian Pacific and Grand the part of the Canadian railways, it thousands of miles of raflway; men like cause I wish to stop the unparticule man. Mr. Herriman, also a great railway owner, egement of these roads towards Canada, Trunk than to subsidize and construct should have no hesitation in putting Mr. That suggestion is that a preferential

tariff should only be allowed on goods that come in by Canadian ports. The St. John Telegraph of Feb. 15,

roads on which Canada has spent so much less, but are positively injurious, masmuch money in the way of subsidies are to-day as they cripple the lines already built. But the interests of the country,

men not only control the railroads of the United States, but they control also other These, I submit, sir, are two good reasons than that they should build new ones to The writer, in the above quotation, they control also other in favor of my contention. In order that compete with them. All who have studied fers to Mr. McNaught's remedy for the

the coal fields of Ohio, and they are pre- than the one which was made yesterday quired to maintain two equipments instead way magnates monopolizing increasing transportation of Can ducts to the eastern seaboard.

I can hardly agree in the opinio on that Maclean advocated the acquirement by the and settled by the experience of the past way by the Government will settle the also control the services of Mr. C. M. Trunk Railway as a means of averting the charges. Only an unreasoning and destruc- past, and may, under certain circumstances

Hays, who was the manager of the G.T. great danger. The proposition is made not tive obduracy that no business man would to-day, defend that proposition, ays, who was the manager of the G.T. great danger. The proposition, , and who is to-day to be the manager so much as a matter of general national be likely to indulge in would justify the I have one more letter to read, out of

Dear Sir,-I am much pleased to read in America knows them, is in a position Mr. Charlton's tack endorsation of it. The and while it would not cost the Govern- other way to escape from the railways of the including the Grand Trunk Bailway are ther with the strain that object is her to strain the the strain that object is her to strain the stra objects to get hold of and control our railways. Could they accomplish their de

cate, they could be greatly injured by him. ous consideration of Mr. Maclean's propotheir terms in other directions. So far as I from the Maritims Provinces, across the the people who use the roads support "Perhaps the best way to meet the com-

ernment line of railway from Montreal to give general satisfaction to the travelsow, sr, if they can control the f. llways of the Detroit River. This would prevent and pay him \$50,000 a year if necessary; and pay him \$50,000 a year if neces Canada in a very easy manner, and since these who had refused to see, and will raised this question last week, we have cause those with serious thoughts to give raised this question last week, we have cause those with serious notection.

dian pro-

Here is an extract from another paper, Gazette is strongly in favor of fast transby the Government of Canada. It has been people were looking in the direction of ment was inaugurated. So you can easily

gentleman I refer to is a very prominent see how much more interest will be taken railway man of this country. The Minister of Railways and Canals: I

shareholders desire. The proposition of public ownership, in Mr. N. Clarke Wallace: What is the had been named. Mr. Maclean: I suppose so. It was our

the road could be taken out of politics. railway octopus now developing in the terest on the actual cost of the road-bed think I have proved, by quoting the lead-united States, the bare mention of such a and equipment, freight rates in Canada the country, and by a greatest benefit to the people of Canada. possibility must awaken serious reflections would be cut in two. The question is one ing newspapers of the country, and by a greatest benefit to the people of Canada. to prevent American capitalists, if they ture and extent of the sacrifices made by careful legislation. It is a question which

scattered provinces together and make this road on public rights by railroad corpora- evils except Government ownership. You United States, where there is a great

blic money in the of a very considerable burden. Mr. Heyd: How much liability should we crippie the lines which are already built. This is very pernicious, and, as I have

out, hs \$300,000,000. But that rests upon us to-day, and the people are paying the interest upon it in the traffic rates. But, they we bear this burden, we have nothing to say about the management of the road. When we pay the piper we should have the privilege of controlling the road. Mr. Cochrane: We have had experience Government line, and mentation a subject.

(Hon. Mr. Blair), and the Minister of and the Minister of Rallways and Canals are not less able in the solution of our been, more or less, subject to the Public Works ((Hon. Mr. Tarte), because is almost committed by his newspaper economic problems not less competent to political influence which affects other

tional system that we have to-day. I am warfare with the roads; either that, or tions of Europe have done. inimical to the interests or canada; and would be far preferable that the Govern- vinces, demand some such radical cure for it necessary for our national railif necessary, for our national rail-have. That is what we are up against, way is the best asset we have; and I hope and that is another point to which I de-next proposition which I wish to submit; the intercoronial railway, or inter-you cannot settle a twentieth century any department of the Government, next proposition which I de-

great corporations. Within a week they have secured control of the iron and steer production of the United States, capitalized to this matter, I propose to read some ex-My amendment is, in substance, that, as we have a national road, the first thing we ought to do is to depoliticalize its admin-regard to that? Our fellow-colonists, as we at \$950,000,000. They control the off pro-duction of the United States, thru the Standard Off Comment: ther control the duction of the United States, thru the Standard Oil Company: they control the ments in connection with that road, or change their policy to-morrow under any as the roads are run today? The problem deals with the carriage of mails thru taking part in fixing its rates. I do not circumstances. This is a great fact that before Mr. Hays or Mr. Shaughnessy is: the country, and it is provided by statat they control all the coal fields in the East-ern States and the Southern States, and ich are more worthy of serious attention the community. The people have been re-

responsible to this House for that road. Austria and Hungary they have the best politics in the management. Is that pos- the same in almost every other European to give his name, but nearly all who hear to private corporations. Public opinion is time is taken up with dealing with ques- t me can guess who he is. He is said to growing in favor of state-owned railways: tions of competition, and finding out how

continent, picking them out never and he them? Canada can buy the controlling of the country he would take a sinstead of they were all, first-class men. And he them? Canada can buy the controlling for the country he would can a sinstead of

Mr. Maclean: You will have to take my adian Pacific Railway for \$1 each a year, more liberties with it than to say the 4 per cent. on the face value of the shares. The stock of the Canadian Pacific guar-

will be some corruption, and there will competiton, to a certan extent, at

privilege of controlling the road. Mr. Cochrane: We have had experience in running rallways. Mr. Maclean: That is the point I was coming to, and that is the point of my amendment. And, on this point I expect the support of the Minister of Rallways (Hon, Mr. Blair), and the Minister of Rallways and Canals

we have been informed in an official way, friends to another transcontinental line, do what our fellows in Australia, New partments of the Government in this cau that they are prepared to extend the na- and to a railway commission, in constant Zealand, South Africa, or what the na- try. Now, I suppose, that none of Here is the could doubt that. problem with nineteenth century ideas. freed from that political influence and the country will extend it and expand it. sire to direct the attention of the country. This great problem is a twentieth century terference which House Government railways of this country t House for the past thirty years. What is partments of Government in that respec for example, the Postoffice Departm

How can we administer this rallway so that any person undertaking to enter into but I have heard that they do. The first countries the railways have nearly all step towards nationalizing the railways is been nationalized. In Germany, there are to depoliticalize the railway we have. I two kinds of railways: State-owned and who have invested their money in it? The offence. When you come to deal with rail do not mean to say the Minister of Rail- private-owned; but the tendency is to take problem before the manager of a national ways, there is a different condition of ways shall not sit in the House, and be over every private-owned railway there. In system of railways is: How can I run affairs. Look at the adm this raliway in the best interests of the the Intercolonial Railway. It is more people who have to support it? These pro- less subject to what is called polit the administration of the railway over to first-class railway men who will allow no Government controls the railways. It is ment has much higher work in his hands. used in his motion. Let us suppose that All he has to do is to see what he can do the Canadian Pacific Rallway or the Bank quote the opinion of a very prominent rallway man on this point. I do not wish of abandoning the system and going back Mr. Shaughnessy, nine-tenths of their concern in this country were to carry on its business subject to polit influence and interference of this who, having been in the service of the Grand Trink and having the the biggest rallway man we have in Grand Trink and having the the service of the Grand Trink and having the the the biggest rallway man we have in Grand Trink and having the the the biggest rallway man we have in Grand Trink and having the the the biggest rallway man we have in Grand Trink and having the the the biggest rallway man we have in Grand Trink and having the the the biggest rallway man we have in Grand Trink and having the the the the the biggest rallway man we have in the biggest rallway man w was, naving usen in the service of the Grand Trunk, and knowing the trunsporta. Even more significant and important than and in England to day one of the few iney can make a pront for the sharehold. Sary duplication of roads by the Govern-ways. The stand you have taken is well and in England to day one of the few iney can make a pront for the sharehold. Sary duplication of roads by the Govern-ways. The stand you have taken is well and in England to day one of the few iney can make a pront for the sharehold. Sary duplication of roads by the Govern-ways. The stand you have taken is well and in England to day one of the few iney can make a pront for the sharehold. Sary duplication of roads by the Govern-ways. The stand you have taken is well and in England to day one of the few iney can make a pront for the sharehold. Sary duplication of roads by the Govern-ways. The stand you have taken is well and in England to day one of the few iney can make a pront for the sharehold. Sary duplication of roads by the Govern-ways. The stand you have taken is well and in England to day one of the few iney can make a pront for the sharehold. Sand the provide he contact the sharehold in the stand to him, "What do you think of national. will be able to meet foreign competition public ownership of railways tending to not be greatly hindered under such demoralize the people, I believe it would dition? Does anyone suppose t by reason of his connection with this member for East York has for some years ment any more than the purchase of ezterest in public affairs, and to use his great Canadian corporation were it

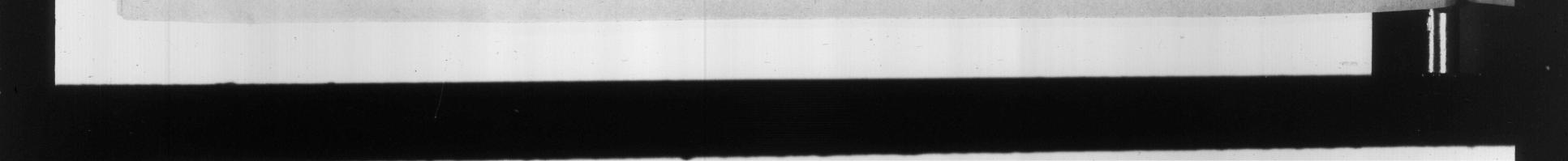
that if you drag it into politics." I then never be smaller than it is. Delay only public ownership entrenching a party in as the motion tends to prevent political sign, then the independence of the Cana- asked him: "Is it possible to administer aggravates the situation. Let us never forsign, then the independence of the Cana-dian people will exist in name obly. For the railway without dragging a into pol-get that it is the traffic that pays for changes in parties. Patronage and re-with the administration

of self-government in this country. If would be the first person to join in the

ing and commercial public. One of the \$1000 a month as pay for going to a meet-less than thirty million dollars, and she Now, str. if they can control the f. ilways to the United States, I am here to-day to the Detroit River. This would prevent for the United States, I am here to-day to the Detroit River. This would prevent for the United States, I am here to-day to the Detroit River. This would prevent for the United States, I am here to-day to the Detroit River. This would prevent for the United States, I am here to-day to the Detroit River. This would prevent for the United States, I am here to-day to the Detroit River. This would prevent for the United States, I am here to-day to the Detroit River. This would prevent for the United States, I am here to-day to the Detroit River. This would prevent for the United States, I am here to-day to the Detroit River. This would prevent for the United States, I am here to-day to the Detroit River. This would prevent for the United States, I am here to-day to the Detroit River. This would prevent for the United States, I am here to-day to the Detroit River. This would prevent for the Detroit River. This would prevent for the United States, I am here to-day to the Detroit River. This would prevent for the Detroit River. Thi u. friend (Mr. Maclean) brought this ownership is this: The trust gets all the matter to the attention of the House, benefit of consolidation, economical man- have endeavored to million dollars, paid for their controlling agement and the saving effected in not slight way, the mode in which other col-sbares. Canada can lease and secure control of the Grand Trunk Railway and Can-A state-owned system receives all these in New Zealand, the rallways are, for the most part, dealt with by a com benefits and economies and gives edge know that a large percentage of the people were looking in the direction of for it. I am giving you merely a government ownership before this move. conversation, and would not care to take holders who now have the control, less than to say the them to the people. A trust antagonize a nation; a state-owned diministration of the railways from provide the state of litical influence has been found to be I system is bound to be patriotic. Science, genius, enterprise, public spirit ductive of very beneficial regults. I anteed by Government at 3 per cent. utilize the thousand and one imprescript- not prepared to say that we sho would be above par, and that is what the ible legacies of the past, are constantly once follow the example of these striving to better the lot of mankind, and, We have a very much larger problem

up to the present time, the wealthy, the deal with in Canada than arises friend, Sir William Van Horne. In con- its simplest form, lies in assuming the ambitious, the trusts, the combines, the Australian Colonies, because we versation, the other night, he said that if Habilities, guaranteeing the interest and corporations, have tried to corner and to about 17,000 miles of railways (of which dividends, and leasing each road at a nominal rental of \$1 a year. Surely the Min- restrict-have succeeded in cornering and about 1500 are doverment restrictions the use of these discoveries, of the paid-up capital of the railway lines in departe on Government ownership of rall-ways in the House of Commons yesterday railway octopus now developing in the strement alizing the railways of Canada, or whe doing all these things, with the single ex- good deal of the time of the House, but we speak about dealing with the Inte colonial Railway by means of a com have got the canadian Pacific Railway, which is that great trans-continental railway, if great consideration, and he will probably if the great trans-continental railway, which is that great trans-continental railway, if great consideration, and he will probably is that great trans-continental railway, if great consideration, and he will probably is that great trans-continental railway, if great consideration, and he will probably is that great trans-continental railway, if great consideration, and he will probably is the great trans-continental railway is a great trans-continental r that there can be no radical cure of these do it with the money we have. In the duced, the existing obligations in the way and the Government, and in doing what I think, however, that the matter i of rents on leases of road would be ab- I have done, I have only discharged my properly been brought to the attenth

Continued on Page S.



ida. It is the great vs of this e are unfit distones do not be Senator d, discussthe United. t the great are honest, believe the but the sts in Canaganda, a newspapers hat we are way could red by the der on my I beller ve this is that is th is question be identified. or the up to em been sail. as to direct possible, te te they go seem to he the luter. to make a ize all the If they do thing patri-Support of if they do

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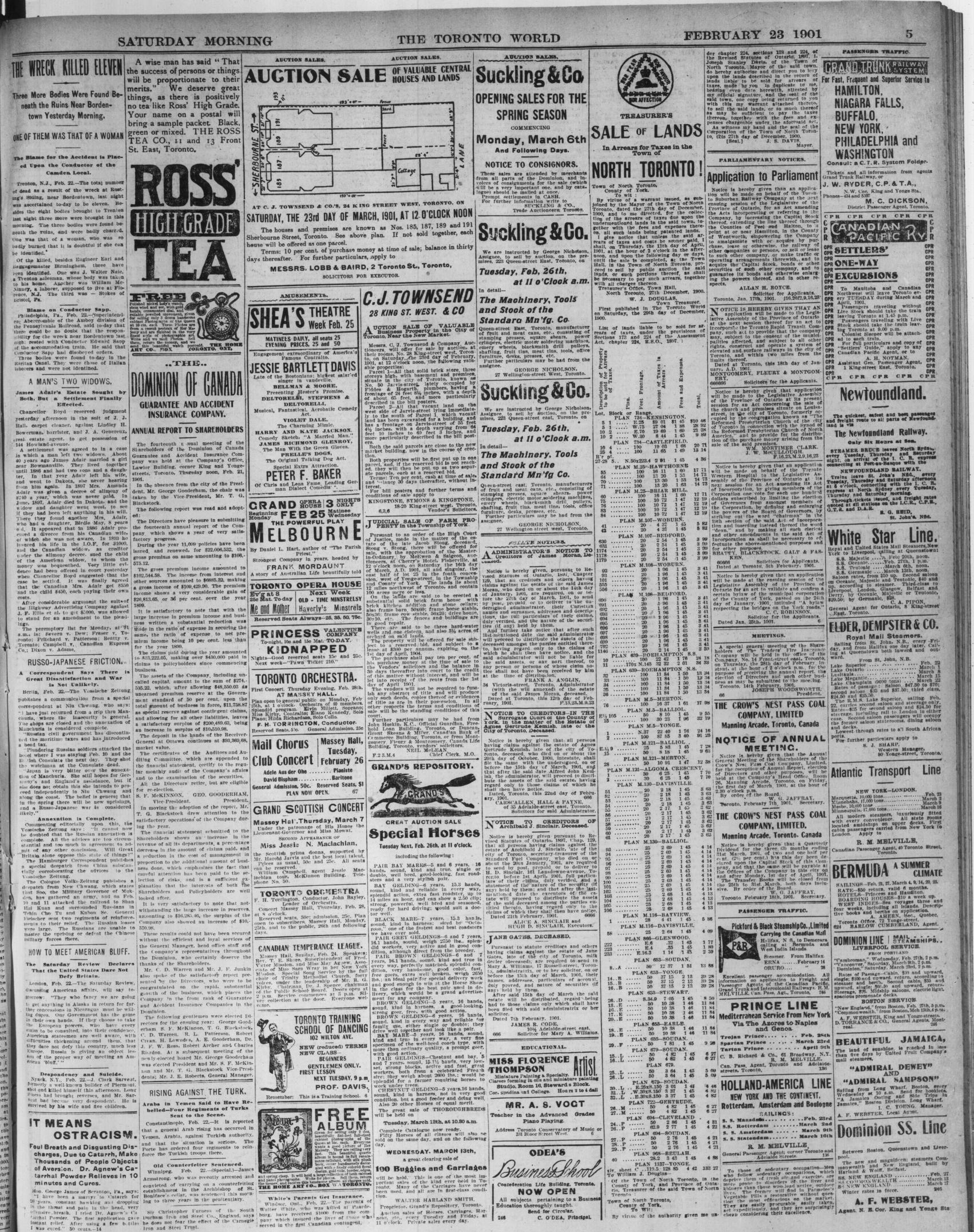
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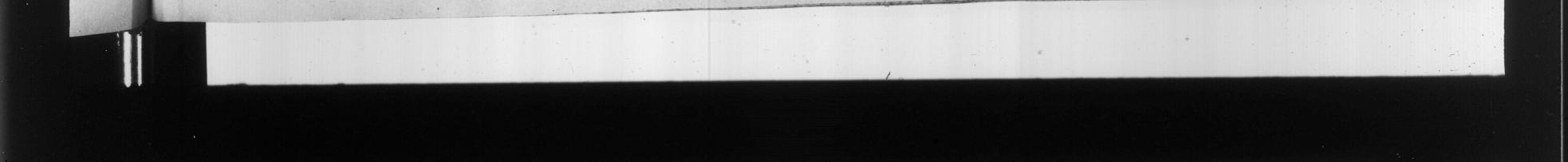
da may be leck on the the public s House is 144 Howland-avenue.

Mr. Speakwould have he right hon. or the Canals (Hon. matter which ne. House by n), who has a in the first is House and hon, gentleis matter to. as the hon. emarks in re. ubject which





Page S.



SATURDAY MORNING

THE TORONTO WORLD

line to Lake Superior, are willing to place their freight and passenger rates absolutely in the hands of the people of Manitoba as Ottawa & Parry Sound Railway an eu-

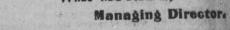
trance to Toronto, and in the same way of Canada. The World believes that the effort made The World believes that the enort made by the people of Manitoba is an honest one, and is in a measure in the right direction. the Canada Atlantic, a round about

by the people of Manitoba is an hones one, and is in a measure in the right direction, we vance so Montreal and connects with the Canada Atlantic, a round abut the canada Pacific the Canada Pacific the Canada Pacific, the Crister the supplication and the secont for the Manitoba farmer h a hundred newspapers, Ideouneid pacific, the Crister and the pacific the Crister and the secont for the Canada Atlantic, a round abut the fare west. Column after column of stuff prepared in the C.P.R. There is no doubt that the new proposi-tion made by the Canadan Pacific Haulty to the Province atlant the new proposi-tion made by the Canadan Pacific the Crister and an proposition made by the C.P.R. There is no doubt that the new proposi-tion made by the Canadan Pacific Haulty to the Province atlant the the canada far the far to see the for the canada far the the secont as the theore the form as the far theore the form as the far theore the form as the far theore t

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of the tall chimneys, the yield to publy Government will at once yield to publy clamor, and tariff walls will rise up in night which will paralyze the manufacturers in the United States. Such a war will not

L. GOLDMAN,



Insurance, Cash Surrender and Loan Values. and provides : That if the insured die at any time after the tenth year, and before the investment term expires, a handsome bonus will be paid to the beneficiary in

Guarantees, after three years, Paid-up

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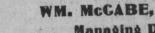
dies ing Mus prop Sull ciou "in Han usu tive trio

After ten premiums have been paid the policy cannot lapse for the nonpayment of further premiums.

Send your name, address, age next birthday, and in return you will receive rates, together with a little booklet giving full information about this excellent policy.

NORTH AMERICAN LIFE,

Head Office : 112 and 118 King Street West, Toronto.



AmericanLife Solid addition to the face value Continen of the policy."

1901

The Purity of

is beyond question. Its flavor is distinctively its own, and both together have

made it the success it is. Try it. You will

Compound Investment

Policy

INTRODUCED BY THE-

is to-day one of the most popular and advantageous policies

Issued on the 15 and 20 Payment Life, 15 and 20 year

- 25c, 30c, 40c, 50c and 60c,

FEBRUARY 23

appreciate it.

on the life insurance market.

NOPIN

Endowment Plans, at ages 20 to 60.

Secretary.

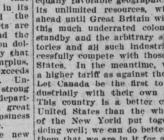
CAMERA

Is indisputable after one year.

Lead Packets,

"SOLID AS THE CONTINENT."

This is the trade mark of one of our



The order has been given: Our heavy Horse Blankets

Heavy 8-ounce Brown Duck Blankets, lined and bound, were splen-did value at the regular price, \$2.00 each, Monday

36 ONLY IRON AND BRASS BEDSTEADS, an assorted lot of

25 ONLY BEDROOM SUITES, hardwood, rich golden oak fin-

19 SIDEBOARDS, three different patterns, in solid oak, hand carved, polished tops, 4 feet wide, swell shaped top and drawer,

300 DINING BOOM CHAIRS, hardwood, well finished, fandy turned spindles and legs, shaped solid wood seat, high backs,

assorted patterns, regular price 48c to 55c, February

Sale price Monday 7 ONLY PARLOR SUITES, assorted patterns in solid walnut

Reduced Prices for Horse Blankets

single and ³/₄ sizes, some have heavy brass roll tops and are our

bevel-plate mirror, regular price \$19.00 to \$21.00, I5.00 February Sale price Monday

and mahogany finished frames, hand carved and polished, 5

pieces, upholstered in our best style, with spring seat and

edges, buttoned bands and tufted backs, regular price 35.00 \$45.00 to \$49.50, February Sale price Monday..... 35.00

- Heavy Jute Stable Blankets, lined all through, medium sizes, weight about 8 pounds, regular \$1.75 each, Monday..... Heavy 8-ounce White Duck Blankets, lined, great to wear, regular
- \$1.75 each, Monday.....
- Dutch Kersey Street or Stable Blankets, neat patterns, strong and durable, regular \$1.75 each, Monday....
- Heavy Jute Stable Blankets, lined with wool, medium size, strong and warm, weight about 7½ pounds, regular \$1.50, Monday 1.15

Men's Winter Coats at Half Price

Exactly forty-nine of these Mackinaw Jackets and Leather Coats, on which we cut prices in two. That is:

FIVE DOLLAR COATS MONDAY FOR \$2,50

4.16ths, regular 33c each, special at 25c
5.16ths, regular 33c each, special at 25c
6.16ths, regular 36c each, special at 30c
7.16ths, regular 40c each, special at 30c
8.16ths, regular 45c each, special at 32c
9.16ths, regular 55c each, special at 34

- oc known Derby & Sons and Butler & after time, and now when it is impossible that she would agree to a mutual prefer-Co., manufacturers:
- regular 55c each, special at 56c , regular 90c each, special at 56c , regular 90c each, special at 58c , regular 90c each, special at 58c

Bradley Brackets, japanned Steel Meakin's Ironstone

Silver Flatware

Our Silver Flatware is made by reliable makers, such as Rogers & Bros., Wm. Rogers and others of equal fame. This ware is guaranteed to be AI plate on 18 per cent. nickel silver, and will wear, with

As this is Silverware month, we make these special prices on Flat-ware for Monday: ⁶⁰ dozen Teaspoons tipped and fancy pat-terns, regular \$2.35 and \$2.50 a dozen, each. The Toronto Daily Star Will Have a More Complete List

190 YONGE ST., TORONTO,

"T. EATON CO.

The Fruit Frace 6-inch, 55c a dozen. Tea Plates 6-inch, at 65c a dozen. Dinner and Soup Plates, 8-inch, at 75c a in the west against the proposition. dozen. Fruit Napples, 30c a dozen. Rutter Pads, 25c a dozen. Covered Vegetable Dishes, 45c each. Platters, ten sizes, from 3-inch at 5c to 18-inch at 75c. Scalloped Bowls, four sizes, at Sc to 18c each PREMIER ROSS FAYORS A STATE that inspired the writer of that article

each. Oval Bakers, six sizes, at 6c to 20c each. Jugs, four sizes, at 10c to 30c each. Individual Creams, at 5c each. Ice Jugs, at 30c and 35c. Toiletware

being associated with such a successful everybody now knows that the people of Manitoba had a substantial grievance and that the great Canadian monopoly was tak-say of it? It would be the complement of or the highest standing, and who are reserve, in addition to which an inzed in the community as in every way competent for their work.

DR. PIERCE'S

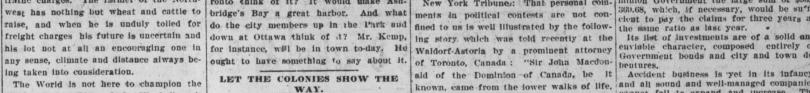
GOLDEN MEDICAL

DISCOVERY

MEDICINE

ery' was recommended. I used a months, and was completely cured months, and greatly relieved of cat

ing from the farmer of the Northwest an infair proportion of his crop of wheat for traffic charges. The farmer of the North-west has nothing but wheat and cattle to the national canal system and St. Law-rence River navigation. What does To-ronto think of it? It would make Ash-New York Tribunes: That personal com-New York Tribunes: That personal com-New York Tribunes: That personal com-



known, came from the lower walks of life, and all sound and well-managed company Nearly The World is not here to champion the Mackenzie and Mann deal. We believe ¹t. could be improved in a number of instances, Committee of the Manufacturers' Associa-and in his early political career represent-sion,000 a year is a great achievement 100.000 could be improved in a number of instances, and we trust that the Government there will ask for some modifications, notably in the one regarding the acquirement of the road again by the province if it so desires. We believe that should be reduced to a small period of years, say five at the sta Bell

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number of portraits and engravings, all of which are genuine works of art, and equal to the best, work to be found in any magazine of the day. The paper and manufacture will be in keeping with the high character of the publication, and the whole is in very great contrast to an opposition work which has been submitted to us for 'inspection. THE WORLD PUBLISHING CO, have just murchased the Canadian convright of

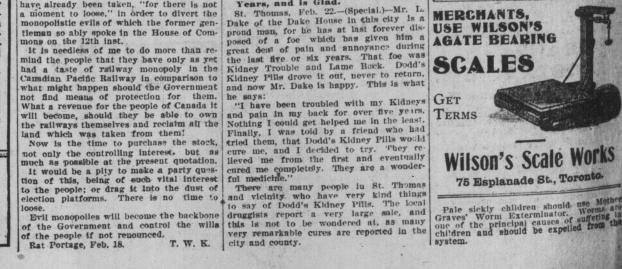
THE WORLD PUBLISHING CO. have just purchased the Canadian copyright of the iatest published work. Her Majesty wrote, namely, "More Leaves from the Journal of a Life in the Highlands," THE WORLD PUBLISHING CO. will add this to their book without change of price. This will make the book about 700 pages, quality never excelled and only \$1.75 in price. It is predicted that the sale of this LIFE O'Corvell's Story.

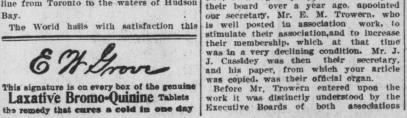
The predicted that the sale of this LIFE OF THE QUEEN will be greater than has ever been reached by any other book in Canada, as, it seems to us, every loyal subject will desire a copy. 46

IS A TRUE MUSCLE MAKING Will Canadians Be Slaves to Mon-

Will Canadians Be Slaves to Mon-opolies f Editor World: It is good for the Domin-fon that she has in the House of Commonse such paragons of diplomacy, possessed of honesty of purpose for the commonwealth, as Mr. W. F. Maclean, Mr. John Chariton and a few others, and I trust that steps have already been taken, "for there is not a moment to loose," in order to divert the monopolistic evils of which the former gen-tleman so ably spoke in the House of Com-







PREMIER ROSS FACORS A STATE RAILWAY. The Hon. Mr. Ross, Premier of Ontario, has decided to go in for a Government the pro-

Trunk between here and North Bay a thru

line from Toronto to the waters of Hudson

evidence that relief is likely to come from

Steel Cutlery, made by the well- This advice of ours was disregarded time Mother Country, there can be little doubt

railway; as far as we can gather he pro-poses that the new line from North Bay to the Temiscaming country shall be owned by the province. His intention is evident-ly to extend this line to Hudson Bay, and, when completed, form with the Grand The Grandian Wandardian that seem to have been made by the editor of the paper, Mr, J. J. Cassider, for personal reasons.

The Canadian Manufacturers' Associa-tion, at a regularly appointed meeting of their board over a year ago, appointed our secretary, Mr. E. M. Trowern, who

like all the terms of the agreement; we subject will require some preliminary ne prefer very much to see a new road whose gotiations. The Dominion Government Your choice of three patterns, viz., "Astro," "Crown," "Wheat," in prefer very much to see a new road whose rates are absolutely in the hands of the norme of Manitoba brought into existence as . se pair 10c p tive.

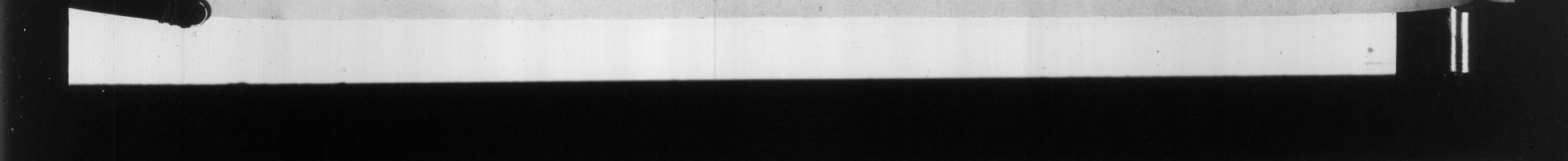
to do anything else than make the best ential tariff between herself and Canada.

of the circumstances, we have no hesita-An expert diplomat will, we anticipate.

A WORD FOR MR. TROWERN. Editor World: In a letter which ap-

Cups and Saucers, 75c a dozen. Fruit Plates, 5-inch, 45c a dozen. Tea Plates, 6-inch, 55c a dozen. Breakfast and Soup Plates, 7-inch, at 65c Breakfast and Soup Plates, 7-inch, at 65c

It makes muscle by making health. It makes health by curing the dis-cases which undermine the strength. The starting place of physical de-terioration and weakness is generally the stomach. The "Discovery" pos-itively cures diseases of the stomach and organs of digestion and nutri-tion. Take "Golden Medical Dis-covery" and you'll get well and strong. you were not possibly aware of the facts strong. "I wish to express my thanks to you for your wonderful medicine," writes Mr. Geo. Logan Dogget, of Piedmont, Greenville Co., S. C., Box 167. "I was almost past work suffering so much from chronic catarrh and indigestion. Your 'Golden Medical Discov-ery' was recommended. I used it for three months, and was completely cured of indi-





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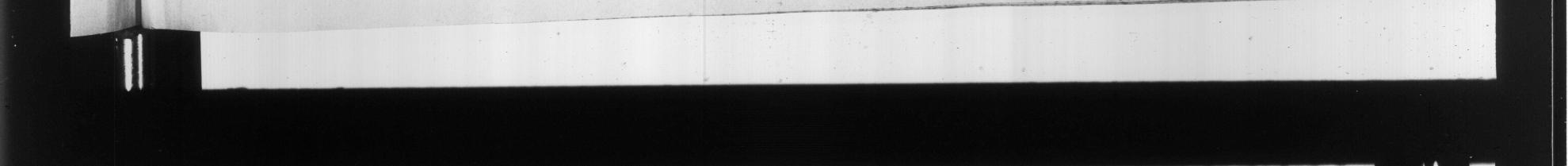
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THE TORONTO WORLD

FEBRUARY 23 1901

Thanks, Dear Mrs. Grundy, for your advice about 40c

SUITS ORDER BY M

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STEEL AIR RIFLE

YOUR

LAST

CHANCE

We are making to order 16.00

The reason ?- To keep our large tailoring staff busy during a dull

and 18.00 suits of the finest Scotch Tweeds in correct spring patternsand of blue or black Twilled Worsted

for 11.75.

season. The necessity ends this week. Spring trade opens. For one week e continue the offer-then the prices will again be 16.00 to 18.00.

THE SAME IS TRUE

of our offer to make a pair of 4.50 to 6.00 Trousers, to your order, from

any address on request, thus enabling any man to take his measure as

Philip Jamieson

The Rounded Corner. Yonge and Queen Sts.

We will send samples of the cloths and self measurement forms to

the finest imported worsted trouserings, for 3.50.

If you cannot come-write to-day.

accurately as any tailor.

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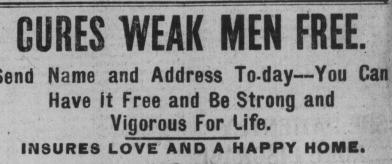
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SATURDAY MORNING

THE TORONTO WORLD

FEBRUARY 23 1901

MANITOBA PROHIBITIONISTS C A GERM DISEASE

Remarkable Remedy That Makes the Hair Long,

Free Trial Package of This Wonderful Preparation is Mailed Free to

True, it had not gone into effect, but that was by mutual arrangement of Mr. Mac-donald and the temperance organizations. It was mutually agreed also that the act, being a most radical proposition, an inno-vation on all principles of legislation re-garding temperance, should, before being put in operation, be submitted to the courts as to its constitutionality. This matter had not received very much, if any, considera-tion by the Government. Personality, he had been very busy since taking office, dealing with questions that were not set-

I not by the dorum since taking office, dealing with questions that were not settled, involving very great interests of the province not yet crystalized into statutes, and he had not considered the question or prohibition, not anticipating trouble in that direction. Personally, he had thought the act within the jurisdiction of the Legislature, but he was only a layman, not skilled in law, and his opinion might not be worth much. As to his own personal position, he had no desire to sail under false colors. He recognized, as every observing man must, the very great evils, but, like Mr. Macdonald, he was not a total abstainer, consequently he did not want to be statuer.

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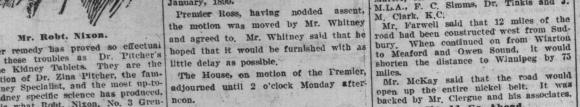
EXPERIENCE

Pitcher's Backache Kidney

Cured Him of Rheumatism and Kidney Complaint.

such as coachmen, 'bus drivers,

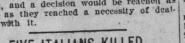
Backache Kidney Tablets. They are the rescription of Dr. Zina Pitcher, the fau-us Kidney Specialist, and the most up-to-ate Kidney specific science has produced. Here is what Robt. Nixon, No. 3 Gren-lie-street, Toronto, a coachman in the ploy of Tuylor, the King-street draper, is to ST. Bittle delay as possible. The House, on motion of the Fremier, adjourned until 2 o'clock Monday after-miles. **More Bugs Last Year.** The report of the Entomological Society

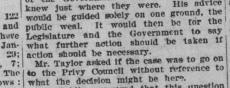






at: you take cold easily? your breathing too quick? your raise frothy material? your voice hoarse and husky? ye you a dry hacking cough? you feel worn out on rising? you feel all stuffed up inside? you gradually losing strength Are you gradually losing strength? Have you a disgust for fatty food? Have you a sense of weight on chest? Have you a scratchy feeling in throat?





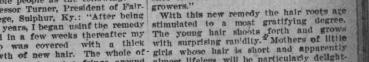
Soft, Silky and Glossy-Men, Women or

Children, Even Bald Heads, Can

Have a Fine Head of Hair.

All-Send Name and Aldress.

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The wants

Mr. and Mrs. M. wahara of Japan. The following are missing: Rounsaville Wildman, wife and two children and nurse; Mrs. K. West, J. F. Seymour, H. C. Matheson, Mr. and Miss Wakefield, H. C. Matheson, Mr. Choor, Dr. Oka-Miss Rowena Jehu, Zong Chong, Dr. Oka-wahara. Dr. Dodd, O. H. Henshaw, Mr. and Mrs. Woodworth, C. Dowdell.

The Rescued.

The Rescuea. The following are rescued: William Brander, London: James K. Carpenter, Oakland, Cal.: Mrs. Ripley, Miss Lehren, Russell Harper, E. C. Howell, R. H. Loog, G. Hentz, Capt. Hecht, R. Holtz, William Caspar, Toledo, Ohio. Steerage-Long, G. Hentz, Capt. Hecht, R. Holtz, William Caspar, Toledo, Ohio. Steerage-Philip Nusenblatt. Oakland; Frederick Castrinl, D. Wade, Japanese, Honbluu; Second Officer G. Coghlan. Third Officer Holland, Chief Engineer Herliher, Ship Carpenter Frank Cramp, Freight Clerk G. J. Englehardt, R. H. Leary. Quarter-master R. Mathieson. Quartermaster Fred. Lindstrom, Storekeeper E. Boggs, Steerage Steward H. Donohue, Seaman Howard, 20 Chinese at mail dock. 19 Chinese and four Japanese at Meigg's wharf.

Officers and Crew Missing.

The following officers and crew are ing: William Ward, captain; W. C. ing: william ward, captain; w. C. Je son, first officer; John Rooney, pur Russell Brighton, quartermaster: McGo first assistant engineer: Brady, second sistant engineer: Monroe, third assist engineer; Dr. O'Neil, ship's doctor; Smil rater torder: Brace, maker torder, Da engineer; Dr. O'Neil, ship's doctor; Smith, water tender; Savage, water tender; Ben-nis, water tender; H. Scott, steward; Bordgg, storekeeper; Albert Malcolm, saloon watchman; McArthur, storage watchman; Ed Burdick, watchman; Mrs. Dorman, stewardes Dorman, stewardess. Vessel Was Overdue.

The Rio de Janeiro was three days over-due from Hong Kong, via Honolulu, when she arrived off the heads last night, and the dense fog prevailing at the time in-duced Pilot Jordan to bring her to anchor until he could see his way clear thru the gateway



Every man and woman knows that impure blood is the cause of all disease.

Unless you purify the blood, clearing it of all poisonous matter, your whole system will suffer therefrom.

'Dr. Arnold's Toxin Pills are known

blood, build nerve tissues, invigorate the 5. Newcomber 7 1-3 octave, modern ...\$150 e brain and strengthen the entire system

by driving out all disease germs.

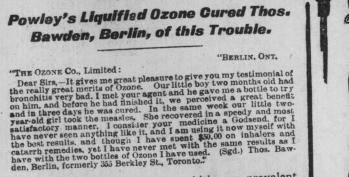
They are the true elixir of life and have prolonged and saved thousands of lives, which can be proven from the many testimonials of reputable people in all parts

of the country.

If you want to build up the system, enrich the blood, cleanse and heal all Kidnorming, when the atmosphere cleared, and she started under a slow bell towards Point Bonita. All went well until 5.40 o'clock, when she struck. Most of the passengers were below at the time, and it is belleved many of them were drown-ed in their berlins. ney and Bladder troubles, then you must

It is beliered many of them were were at a 7.30 o'clock this morning, and soon afterward a boat load of rescued passengers and petty officers arrived at the mail dock. Tugs were immediately despatched to render any service that might be needed. but no living persons were afloat when they reached the wreck. A number of



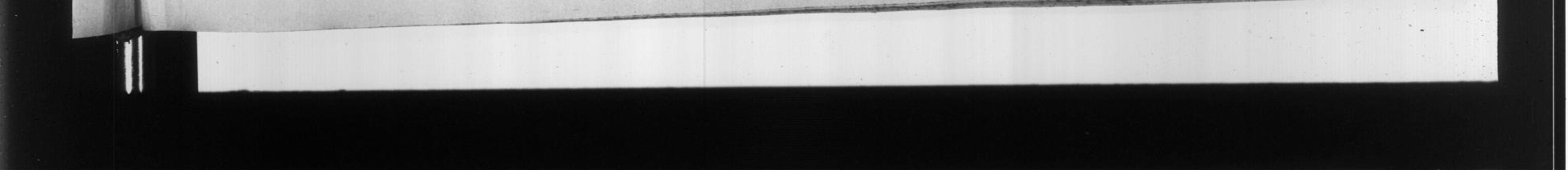


Bronchitis

Throat trouble, colds and bronchitis are prevalent disorders this time of the year. In themselves they amount to very little-maybe a passing discomfort. It's the after effects that are alarming. We have given testimonials where patients have been cured of the after effects-lung trouble and consumptionby Powley's Liquified Ozone, the condensed oxygen treatment. This case shows its effect on the other or milder types. The best thing you can do is to get a bottle and use it as a preventive.

It only costs a dollar, and it's surer than medicine a good deal. Ozone is Life.

50c and \$1.00, at all drug stores. Write the Ozone a of Toronto, Limited, 48 Colborne St., Toronto. Powley's Liquified Ozone.





WHEN CURED.

You run no risk. You pay only when cured, if you can offer reasonable security. Failure to cure costs you nothing, as I take all the chances. The Dr. McLaughlin Electric Belt is the best electric body appliance that has ever been invented. [Latest patent June 19, 1900.] It is warranted on a bond of \$5,000 to give a stronger current, last longer, and to cure quicker than any other electric body appliance made. It does not fall to pieces, as the cheaply made belts do. If you have one of those old back burners send it in to me and I will allow you half price for it. I guarantee my Belt for one year-any repairs cost you nothing.



the fire in your blood and the steel in your nerves. Let it cure you, and

Beware of old-style, burning electrode belts, which are used as imitations of my cushion electrodes. My office contains hundreds of these old belts, discarded as useless and dangerous by persons whose CAUTION. My office contains hundreds of these old belts, discarded as useless and daugerous estimates to bodies have been seared and scarred by the bare metal electrodes. I will make special terms to

50,000 CURES. It has cures in every town and hamlet in the country. Cures after everything else had failed. Send for book with full information, FREE. Be cured now while you can, without costing you a cent if it fails. Call and test it free if possible.

DR. M. O. MCLAUGHLIN, 130 Yonge St., Toronto, Ont.

uch grievances to be settled by arbitraalmost incalculable. It probably cost Cleveland founders \$1,000 000 , and as and lost trade Iron Moulders' International Union

mit of 40 days, the strikers to tak es, but in no instance until all the non-

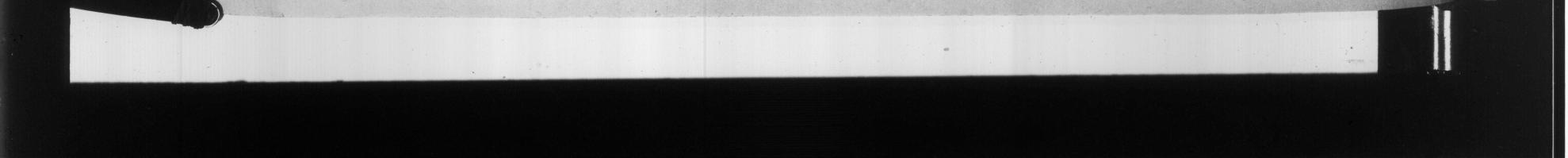
The minimum rate of wages is to be \$2.75

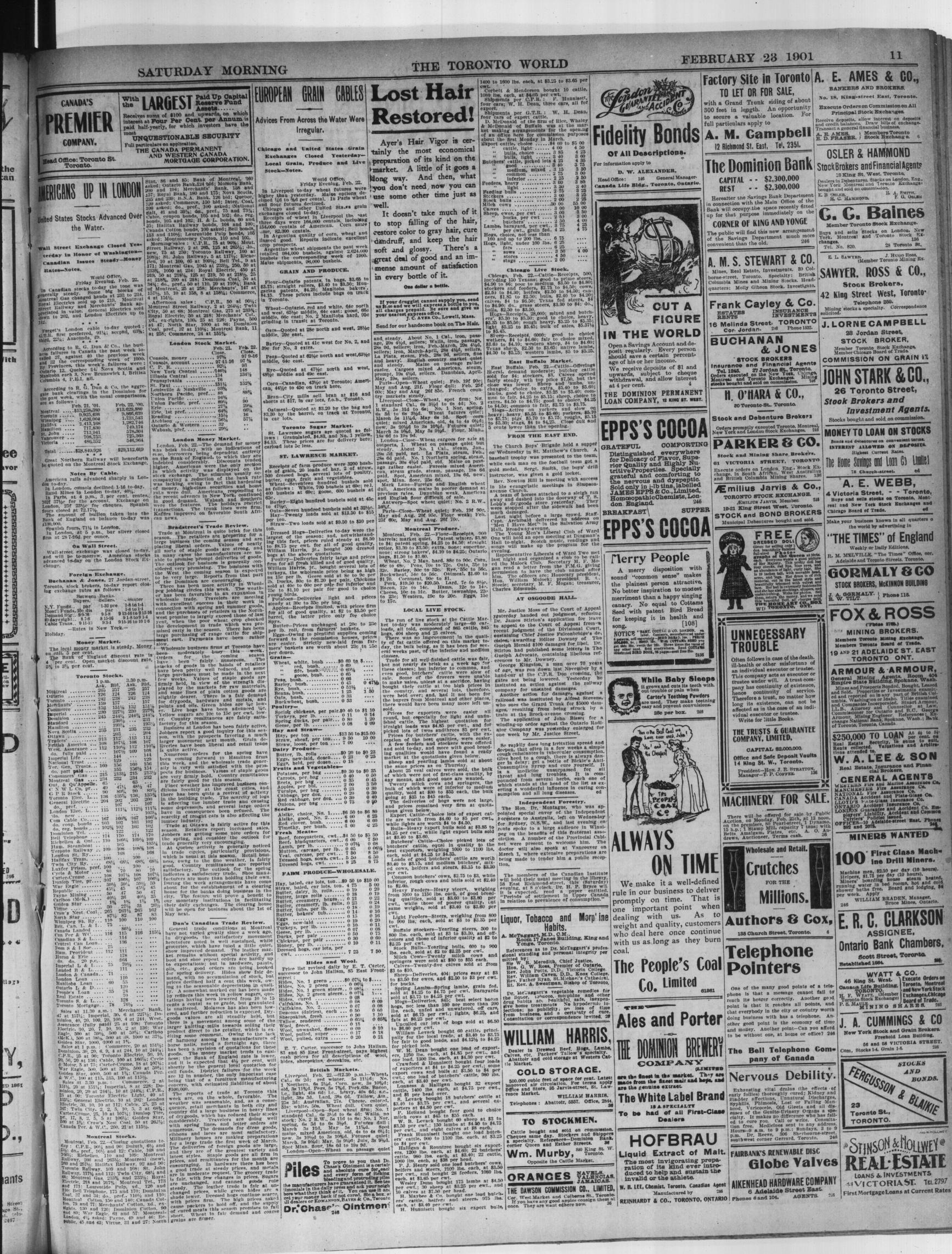
day and the limitation of output by

ion men have been discharged.

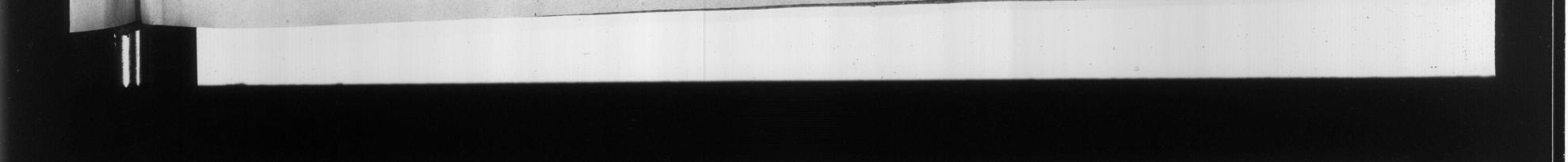
paid out in strike benefits to the 600 mer involved over \$100,000, and over \$50,000 ad itional was contributed to their cause h ditional was contributed to their cause by the local unions thrmout the United States. During the progress of the strike the Founders' Association paid as high as \$7 per day to men who took the places of the strikers, but notwithstanding this the onlders assort that not one of their me ven the apprentices, deserted

OAKEYS WELLINGTON KNIFE POLISH ESTABLISHED 186 Best for Cleaning and Polishing Cutles 3d., 6d., 1s., 2s. 6d., and 4s. WELLINGTON KNIFE BOARD Fresh Mined Coal of the Very Best Quality Prevent Friction in Cleaning and Injuto to the Knives. AT LOWEST PRICES POLYBRILLIANT METAL POMAD a Head office and Yard: Bathurst & Farley ave. 5:203 Branch office and Yard: 429 Queen West. Nover Becomes Dry and Hard Like Other Metal Pastes. SILVERSMITHS SOAP P. BURNS & CO. For Cloaning Plate. Wholesale and Retail Coal and Wood Merchants JOHN OAKEY & SONS TORONTO, CANADA. ALRY EMERY CLOTH Good Clean Fresh Coal arriving daily. BRANCH OFFICES: Front Streat, near Bathurst, telephone 132; Princess Streat Docks, telephone, 190; 572 Queen Street West, telephone 139; 4284 Yonge St., telephone 8298; 1312 Queen W., telephone 5711; 304 Queen Street East, 1812-2467 GLASS PARER BLACK LEAD the J. Oakey & Sons, Limited London, England.











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