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EVENTS



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Ontario Legislature

Editorial Comment

The RIDEAU PRESS, Ottawa, Can.



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EVENTS

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EVENTS

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17
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OTTAWA, APRIL 2, 1904.

Whole No. 263.

The Biggest World's Fair.

THE World's Fair which opens at St. Louis, April 30, and closes Dec 1, gives promise of being the greatest exhibition the world has ever seen. We devote considerable space this week to some pictures of the magnificent buildings which have been erected and to some descriptive matter. In point of size the exhibition is going to be the biggest on record. The space devoted to it is twice the space devoted to the World's Fair at Chicago. There are many buildings devoted to special objects at St. Louis which were not heard of in previous exhibitions. A large inn capable of accommodating 3,000 guests has been erected inside the grounds. It will be spread over a large surface and in consequence be only two or three stories in height, and there will be practically no danger from fire. This hostelry is called the Inner Inn, and a number of rooms have already been engaged for particular dates.

TRANSPORTATION BUILDING.

THE Transportation Building is 525 by 1300 feet, being as wide as the Varied Industries Building, a short distance east, and 100 feet longer. To the south is the Machinery Building and on the north across Lindell avenue are some of the chief attractions of the "Pik". Skinner road separates the west end of the structure from the pavilions of Great Britain, Mexico and other foreign countries. The architect was Mr. E. L. Masqueray, the Exposition's Chief of Design in the Division of Works. The distinguishing feature is the massing of three great entrance ways at each end so as to form an arcade taking up almost the entire facade. Director-of-Works Taylor says of the structure:

"The Transportation Building covers over 15 acres. The facades show a most pleasing adaptation of the French Renaissance. The building combines a feeling of the magnificent Exposition building and of

the high class railroad depot which prevail on the European continent. These two essential elements are apparent throughout the structure. On the east and west fronts are three magnificent arches which embrace more than half of the entire facade. Each of the arched openings will be 64 feet wide and 52 feet high. Through the arch ways 14 permanent railroad tracks will be laid from one end of the building to the other. At the sides of the three openings the projecting angles are accentuated by tower or pylon effect, which reach to a

science. There will also be four groups of statuary surrounding the four pylons placed at the east and west fronts. The architect has subdued the use of sculpture in the building. He depends on mass effects and on the grouping of masses. That is, he depends on architecture rather than on tawdry decorations for his effect. The management of the plan is simple and direct. The entire width of the building is spanned by five well designed uniform trusses. Special endeavor has been made to afford plenty of illumination by day without the



height of 150 feet to the base of the crowning statue. The pylons are not so much accentuated as to be obtrusive, or out of harmony with the structure. The roof treatment of the building is peculiarly happy. Over each of the big archways is a lofty curve which supplies a background for the architectural features.

"The statuary is happily placed in front and at the base of the main piers at the sides of the grand openings. This affords 16 groups which will illustrate transportation in all its phases as well as the progress made by the United States in this

use of skylights. Light is introduced through the monitor windows over each span of the five trusses.

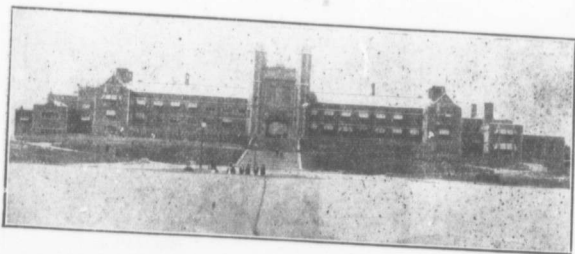
"The building will contain about four miles of standard gauge railroad tracks. Even with this immense trackage two entire bents of the building are left free of rails and afford an exhibit space of 270,000 square feet. At the east end a gallery of 20 feet in width extends across the building. This affords a place for guard room and for the office of the department chief and will be an excellent place from which to view the picture below."

ADMINISTRATION BUILDING.

The Administration Building at the World's Fair, St. Louis, is the principal structure of eleven new buildings known as the Washington University group, which is to be the permanent home of the university after the close of the Exposition. All are in the Tudor Gothic style of architecture as exemplified in the college build-

ing university coat of arms. In front of the entrance is a terrace 50 by 264 feet and leading up to the terrace are steps of cut granite 35 feet wide. The building is of pink Missouri granite with Bedford (Indiana) limestone trimmings, cost \$250,000 and is fireproof throughout.

President Francis and Secretary Stevens have offices in the building and so has the National Commission. The Board of Lady



ings of England of the time of Henry VIII and Queen Elizabeth. The Administration Building is 325 by 118 feet, and has in the centre a massive tower 77 feet high, topped by four octagon towers, one at each corner. The doorway in the tower is a magnificent arch. The facade of the tower is elaborately ornamented with canopied niches and with strong courses on which appear the heraldic shield bearing the uni-

versity coat of arms. In front of the entrance is a terrace 50 by 264 feet and leading up to the terrace are steps of cut granite 35 feet wide. The building is of pink Missouri granite with Bedford (Indiana) limestone trimmings, cost \$250,000 and is fireproof throughout.

President Francis and Secretary Stevens have offices in the building and so has the National Commission. The Board of Lady Managers and the Missouri Commission will also be located there until their respective buildings are completed. The Division of Exhibits and Division of Exploitation take up a large part of the building and the Department of Concessions occupies one of the big office rooms.

The rooms of two large buildings adjoining—Busch Building and Cupples Building No. 1—are also used for the administration work of the Exposition.

VARIED INDUSTRIES BUILDING.

The Varied Industries Building is a magnificent structure on the outer perimeter of the main picture of the Fair. The building presents a facade of 1,200 feet on the north and south and 525 feet on the east and west, giving 656,250 feet of exhibition space all on the ground floor. In the

front of it. A considerable portion of one of the two large courts will be taken up with exhibits from Germany. Russia will also make a display in the building.

Van Brunt and Howe, of Kansas City, were the architects, and the Rountree Construction Company erected the building at a cost of about \$560,000. It was practically completed Dedication Day, April 30,



centre of the north facade is a low dome flanked by towers about 200 feet high. These towering features afford ample space for electrical display and illumination. Numerous entrances are on the facades, exclusive of the main entrance in the centre. A specially featured entrance is made at the centre of the south facade, a magnificent circular colonnade being thrown out in

1903, and was occupied by the members of the National Guard who picketed the grounds and participated in the Military Parade on that occasion. The building houses exhibits of manufacturing processes and of manufactures. Milan B. Hulbert, Chief of the Department of Manufactures, has charge of the exhibits in the structure.

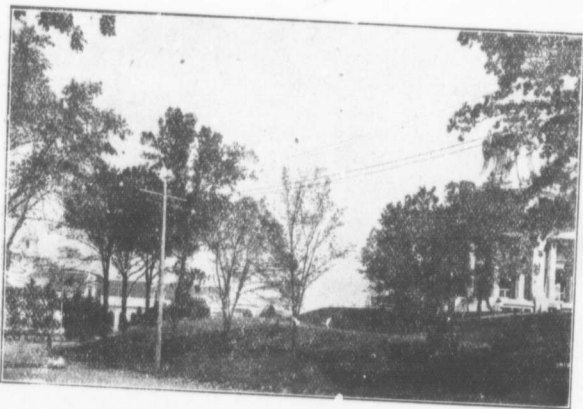
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THE CASCADES.

The focal point of the Louisiana Purchase Exposition is a composition made up of three big cascades, the largest in the world; the Colonnade of States, an ornamental screen of Ionic columns forming a background for 14 statues each symbolical of one of the states or territories in the purchase; three highly ornate buildings, including Festival Hall in the centre and two ornate restaurant pavilions at either end. Added to this and filling in the picture are gardens, flower beds, trees, vases, walks and approaches. No decorative feature of the Exposition has attracted so

Marquette, Joliet, Lewis and Clarke, De Soto and Laclède will appear in the approach to the eastern cascade. Keokuk, Robert Livingston, James Monroe, Franklin Hamilton, Narvaez, Boone and Sitting Bull will appear in the approach to the western cascade. These side cascades symbolize the Atlantic and Pacific oceans.

On the centre fountain at the head of the main cascade, in front of Festival Hall, will appear a gigantic statue of Liberty raising the veil of Ignorance and protecting Truth and Justice. The entire stretch of the gardens will be 1,900 feet wide by 1,100 feet in depth as they recede from the edge of the Grand Basin. The main o



much attention throughout the world as the Cascade Gardens, nor does any other portion of the Fair approach it in grandeur. The dome in the Festival Hall in the centre of the peristyle, is much larger than that of St. Peter's at Rome. It was designed by Cass Gilbert of New York. Restaurant, pavilions, peristyle and cascades and the general scheme of the Grand Basin was done by Mr. E. L. Masqueray, Chief of Design of the Exposition.

The statues which will ornament the approaches to the cascades will represent famous characters in American history.

centre cascade is 290 feet long and the two side cascades each 300 feet long. The approaches to each cascade will be each 390 feet long. The paths beside the Grand Basin will be 50 feet wide. Sculpture for the main cascade will be designed by Mr. H. H. McNeil and that for the side cascades by Isadore Konti. The open space between the cascades will be parked in lawn with borders of flowers, which will change with the seasons during Exposition period. Jets of water along the sides of the cascades will be thrown 100 feet. Under the main cascade where the water takes its

deepest plunge will be a subterranean grotto, beautifully lighted, supplying a view of the tumbling waters of the cascade through three big arcaded openings. Here refreshments will be served amid the coolness induced by the curtain or veil of

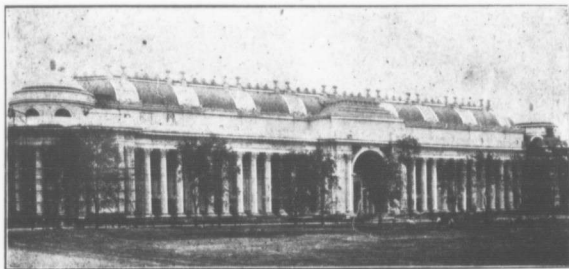
water, which forms one side of the grotto. Festival Hall at the head of the centre cascade will be the largest auditorium on the Exposition grounds. It will seat 3,500 persons and will contain the largest organ on earth.

MANUFACTURES BUILDING.

The Manufactures Building, designed by Carrere & Hastings, of New York, is one of the leading structures in the big Exposition picture. It is located symmetrically with the Varied Industries Building, and both are in the first view of the picture of lagoons, cascades and hanging gardens which the visitor gets as he enters the grounds by the main entrance. Isaac S. Taylor, Chairman of the Commission of Architects for the St. Louis World's Fair writes as follows about the Manufactures Building:

the corners of buildings are difficult to so design as to be in perfect harmony with the architecture of the building in general. Without skilful treatment such entrances would not be acceptable from an artistic standpoint, but such entrances as Carrere & Hastings supply will please both the layman and the expert. Graceful groups of sculpture will ornament and accentuate the four main entrances on the sides.

The architects have developed a most skilful arrangement of the roof lines. They give light and ventilation and at the same time avoid the extensive and troublesome skylights frequently used on structures of this kind. The design of the facades of the building employs the open colonnade treatment, which is very acceptable in a climate like that of St. Louis. This affords



"It is a noble composition developed in the Corinthian order of architecture. It lies in the main picture, being one of the buildings on the entrance to the main boulevard or central spacing. The structure has a northern frontage of 1,200 feet, with a depth of 525 feet on the main boulevard. The architects have designed noble and imposing entrances at the centres of the main facades. A triumphal arch motive is designed at the entrance at the centre angle of the north front.

"The architects have arranged corner entrances into this building. Entrances at

both a passageway for visitors and offers the shadow relief that will enhance the beauty of the design.

"The interior of the building has been laid out with courts of simple and pleasing proportions, with sufficient decoration to break the monotony of the walls. Opportunity for mural decoration is given on the outside walls back of the column treatment."

The cost of the building is \$850,000. Its builder is John J. Dunnivant & Co., which firm also built the Education Building. The building will house exhibits of manufactures and manufacturing processes. Milan H. Hulbert, Chief of the Department of Manufactures, is in charge of the exhibits to go inside of this structure

MACHINERY BUILDING.

The Machinery Building of the St. Louis Exposition stands on the Forest Park section of the Fair grounds and occupies a space 525 by 1,000 feet. The Smith and Eastman Company built the structure at a contract price of about \$500,000. It contains the Exposition's big power plant, and is served by a gigantic travelling crane, and by two tracks of railway running through the building from east to west.

The ground allotted for the building is of peculiar shape, viz., a large parallelo-

facades subservient to this principle. In the south front (towards the hill) the main entrance shows a triple arcade with flanking pavilions in the centre. The north front of 1,000 feet has an arcade of seven arches as a centre feature. The two axes of these central features are 16 feet apart, and in our ground plan we have formed on each of these axes a cross-aisle and nave of eighty feet in width. These aisles are connected by a lower room, with lantern light above.

The east facade shows a comparatively low building centered by two gables and smaller entrance features. The corner fea-



gram with a huge rectangle cut out of the southwest corner. This shape was necessitated by the existence of a hill 65 feet high, containing masses of rock close to the surface, on a portion of the space allotted for the building.

Widmann, Walsh & Boisselier, of St. Louis, the architects, have furnished the following statement in regard to the structure:

"In a building of this immense magnitude, it behooves the designer to apply symmetrical treatment whenever feasible, and we have, therefore, designed the four

tures are each made with a triumphal arch entrance taken from the principal motif, with two of the principal pavilions in the line of the facades.

"As a landmark, we have used two large towers, each 258 feet high, the highest in the main picture of the Exposition, on the north front of the building. The towers are safely built on massive piers, and form a convenient corner turning feature in the general complex of exhibition buildings, the Machinery Building being at one end of the main group.

"The plan has been arranged with spe-

cial reference to the admission of daylight, which is admitted through clerestory windows to all the principal aisles. These windows afford ample ventilation, and are intended to be readily accessible for opening.

"The radial measurement of unit in the building is 20 feet, and the widths of the various aisles are multiples of this unit, being 40, 60 and 80 feet wide, respectively. The main aisles are 85 feet in height, and the secondary aisles 30 feet, affording

an abundance of clerestory light. The building is covered on the outer side with staff, enriched with spandrels and other ornamental features, and surmounted by occasional sculpture groups."

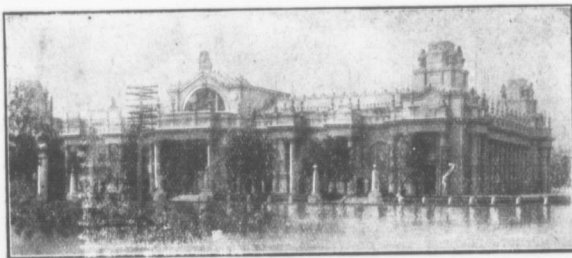
This building houses the Exposition power plant, the largest power plant ever shown as an exhibit and just west of it is the boiler house. The plant was built by the Westinghouse Electric and Manufacturing Co., and contains four units, each of 2600 kilowatt capacity.

ELECTRICITY BUILDING.

The Electricity Building was erected by the William Goldie Sons Company, the contract price being \$319,940. The structure was planned by Walker & Kimball, of Boston and Omaha who were chief architects of the Omaha Exposition. It is located on the main central avenue and forms one of the leading elements of the main

the twin columns, which form a pleasing variation of the treatment of the facades, opportunity for ample sculptural decoration is supplied.

The fenestration is bold and appropriate giving ample light and substantial wall treatment. On two sides of the building are loggias which add pleasing effects of light and shadow. There are numerous openings on the facades, such as exhibitors



Exposition picture. It has a frontage of 650 feet towards the north and 525 feet towards the east, facing the main lagoon.

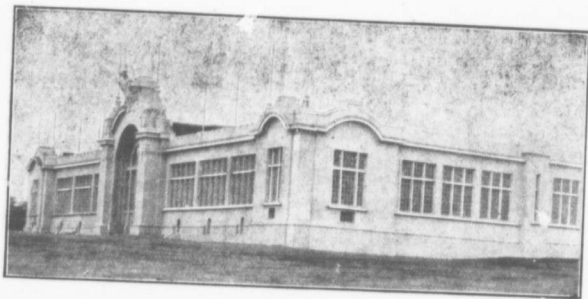
The design is a bold colonnaded treatment of the Corinthian order. The columns are carried well down toward the ground, to give height to the facades. The latter are well accentuated by elevated sills and tower effects over the four main entrances and at the corners. Over the accentuated places, as well as over

always seek in selecting their exhibit space. The plan of the building is simple and well treated, showing an effort to supply as much exhibit space as is possible with the 292,000 square feet of floor space. The exhibit space is compact and symmetrical. An extensive balcony sweeps around four sides of the building, supplying 100,000 square feet of additional space. The doors of the building are of gigantic dimensions, 11 by 18 feet. The structure has 176 trusses, the largest span being 82 feet in length. 185 tons of iron and steel were used.

AGRICULTURE BUILDING.

The Agriculture Building stands on a hill just west of Skinker road and one-half a mile south of the Administration Building. Its dimensions are 500 by 1600 feet. The long facade is broken up into bays, accentuated by piers, the latter 100 feet

these entrances are 52 feet wide and 74 feet high. The building is probably the best lighted structure of the Fair. The roof is carried on nine bays of trusses, those in the centre having a span of 106 feet. The building has little ornamentation and although the largest structure on the grounds, it cost less than some of the



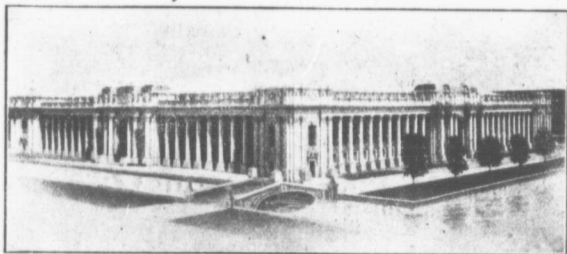
from centre to centre. The ornamentation is concentrated in the main entrances, of which there are five; one in the centre of each of the shorter fronts; one in the centre of the front on Skinker road and two in the western front. The openings in

buildings in the main architectural picture of the Fair. The contract price was \$539,940. The contractors are Caldwell & Drake, who also had the contract for the erection of the Horticulture Building.

EDUCATION BUILDING.

The Education Building of the Louisiana Purchase Exposition is of the Corinthian order of architecture. It is situated to the left of the main lagoon, and this and the Electricity Building are the only two buildings facing the Grand Basin with the cascades and approaches to the terrace crowning the hill on which the Art Building stands. While not the largest in area, its position makes it one of the most conspicuous buildings in what has been call-

irregular shape of the ground plan. A liberal use of architectural sculpture lends a festal character to the otherwise somewhat severely classical exterior. The screen wall back of the colonnade gives an opportunity for a liberal display of color as a background for the classic outlines of the Corinthian columns, affording liberal scope for the mural decorator. The interior court follows the general outline of the building in form and style, and is laid out in the form of a plaiisance or garden of a formal type. It is also suggested that



ed the main picture of the Exposition. Eames & Young of St. Louis, are the architects of the structure.

The building fronts 525 feet on the main thoroughfare of the Exposition. The principal entrances are on the axes of the building, and somewhat resemble the well known form of the triumphal arch. At each angle of the building is a pavilion, forming a supplementary entrance, and these are connected by a colonnade of monumental proportions. The four elevations are similar in character, varying only as required to accommodate the design to the

this building, the roof of which is practically on a level with the terrace of the Art Building, could be successfully utilized as a promenade, with a roof garden and restaurant attachment. The contract price of the Education Building was \$319,399, and its builder was John J. Dunnevant & Co. It was completed by Dedication Day, was occupied at that time by the U. S. regular troops and later was used as a sculpture shop.

Howard J. Rogers, Chief of the Department of Education, has charge of the exhibits to be placed in this building.

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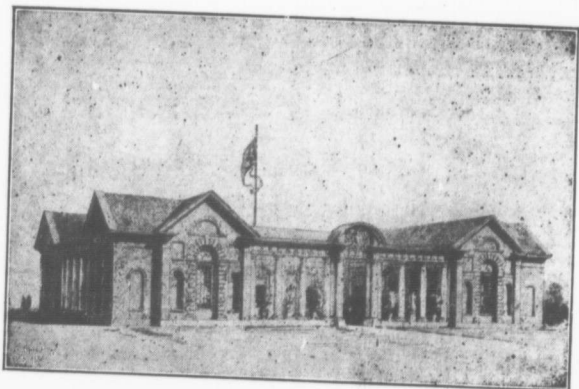
BRITISH BUILDING.

The British Building is a reproduction of the Orangery or banqueting hall in Kensington Palace, London. The dimensions are 170 by 122 feet. In the interior is a hall running the entire length of the build-

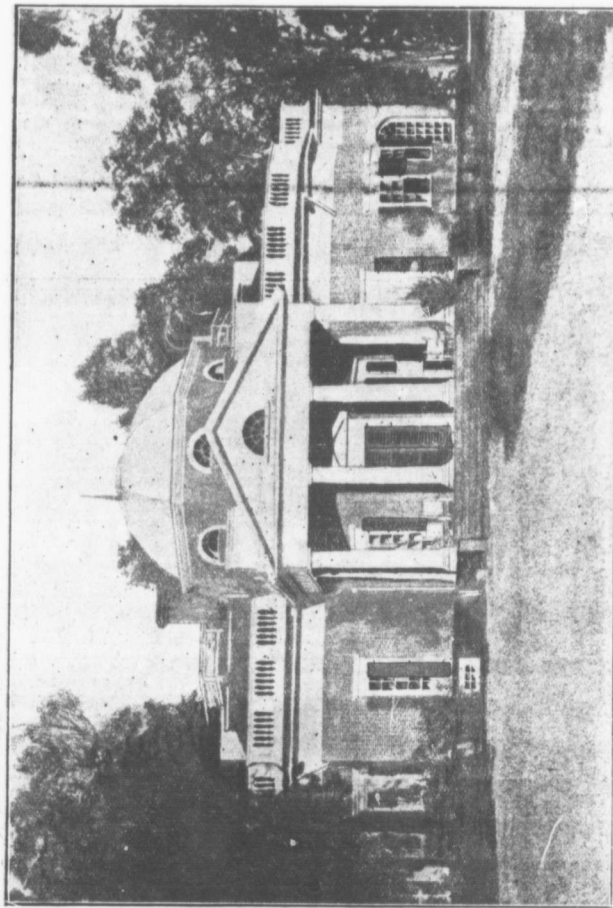
ing. It is 24 feet wide and terminates at each end in a beautiful circular apartment. Corinthian columns around the walls support a highly ornate cornice. All the outside columns are Doric with transverse channelings. Niches for statues break up the wall surface of the banqueting hall. Behind the banqueting hall is an inner court inclosed on four sides. A Doric col-

onnade of ten high columns closes the court on one side while the building forms three sides of the enclosure. In the court fountains and statuary are to be maintained. The building will, therefore, be developed on eight facades, four interior and four exterior. The court facades

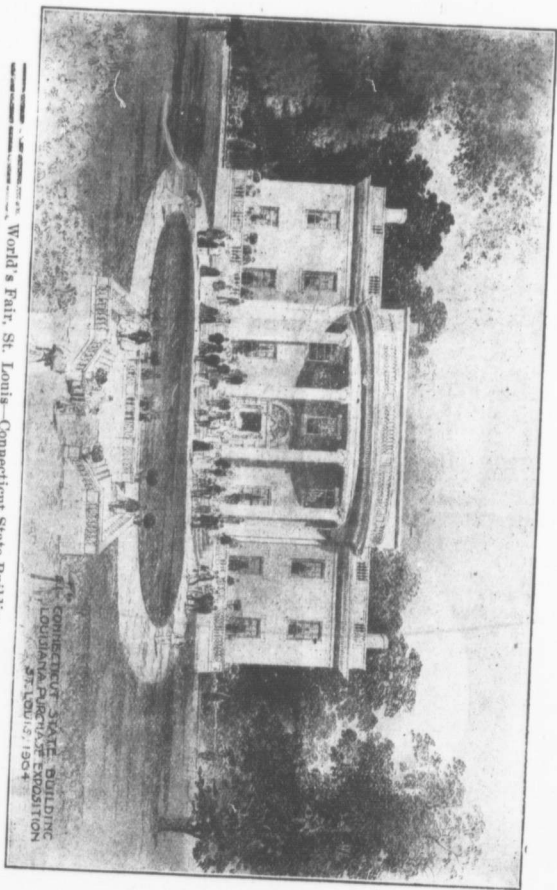
show plain colonial windows with green shutters. The building rises 40 feet above the ground and it has a number of gables forming pleasing hipped roofs, covered with blue slate. The only sculptural decoration is a gigantic British shield which occupies a tympanum above the colonnade inclosing one side of the court.



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World's Fair, St. Louis—Virginia State Building.



World's Fair, St. Louis—Connecticut State Building.

EVENTS

Published Weekly.

ARNOTT J. MAGURN, Editor.

VOL. 5. APRIL 2, 1904. No. 14

LORD CURZON is returning to England from India, which vacates the post of Governor-General. Lord Lansdowne, it is understood, was very much interested in advising that Lord Minto should be sent to Canada as Governor-General. Lord Lansdowne and Mr. Balfour are still in office and if they require a new Governor-General for India we should expect them to recommend Lord Minto. As a military man he would be even better fitted for that post than for the purely civil Governorship here which he vacates in a few months.

IT is the practice to blame the government for delay in bringing down important measures, and the prolonged length of a session is blamed, and in many cases properly so, on the ministry. The practice of the English parliament has been held up as an example because at Westminster the government have important measures prepared and ready to lay on the table the moment the speech from the throne is adopted. The Laurier Administration, which has been taking England as a model in so many things, copied her in this, during the present session, and the important Militia Bill, was introduced, put through the first and second readings, and sent into committee within ten days after parliament opened. But here is the rub. As soon as the members realized this unheard of celerity on the part of the government some of them objected to going on, giving as a reason that such an important measure should be before the country for some weeks before the House was asked to consider it in committee. It seems to us that the Canadian parliament, the way it was licked into shape by Sir John Macdonald, can best get along in the old way by dawd-

ling for a month or six weeks and then settling down to a steady pace and winding up with a rush.

THE Canadian cable service was deeply shocked the other day at the neglect of any of the London papers to record the utterances the previous evening of three Canadians, Mr. Geo. E. Drummond, Arthur J. Hodgson, and Alderman H. B. Ames of Montreal. It would seem as if the people of England were not thinking as much of the opinions and policy of Canadians or Canada as the elaborate headlines in the daily newspapers would lead us to believe. Perhaps they have not yet begun to "think imperially."

THE English newspapers will not exchange with us, they will not report the speeches of Canadians speaking in London, they will not admit Canadian cattle, and they will not grant any preference on Canadian products, and to add insult to injury they insist that Canadian cattle are diseased and that Canada has not a clearing large enough to manoeuvre any considerable number of troops. That unity of empire of which Mr. Chamberlain has been talking seems to be an unknown quantity across the water.

A BILL which forbids all teaching in educational institutions by religious orders in France has passed the Chamber of Deputies by a majority of 57. It is not thought likely that there will be any serious opposition to the measure in the Senate, in which case it will become law. The only thing which prevented the amalgamation of the Separate schools with the public schools in Winnipeg, was the question of teaching by members of religious orders.

A PIECE of the manuscript of "Paradise Lost" has been sold to a citizen of the United States for a sum believed to be in excess of \$25,000. There are many persons who have spent more than \$25,000 for a little piece of paradise on this earth and failed to get it. The collector will at least have his manuscript.

LEUTENANT-GOVERNOR FORGET has been reappointed to a second term at Regina. This is a deserved tribute to

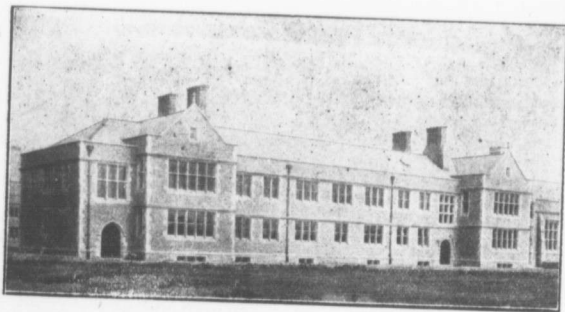
his capacity and qualifications for a very difficult position.

THERE are numerous evidences of an undercurrent of hostility in the province of Ontario against the organization of the Opposition in the legislature. It is said that Dr. Beattie Nesbitt is at the head of the rebellion and it is a fact that he recently referred publicly to the situation by saying to an audience: 'We are playing at lady politics down in Queen's Park.' Mr. Hanna, the member for West Lambton, is reported to be another malcontent. The Toronto Telegram, the Brockville Times, the Ottawa Citizen, and other Conservative papers publish from time to time paragraphs reflecting on the lack of strenuousness, so to speak, in the Opposition organization. These little slaps at Mr. Whitney and Mr. Willoughby pass unchallenged and it would not appear that Mr. Whitney had many real friends or that they would defend him. The line of division is the opinion that is held by Dr. Beattie Nesbitt and the editors of the papers in question, that the Ross Government might have been turned out ere this if the Opposition had made a proper fight and the want of this fight they blame on Mr. Whitney and those associated with him, such as the Conservative Whip.

Mr. Willoughby. They even go so far as to make it a reproach to Mr. Whitney and some of his colleagues that they should attend social functions together with members of the government. These factions and divisions greatly weaken the Opposition and they betray a desire on the part of some to compel Mr. Whitney on account of his alleged weakness to step down and out. Whether they will succeed or not remains to be seen.

IN the British House of Commons Sir Charles Maclaren carried a motion by 182 to 66 "that the disabilities of women in respect of the parliamentary franchise ought to be removed by legislation." This is like a snap vote. A full attendance would put an additional 400 in the negative.

IN answer to a question in the House of Commons the other day the government stated that the cost of the census was about twice as much as the cost ten years ago. It may seem curious that it should cost so much to make a count, but then we have known gentlemen who found it very greatly to their cost to learn the difference between three three's and three four's.



World's Fair, St. Louis—Womens' Building

The Ontario Legislature.

THE proposal to guarantee the bonds of the Algoma Central Railway which is before the government and legislature at the present time, is one which we think will bear examination. The government would for security take a mortgage on not only the railway but docks and other property into which Mr. Clergue says there has been put the sum of \$9,000,000. The interest on \$2,000,000 would amount to \$100,000 a year. It is understood that this road although a new one, in operation in parts only three or four years, has never earned less than \$125,000 a year profits, after the first year. In that case the province would not be called on to pay anything. There is some talk of interesting the British government in the Soo properties in return for furnishing nickel steel for battleships and for the making of ordnance where lightness of weight is a great factor. A captain of artillery, who is laboratory expert at Woolwich Arsenal, was sent out by one of the manufacturers of heavy guns to make a report on the Soo industries as a factor in the supply of nickel steel. The captain was given leave of absence by the English authorities for the purpose of crossing the sea. He is said to have made a most favorable report. Some of the gentlemen who went to England some six or eight months ago in connection with the reorganization of the company expected to be able to announce that the English government had decided to take an interest in the affair in order to secure this nickel steel. It is said, however, that the reason they were not successful in this is that the "Imperial" government, under the influence of Baron Rothschild, entered into a contract for the supply of nickel from New Caledonia where the labor is coolie labor and where the flag is a foreign flag. This contract is said to have covered a period of seven

years or thereabouts. In that case the Soo people would have to wait and tackle the Baron and the British government again later on, and such a prospect should be an alluring one.

A deputation of railway men waited on Premier Ross and his colleagues on Monday to protest against the proposed excessive increase in the taxation of railways. It is said that the tax of \$5 per mile, which is at present levied on the railways in Ontario, is to be increased up to either \$30 or \$50 per mile, to be applied also to double tracks. The wisdom of a policy that would tax a double track over a railway can very well be doubted. Every in-accident should be held out to a railway to double track their lines. As to increasing the tax to any great extent it must be remembered that while you may collect taxes by means of a railway the levy is really on the people who pay the freight charges of the road. One might as well say that the custom houses were being taxed because they are the means of collecting customs taxes. From the point of view of the railway the taxes put on it by a province are to be collected from the people. There is no doubt that this is the actual result, as the cost of maintenance and operation of a railway must bear some relation to the charges which are made the basis of the revenue. The trouble has always been in this country that the people cried out loudly for railway accommodation and then when they get it cry out as loudly against the railway or against its management. The Ontario Government may find it convenient to make the railways in that province its instrument for the collection of certain taxes, but the people must not delude themselves with the belief that anyone but themselves will pay those taxes.

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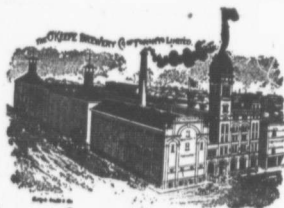
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