THE TORONTO WORLD

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TUESDAY MORNING, FEB. 21, 1888.

The Manitoba Difficulty.

The World is in thorough sympathy with the idea of "checking Manitoba" in so far as the building of roads to the American border is concerned after Canada has spent so much in building the C. P. R., and has pledged herself to give that road a virtual monopoly for a certain number of years.

Manitoba has rights; but so has the rest of Canada, and so has the C. P. R., without the vindication of which latter there never would have been any railway.

But we do not hold that there is no way of relief in Manitoba. Relief may come in two ways: either by indemnifying the C. P. R. for a surrender of the monopoly clause, or by letting another Canadian road into Manitoba.

In a word The World believes that *the solution of the Manitoba difficulty is in the extension of the Grand Trunk into that province.*

Present indications are that the G. T. R. will be at the Sault in a few months, and that through its American connections it will get into the prairie province at a comparatively early date. It will not be long either before there will be rail communication between Duluth and Port Arthur, and Mr. Conmee and others have a scheme for a road from Port Arthur to the Manitoba boundary through Ontario.

Furthermore we believe that the Grand Trunk is bent on getting into Manitoba and the Northwest, and what is more to the point, we do not well see how the Canadian Government can prevent it, still less do we see how any Government could afford to oppose it. The G.T.R. is as much of a Canadian road as its great rival.

If the Liberals of Ontario are really anxious to assist Manitoba to escape from the iron heel let them join in asking Mr. Mowat to aid the building of a new line from Port Arthur to the Lake of the Woods.

The Grand Trunk at Winnipeg would mark a revolution in the history of the Northwest.

How to Open Up Northern Ontario.

The merchants of our city should wake up to the commercial possibilities that lie before them in the event of railway communication enabling them to tap the northern portion of the province, and more especially the large trade now carried on around the head waters of the Ottawa. This large trade yearly increasing in volume is almost entirely controlled by the merchants of Montreal, and while wishing them every success for showing this amount of enterprise they have exhibited, they cannot complain if the merchants of this province should wish a share and make a bid for it. The building of the first section of the Nipissing and James Bay Railway would give this province the necessary foothold and enable them successfully to compete for the large trade that is there carried on.

The district to be opened by this road, as was remarked by Mr. Hickson when alluding to its construction at the interview with the civic delegation, is mostly virgin territory; but it is well known that the district traversed is rich in mineral wealth and forests filled with valuable timber. The land is of excellent quality, and the climate quite equal to that experienced in Ontario and Quebec. At Lake Temiscaming large settlements are already located along the east side of the lake, mostly French Canadians, while the townships on the west side in Ontario are just commencing to be settled. All down the Ottawa River are scattered settlements of hardy pioneers. Toronto being now connected with North Bay by the Northern and Northern Pacific Junction Railways, why should not the road be pushed further north into this rich section of country? Our Board of Trade should take the matter up at once and second the efforts of the City Council in taking such steps as may result in the speedy building of the road.

Repeated applications have from time to time been sent in to the Government of this province asking for the building of colonization roads to the north of Lake Nipissing. The best of all roads for such a purpose is a railway. It is cheaper in the end, gives a better service, and makes a far larger area of territory tributary to trade and commerce. We trust, therefore, that the Government will give this new section of our province a special grant under the circumstances. Other sections have received their grants, and it could do no injustice to any other to aid in developing a portion of our province to which up to the present time no money has been allotted nor aid given.

Can't See it in That Light.

Following the news of a fishery treaty having been signed at Washington, Mr. Wiman telegraphs a pretty long letter to his chief organ here—The Mail—on what we may call the new situation. Mr. Wiman is surely the very Mark Tapley among political projectors. For, with a faith that removes mountains and ordinary human sight, he sees in the new arrangement, provided it be carried out, a cheering presage of the coming victory of Commercial Union. Well, we can't see it in that light; and to us it appears rather that the settlement of the old differences, *without* Commercial Union having been found necessary to effect it, means most emphatically that the humbug thing is dead, that it has "passed in its checks," and that it is no longer to be counted among live questions of the day. For it is a very prevailing impression, and a true one, that for now many months past the spirits of our Commercial Unionists have been sustained mainly by the hope that all attempts to settle the fishery difficulty without them must fail, and that Canada would have to take to Commercial Union as her last resort. But that particular hope will now have to be abandoned, even should the treaty have to wait another year for ratification.

In the well known fable, some moralist of ancient days teaches that at times persuasion may be better than force. The blustering storm only made the traveler draw his cloak more tightly about him, while the genial sunshine induced him to throw it open. Apparently Mr. Wiman has come to see that bluster and storm can no longer be depended upon to drive Canada into Commercial Union, and to resign her present "pleasing, anxious being" of national existence for the sake of sinking her Dominion destiny in that of the Great Republic. We Canadians have actually got it into our heads that this continent is quite big enough for two nations, and that our claims to be one of the two are good.

So, now you may understand it, all ye trembling "Kanucks," that Mr. Wiman will not after this threaten you with "retaliation" in any of those terrible forms which have already been suggested, though not perhaps very clearly defined. Henceforth it is the sweet, persuasive sunshine which is to be brought to bear on you. Some of these days your Dominion Parliament will meet, and consider, and will, "by a large majority," vote that Canada's proper destiny is to be—a part of the universal, everlasting United States. Well, perhaps it may be so; but at present, we can't see it in that light. Mr. Wiman has swapped horses—we won't say when crossing the stream—but more likely he took to be didn't see how he was ever going to get across at all. So he wisely puts it off, like the payment of a "slow note," to some future day. And very much in the future it is likely to be. In this case storm and sunshine will both fail; and now let us have another Æsop to illustrate the new situation.

That Scotch member of the British House of Commons who went back to his Edinburgh constituents because he had changed his mind upon a public issue set an example which The World would be glad to see imitated in Canada. A popular representative has a right to change his opinion, but when he does so he should ask his constituents for a renewal of his representative commission. Was a Canadian member of Parliament, barring one who had accepted a portfolio, ever known to do as much? We think not.

Hear the Other Side.

At the meeting of the Board of Trade held Monday week a letter was read by the Secretary from Mr. C. M. Bell, Secretary of the Winnipeg Board of Trade, enclosing certain resolutions passed by that body on the 9th of the present month, and asking the endorsation of the Toronto Board to them. These resolutions referred (1) to the refusal of bonding privileges; (2) the car shortage which rendered it impossible for the farmers to get their grain to the market; (3) the excessive freight charges of the C.P.R.; (4) the necessity for a railway to connect with the United States system on the boundary. A resolution was moved by Mr. G. A. Chapman, seconded by Mr. Steele, and carried: "That the resolutions of the Winnipeg Board of Trade be referred to the council, to report at a full meeting of the Board of Trade."

We have heard it said that the council are not likely to be in any undue haste in the premises, but will give full and fair consideration to the important matters remitted to them, ere making a deliverance upon the same. And this, we hope, will prove true. Practically only one side of the "wheat blockade" controversy has been presented to the public of Toronto, and there is much need that the other side be fairly heard before our Board of Trade pronounces an opinion. In this case the complaining side has been by far the most violent and vociferous all through, and we know that very loud talk, and plenty of it, is apt to have a certain effect, anyway, at the first go-off. We therefore hope that the old L'in maxim of *audi alteram partem* will be duly honored, and that not only the Board of Trade, but the citizens of Toronto generally, will give fair hearing to the other side.

The Manitoba demand appears to be mainly for a railway to connect with the United States boundary. In other words, it is asked that a part of the freight traffic of the Canadian Northwest be handed over to the American railways, on the ground that Canadian railways are unable to carry it all. To us it appears that this is a too hasty conclusion. Manitoba's great crop of last year was a surprise, not only to the Canadian Pacific authorities, but to the whole country: and no wonder that the former were not on the instant prepared for the emergency. Let another harvest has to be moved, some things will have happened; among them, we fancy, a considerable increase of the railway's rolling stock, also of elevator and warehouse accommodation at points where needed. What we believe is that the grumblers are making the most they can of the present emergency, and are working it for all it is worth, a certain consternation of circumstances, largely unforeseen and accidental, the like of which may not happen again for many years. It might be a reasonable view to take, that really there has not yet been time for those most closely concerned with the Manitoba transportation problem to find out exactly what has to be done, and the best way of doing it. And meantime we might do worse than compare the accommodation already afforded to Manitoba, the very first year after the province had any surplus to speak of for exportation, with what was enjoyed by the farmers of Ontario a little over thirty years ago, when both the Grand Trunk and the Great Western were enterprises as young in their operation as the Canadian Pacific is now. It might moderate impatience were we to think these things fairly over.

Besides, there is always room for the suspicion that the existing adverse movement in Manitoba is not wholly of Canadian origin and kept up in Canadian interest only; but that it is kept up largely for the promotion of American interests. The Canadian Northwest has in it the making of an immense back country; and our enterprising neighbors are very anxious to get the trade of our Northwest, in order to build up their cities with it. The Manitoba agitation is not alone for the transportation of Canadian wheat by American railways, but also for the transfer of the general trade of our Northwest to American cities. And we shall never rightly understand the real springs and motives of the former, until we get a grasp of its connection with the latter. But "time is on our side," and the changes which it brings will surely be in favor of Canada, and not of our American competitors.

The fierce and warlike colonels of the United States press threaten to go to war with Mexico. No doubt Uncle Sam could give the latter a tanning, but he ought to be too big to hit one not of his size. Anyhow, the Sultan has no fish to steal, so that the usual filibustering motive is lacking in this case.

The cyclone season has opened early in Illinois this year. The Dakota blizzard will no doubt protest vigorously against this infringement upon the time at its disposal.

The Hamilton Spectator yesterday devoted two editorial columns to Canadian poetry. Even the wicked party editor wearies of Canadian politics betimes.

What is the matter with so many rich men's sons? One can understand why a boy brought up in squalor and misery, in ignorance and amid criminal surroundings, should go wrong, but why a youth whose father possesses the means to supply all his reasonable wants and is willing to supply them, should take to robbery and murder for a livelihood passes comprehension. Here is young Tascott, the son of a wealthy Chicago manufacturer, whose father has frequently, but in vain, pressed him to come home and lead a decent life. "He is "wanted" for murdering a Chicago millionaire in the latter's own house. Similar cases crop up almost every day, continually reviving the query: "What is the matter with so many rich men's sons?"

Said a citizen yesterday: I observe that the very papers which are always crying out about Canada being "bested" in treaties are the ones that always pooh-pooh our military organizations and the need there is for Canada having proper means of defence.

Peter Mitchell, though he did not know the first word of the new treaty, had an article in yesterday headed "Canada lies bleeding." Peter's wail is based on the guesses of the American press.

Other Presidential aspirants have attempted to head off Gen. Phil Sheridan by claiming that he was born in Ireland, and therefore ineligible under the constitutional provision that none but a native born American shall be competent to fill the Chief Magistrate's chair, but Sheridan's mother is still alive and testifies that he was born in Ohio. She ought to know. Mr. Wiman admits that he was born in Canada and therefore not at present eligible for the Presidency, though he would become so were he to succeed in his scheme for the annexation of these provinces. The attempt to locate Sheridan's cradle in the County Cavan recalls "Hickory" Jackson's narrow escape from a similar contention by demonstrating that he was born in American waters while his parents were en route from Ireland. It thus appears that an Englishman, Scotchman or Irishman may be good enough to fight and win Yankee battles, but not good enough to fill the highest position in their gift.

The New York Sun claims that Maine had no right or authority to grant a charter to a Canadian railway company, and that her action in so doing ought to be overridden by the Federal Government. This is extraordinary doctrine from the self-constituted organ-in-chief of Jeffersonian principles—an organ that has pushed the principles of state sovereignty to the very verge of secessionism. But The Sun has little influence at Washington and still less in Maine.

Since balloting has been declared a mortal sin by Archbishop Lynch and the Ontario Government the electorate of this country has reason to rejoice that sheol has been substituted for the place to which Dante consigned his enemies. Many a man willing to go to a quiet spot like sheol, or even to a halting place like purgatory, for his party's sake, would shrink from voting himself into everlasting brimstone.

Saturday Night.

The paper of this name is known as Shepard's Saturday Night, and some day may be as popular as McKendry's Saturday night; this is the night when mothers, sisters and aunts are crowding around the bargain counters buying the nick nacks for Sunday. It is always an interesting sight to watch the crowd at this popular cheap dry goods store. The Waterloo House, 578 Yonge-street. x

TORONTO CRICKET CLUB OFFICERS.

A Hackney Stallion for Canada—Yachtsmen Enjoy Themselves.

Last night athletic young men gathered at the annual meeting of the Toronto Cricket Club at the Walker House. Secretary Shaly's report showed that the club had won 31 matches, lost 8 and drawn 2 during the season of 1887. From a financial point of view the report was satisfactory. The club decided to engage a professional next season.

These officers were elected: President, Walter Townsend; Vice-President, John Wright; Second Vice-President, Lyndham Ogden; Secretary, C. N. Shanly; Treasurer, A. G. Brown; Committee—D. W. Saunders, A. W. Winnow, W. F. W. Cresham, G. G. S. Lindsey, A. H. Collins, R. O. McCullough, F. S. Dickey.

Yachtsmen Enjoy Themselves.

The Toronto Yacht Club last night held the first of a series of Lenten Monday evenings at the Club House. The entertainment was a decided success. Mr. Walter Stewart's character songs were rapturously received. After the musical part of the program the company enjoyed themselves in various ways until midnight.

A Hackney Stallion for Canada.

An important addition to the cob class of horses in Canada will be made this spring. Mr George Hastings of this city said to The World yesterday that he intends making a trip to England in April and there procure a hackney stallion for importation to this country. Mr. Hastings has been corresponding with a large breeding establishment in England, and has about fixed on one. The horse in view is a black hackney stallion called Landseer, 4 years, by Lord Derby The Second out of Lady Landseer, owned by J. R. Burnham, Fordingham Hall Winterton, Hull. Landseer is highly bred, and has several strains of thoroughbred blood in him. The importation will be a great benefit to Canada, as a hackney is what is wanted here, and Mr. Hastings' venture will doubtless be greatly appreciated.

English Turf News.

The Prince of Wales was present at the Kempton Park February races on the 8th and witnessed the success of his horse, Hohenlinden, in the Naval and Military Steeplechase, about two miles and a half. He was ridden by Capt. E. R. Owen, at 175 pounds. The only other starter was Capt. Fox's Parthenia, at the same weight. She blundered on landing over the last open ditch and threw her rider.

The Duchess of Montrose's horse, Gay Hermit, by Hermit-Doll Tearsheet, winner of the Royal Hunt Cup at Ascot and the great Lancashire Handicap last year, has been declared out of all handicaps for 1888 by reason of his recent victory in the Brunton Government. The prize paid is reported at £4500.

The latest betting quotations for the Lincolnshire and Grand National are as follows:

LINCOLNSHIRE, 1 MILE, RUN MARCH 21.

100 to 1 against Capt. Barchard's Lady Manchester, 4 yrs, 8st.
100 to 8 against Mr. E. Wardowe's Oberon, 5, 11lb.
20 to 1 against Mr. Vyn's Gordon, 4, 11s.
25 to 1 against Mr. H. Hall's Friday, 3, 8s.
25 to 1 against Mr. Ashgrove's Journal, 5, 9s.
25 to 1 against Mr. T. Brown's Tonans, aged, 9st.

GRAND NATIONAL, 4½ MILES, RUN MARCH 23.

100 to 8 against Baron C. de Tuyll's The Badger, aged, 150 lb.
100 to 7 against Capt. Foster's Chancellor, aged, 160.
16 to 1 against Mr. A. J. Dongins's Old Joe, aged, 160.
20 to 1 against Mr. J. Gubbin's Dalby, aged, 175.
20 to 1 against Mr. D. J. Jardine's Why Not, aged, 160.

For the 3000 Guineas even money, Friar's Balsam was taken on the Ditch to the amount of £300, as was £150 to £200 for the Derby.

Gossip of the Turf.

The New York Sun, speaking of Mr. Harry Harwood's and accident in a steeplechase at Washington last fall, says: Gentlemen jockeys will be few and far between in the steeple chases during the coming races.

Reports from California say that while Lucky Baldwin's two-year-olds have not been tried yet, they promise very promisingly. The mare is represented as a perfect picture of Volante. Mr. Baldwin has engaged the English lightweight jockey, Charles Mouton.

Up to noon Sunday, Messrs. Lawrance and McIntyre, in their capacity as the handicappers of the Coney Island and Brooklyn Clubs, had received no end of congratulations. In England the success of a handicap is generally judged by the satisfaction of owners, as shown by which they accept the weights or declare out. For the Suburban the only declarations are Lakeland's Exile and Mrs. Lorillard's Sensation; Idalia colt, the former declining at 128 pounds and the latter at 80 pounds. For the Sheepshead Bay Handicap Wanderment, at 105 pounds is the only declaration. For the Brooklyn fixture Mr. McIntyre on Sunday reported nothing received. The declarations were really not due until yesterday, and the mails yesterday and to-day may materially alter the outlook, but the chances are decidedly in favor of very few declarations.

Toronto West End Gun Club.

The third competition for the challenge cups came off at the Humber on Saturday. Peoria blackbirds were used as targets, 15 birds each from two traps. The scores follow:

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