

THE WORLD SUSTAINED.

EXTRACTS FROM THE PROVINCIAL PRESS ON THE RAILWAY QUESTION.

Paper after Paper says it is time to halt—How Indiscriminate Chartering will only injure the Province—A Lesson for the Legislature.

CALL A HALT.

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

TEN YEARS FROM NOW.

(From the *Post*, Feb. 17.)
The Toronto World is going for the railway monopolists in lively style. Railway influence has the inside track in parliamentary circles now. Ten years from now, when the Pacific railway syndicate and Grand Trunk join hands in keeping up freight rates, the people will have awakened to the fact that their interests were properly guarded in the provincial and federal legislatures in 1880-82.

THE PEOPLE'S INTEREST.

(From the *Forest Free Press*, Feb. 17.)
The Toronto World is making a mark among its Dominion contemporaries just now by the unflinching warfare it is waging against railway monopolies, and the further chartering by the government of projected railways for which there is no legitimate necessity. The World points out that twelve million dollars have been paid by Ontario to aid competing railways, all of which were gobbled up by their stronger rivals, and the money of the people thus thrown away on lines performing no particular service which was not equally well performed before. Competing lines are good, if they can be maintained on that basis, and unless the government can effect this, it should not grant any more competing line charters. We hope the time is not far distant when the railways and telegraph lines in the country, like its mails, will be bought up by government, and then only they will be worked by the people for the people.

RAILWAY DONSING.

(From the *Japanese Leader*, Feb. 15.)
The bonusing of railways has long since reached a crisis in this province, in which both the government and the local municipalities have been equally "cranky." In view of the special crank which the Ontario government has taken in refusing to claim of the counties of Lennox and Addington, which have never before sought assistance from the public treasury, while others have been bleeding it so freely, we give below a statement showing the amounts which have been granted in the way of municipal and government bonuses to railways in this province. The statement has been compiled from the official returns by the Toronto World.

(Here follows the World's twelve million statement, in detail.)

These grants were almost invariably received upon the understanding that the roads would be competing lines, and would be operated independently to the interests of the producers, who are largely at the mercy of railway monopolists. And yet it is a fact that nearly every one of the above

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

RAILWAY LEGISLATION.

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

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

THE RAILWAY SCHEMES.

(From the *Ontario Enterprise*, Feb. 11.)
Our local legislature has hardly warmed their seats before they are besieged by a swarm of speculators, are clamoring for charters to build railways in every conceivable direction and from almost every point of the compass. In all conscience there are surely ample railway accommodations already afforded this western peninsula of ours, yet there are a score or more charter grabbers asking the provincial legislature to stamp their schemes with the provincial seal. If these gentlemen who are so clamorous for railway charters that are not needed in the general interest of the public were willing to put their hands in their pockets and build the railway themselves, there would be no need of opposing their schemes, but when it is a well-known fact that as soon as the charter is once got, then the next step is to rope in municipalities for bonuses, beseege the government for a provincial grant, build the road bed, mortgage the road for thousands of dollars more than necessary, then hand it over to the Western or Grand Trunk to run the line and distribute the surplus among the fortunate holders of the charter. Such is in a few words the history of every local line that has been built in Ontario for years, and the question naturally arises is it not time to shut down on these paper schemes? The only real necessity for more rail-road accommodation is to the eastern seaboard. We believe that another outlet on

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

THE RAILWAY AMALGAMATION.

(From the *Victoria Wanderer*.)

(The *Victoria Wanderer*) Wanderer copies in full our statement of the twelve millions granted to railways by Ontario, also extracts from the Brockville Recorder and the St. Catharines News, already quoted in these columns, and has the following editorial of its own on the subject.
The Peterboro Review is concluding over the possibility of Lindsay being left out in the cold through its opposition to the railway amalgamation scheme, and says in effect that if Lindsay is successful in its opposition its success will likely prove Peterboro's gain. The wish, no doubt, is father to the thought, but we might just here remind our contemporary that the old adage about not hallooing before one is out of the wood. The Review is quite sanguine about the possibility of Lindsay being left out in the cold through its opposition to the amalgamation, for the very reason that it is not seeking legislation for the very purpose of having competing lines. The Review must be perfectly well aware that the Grand Trunk is at the bottom of the whole business, and that it is that corporation that not only inspired the amalgamation but is engaged now in pushing it through. And when the amalgamation, for which the Review so ardently wishes, is completed, Peterboro and Lindsay will be good for nothing. It is pinning its hopes on the establishment of a new line, and it certainly is doomed to disappointment. Not even Mr. Cox will be so stupid as to help it. It is to be put on the main line in lieu of its present position. On the main line as what? A way station? The Grand Trunk has a great scheme for securing the entire control of the railway system of the province, and the present is only one step in that direction. What the Grand Trunk most fears is a competing line from the Detroit river to tidewater at Montreal. This competing line would be secured by the construction of the Ontario and Quebec railway, and by the Great Western and Canada Southern would have free access to Montreal via Ottawa. It is, therefore, plain to be seen that the Grand Trunk has an object in presenting if possible the construction of the Ontario and Quebec line. The Midland consolidation simply means that the interested lines will become part and parcel of the Grand Trunk, and before the legislature agrees to any such arrangement it would be well to pause and consider the subject more thoroughly. The railways of Ontario have been assisted by municipal bonuses and government subsidies to the tune of \$12,000,000, and it does seem preposterous to allow this \$12,000,000 of the people's money to be gobbled up in this fashion by the Grand Trunk, a growing monopoly which is, with a good deal of truth, likened to a huge devil fish with its tentacles stretching out in every direction, and grasping everything that it can lay hold of. The Toronto World thinks that before the legislature consents to the Midland amalgamation scheme they should find out who the charter mongers that have done all the charter brokering that has taken place of late, and how much these worthless made out of it. Our Toronto contemporary, who has taken up the cudgels against the railway monopoly, says further:

There has been a great deal of talk about the Grand Trunk monopoly, and Mr. Bell, Mr. Roberts Jaffray and others, have taken a very active part in the movement. We can understand Mr. Bell's action, but not Mr. Jaffray's, and why Mr. Jaffray is so active in promoting the consolidation?

The public would also like to know who bought the South charter from its original owners, and how much was paid for it? And what interest the Grand Trunk has in it?

Further developments in the scheme will be eagerly looked for, and watched with interest.

RECKLESS RAILWAY SPECULATION.

(From the *Arthur Enterprise*, Feb. 16.)

Since the meeting of the Ontario legislature for the purpose of considering the possibility of promoting railway undertakings have appeared in Toronto and are actually besieging the legislature for charters for lines of every conceivable length, to be located in every possible direction.

As railway promoters of this class are so anxious about large profits—so they tell us—but being bent solely on serving the public, they always endeavor to build their competing lines in out-of-the-way places or through localities from which a profitable traffic cannot possibly be derived. This, however, makes little difference to the promoters, as they are only engaged in obtaining a charter. Having once obtained the sanction of the Dominion or provincial legislature, they are free to place or change their lines as they see fit. This, however, makes little difference to the promoters, as they are only engaged in obtaining a charter. Having once obtained the sanction of the Dominion or provincial legislature, they are free to place or change their lines as they see fit.

RAILWAY LEGISLATION.

(From the *Quebec Mercury*, Feb. 15.)

Railway legislation promises to form the most important item of business before the Ontario legislature this session. There is little doubt there will be sharp debates over the transfer of the Toronto, Grey and Bruce railway to other management. We notice that Mr. D. D. Hay has introduced a bill to confirm the agreement made between that company and the Grand Trunk company, by which the latter would get control of the road, and are now running it. Which company will come out victors we are unable to tell, and the question is, how far the Ontario legislature can, or care to, interfere in this dispute of ownership. Our opinion is that it will ultimately go into the courts of law for solution.

As to the Credit Valley railway the belief is that it has been handed over, body and bones, to the Great Western railway. The statement that such an amalgamation had taken place has been more than once in a way contradicted, but there is little doubt that the two roads are now under the same management, and that when the proper time arrives this fact will be made known.

The Toronto World is doing good service in warning the legislature and people

against committing themselves to any new railway enterprises of doubtful prospects, and it strongly condemns all amalgamations which savours of monopoly. Its condemnation of the construction of some of the later built railways is, however, too sweeping for though they have been gobbled up by more powerful companies, still their permanent benefits cannot be overlooked in opening up parts of the province previously accessible only by stage, and thereby benefiting trade and largely helping in developing the resources of the province. That this has been the case as regards the Wellington, Grey and Bruce railway and other lines that we could mention no one will deny, and had they not been run as branches and feeders by the richer and more powerful companies, they could not have been run at all.

While, therefore, we would strenuously oppose the consolidation of our purely provincial railways—which have been built within the past twelve years—in order to strengthen one or two gigantic companies, and thereby tend to create a monopoly, or at least destroy healthy competition, we cannot but admit that many of these lines—feels though they be—are doing a good work in helping the trade of the country, and have opened up to the farmer, the merchant and the mechanic many portions of our province hitherto deemed almost inaccessible and unproductive. We quite agree with the World that too many roads are useless and worse than useless, and it will be the duty of our legislature to put a stop to all such "mad enterprises" as are proposed, and to refuse to give a dollar of the public money to any railway that is not absolutely required, or that would not be a positive benefit to the section of country through which it is proposed to pass. We agree, so far, with the World when it says—

With the large amount of railway track already laid within the peninsula, the southern part of it, especially the laying down of a lot more tracks in the future, is, if by any possibility there be any more, a waste of money. It is only by the promotion, and at the expense of the public, of such a railway system as will connect tracks on which to walk across our own floors at the Atlantic seaboard. The peninsula is home, as we may call it, has already more than enough of such roads, and it is not necessary to cross each other in various confused directions; the great want, now is a new outer door to the east, where our big market lies. We might make a railway gridiron of the peninsula, and use up millions of money in doing so, without benefit to anybody but promoters and lawyers, and contractors. Are not our railway follies of the past quite sufficient, without adding more and more to the record of costly blunders? The provincial legislature, does not truly represent the people of Ontario if it does not call a halt, and put an extinguisher on the promoters' railway boom.

For the benefit of the public we repeat the figures taken from the official report:

Belleville and York Junction	65,000 00
Ontario Government	65,000 00
Municipalities	65,000 00
Canada Atlantic	296,000 00
Government	296,000 00
Municipalities	296,000 00
Canada Central	125,000 00
Government	125,000 00
Municipalities	125,000 00
Shares or bonds	250,000 00
Canada Southern	147,558 65
Government	147,558 65
Municipalities	147,558 65
Colony, Peterborough and Harnham	75,000 00
Government	75,000 00
Municipalities	75,000 00
Credit Valley	402,000 00
Government	402,000 00
Municipalities	402,000 00
Georgian Bay and Wellington	1,100,000 00
Government	1,100,000 00
Municipalities	1,100,000 00
Grand Junction	247,000 00
Government	247,000 00
Municipalities	247,000 00
Shares or bonds	50,000 00
Hamilton and Northwester	675,000 00
Government	675,000 00
Municipalities	675,000 00
Shares or bonds	100,000 00
Total	1,340,000 00

Kingston and Pembroke

Government.....458,222 50

Municipalities.....488,000 00

Leeds and Grenville

Government.....55,000 00

Municipalities.....140,000 00

London, Huron and Bruce

Government.....178,630 08

Municipalities.....311,500 00

Midland

Government.....168,350 30

Municipalities.....311,500 00

Northern

Government.....190,168 00

Municipalities.....341,989 00

Shares or bonds.....395,000 00

Price Edward County

Government.....125,000 00

Municipalities.....200,000 00

St. Lawrence

Government.....55,000 00

Municipalities.....500,000 00

Toronto and Nipissing

Government.....106,212 00

Municipalities.....144,870 55

Port Dover and Lake Huron

Government.....375,382 00

Municipalities.....988,000 00

Victoria

Government.....none

Municipalities.....180,000 00

Wellington, Grey and Bruce

Government.....281,270 00

Municipalities.....688,000 00

Yorks, Peel, Perry and Lindsay

Government.....94,561 89

Municipalities.....22,094 43

Shares or bonds.....10,000 00

Total

377,072 58



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