

NEW ADVERTISEMENTS

The Liberal.

RICHMOND HILL, Thursday, July 9, '91

ELECTRICITY OR STEAM.

The Recorder, of North Toronto, is a welcome addition to our list of weekly exchanges. Since its establishment, nearly two years ago, it has shown a good deal of enterprise in keeping its readers posted on various important matters relating to York township and neighboring municipalities. But really it must be too impetuous for its own peace of mind. Week after week it rants and raves in condemnation of the action of the York County Council, because the latter did not feel disposed to grant to a few speculators in real estate a right of way to run steam engines along Yonge Street as far north as Richmond Hill. And not only does it lack dignity of thought by its extravagant language in abusing four-fifths of the members of the Council, but it has grown impatient and irritable because the various other newspapers of the county do not join in the attack.

As we said last week we think it is most desirable that our village should have better connection with Toronto, but nothing that we have yet seen in The Recorder or elsewhere convinces us that the new prospective company has offered a better guarantee than the Metropolitan that the road will be completed by a certain time. The Metropolitan Street Railway Company has already expended considerably over \$100,000 on the southern portion of Yonge street, and for this reason the people interested have more faith in their extending their track northward, than they could have in a so-called company which has not as yet one dollar of subscribed stock.

Then again the travelling public would never consent to allow steam cars to run on a thorough-fare like Yonge Street. Any power that would frighten horses more than electric cars do, would be decidedly objectionable, and would practically drive traffic with horses off the leading road to the Queen City. It may be contended that electricity would be used in case the new company received the franchise, but the last paragraph in the terms of agreement drawn up on the 8th of June reads as follows and shows that steam might be used:—"No motive power other than steam, electricity or horse power may be used without the special consent of the Council being obtained. If steam power be used, it must be by an engine known as a 'Dummy.'" It would appear that Reeve Humberstone would not object to steam, as the following taken from The Recorder of June 18th shows:—"Mr. Humberstone said that the use of a steam dummy, as between Hamilton and Dundas, was not nearly so objectionable as the traction engines that would be travelling all the country roads very shortly."

The Metropolitan Street Railway Company have guaranteed to have their line completed by the 18th of June, 1893, failing which they forfeit their right of way. The Recorder strongly objects to their being allowed that length of time, and consequently favors the new company getting the franchise. The latter, they say, would have the line running to Richmond Hill by the fall of this year. But a glance at their agreement with York shows that they would not be bound any more than the Metropolitan. A clause reads as follows:—

"The company covenant to have a continuous line of railway wholly within the township of York, extending from the city of Toronto

northward to side line between lots 10 and 11 in the first concession, West York, constructed within one year from the date of the agreement, and the remainder within two years thereafter. In default, they are to forfeit all the rights, privileges, and advantages granted under the agreement. The company are to commence building within four months."

Mark you, in case of default they are to "forfeit all the rights, privileges and advantages granted under the agreement." We maintain that such an agreement is just as one-sided as that with the Metropolitan. Both companies are willing to bind themselves to commence operations within a certain time, but neither of them will guarantee that the road will ever be completed. They merely agree to give up the franchise for which they paid nothing.

Until the vote was taken a few days ago it was hoped by many farmers that the Dominion Parliament would remove the duty from binder twine. Mr. Wm. Mulock's motion to do so was lost by a majority of 20. The Member for North York showed that Canadian farmers are paying fully three cents a pound more for the twine than our American neighbors, and that the extra tax amounted in York County alone to over \$10,000 a year. It was also estimated that 8,000,000 pounds of twine are required annually in the Dominion, so that putting the overcharge at three cents a pound Canadian farmers have to pay a yearly tribute of about \$240,000, and this chiefly to the National Cordage Association—a foreign combine—which practically controls the twine trade of this country and the United States.

If you want to buy or sell a Farm, advertise in the Toronto WEEKLY MAIL. That paper reaches 100,000 Farmers' homes every week, and your advertisement should meet the eye of someone who wants to purchase. Advertisements of this class are inserted in the Toronto WEEKLY MAIL for Five Cents a word each insertion, or Twenty Cents a word for five insertions. Address THE MAIL, Toronto, Canada.

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Over W. Collins' store, corner of Queen street and Northcote avenue (5th street east of Queen street subway).

—Parkdale—

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A large stock of
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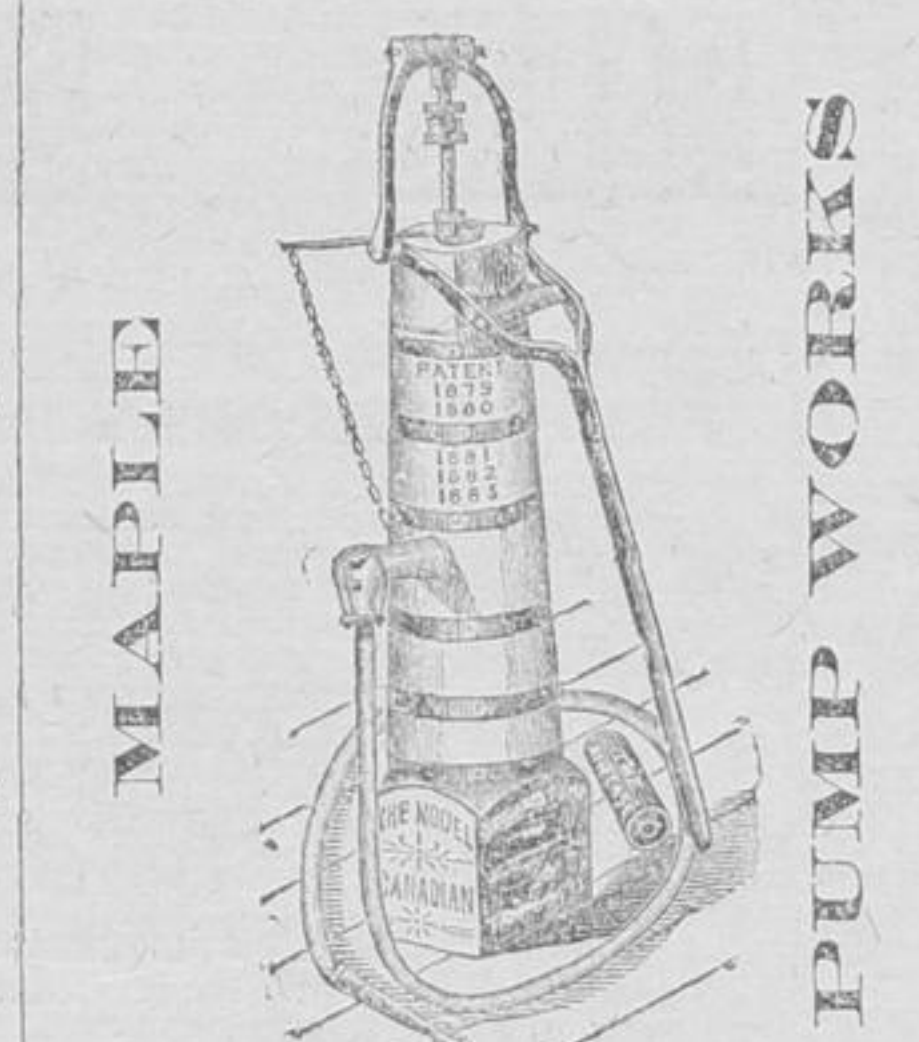
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A. L. SKEELE.
February 5th, 1891.

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