THE TORONTO WORLD: MONDAY MORNING MARCH 8 1886.

music of the solemn wood

of light and shade in

THE TORONTO

CFFICE : 18 EING ST. EAST. TORONTO IPTION BATES

..... \$3 00 Four Month harge for city delivery or po ADVERTISING RATES

REACH LINE OF NONPAR The action changes the entire aspect of affairs. The trunk lines will heed the The World's Telephone Call is 193.

otice, and if the Grand Trunk adheres to a position, will more or less gracefully withdraw from the stand taken by Com-sissioner Fink. It may be mentioned-MONDAY MORNING, MAR. 8, 1886.

A Big Platform. ation of the Manif bat the Grand Trunk is not the only line forthwest Farmers' Alliance and People's that fails to see the bad policy of raising the question at this inopportune time, and while none has gone so far as to protest, Rights' association is to open at Brandon on Thursday next, the 11th Inst. There are nine planks in its platform, as under : 1. Modification of the tariff in the inthe commissioner's action has been severely criticized as ill-judged and ill-timed. ests of Manitoba, and reciprocity , with This struggle is one of much public interest on both sides of the border, and the United States. further developments will be anxiously awaited by shippers generally, as well as 2. Control of our crown la sation for those already sold and apalied to federal purposes. week ago Bradstreet's took the following

view of probabilities : "The cont between the live-stock men and the shipp to veto Manisoba railway chartern. 4. Abolition of the judicial boards and dressed beef, with Commissioner cipal work with gre on the side of the former, well illustrated A holition of the elevator me the great tendency of the day toward connomy of production and reduced profits in all directions. The end a The earliest possible constru he Hudson's Bay railway.

of this particular contest must be the gen-eral slaughtering of beef cattle in the west, 7. The ballot act. 7. The ballot sos. 8. Redistribution of seats for the local and this in spite of anything Commissioner delature, and representat Fink can do to the contrary. At the last the consumer will be benefitted. The war

ation in the do between production and the endeavor to tax production is constantly going on, and always in the long run to the disadvantage This is a pretty exte

hinders.

niov the pri

till have

of the taxer. The lesson of this particular ely to carry. Planks 7. 8 contest is so plain that the effect must be abody objects to, that we know to strengthen opinion in favor of govern-Northwest is about to get ment railway regulation from Washington.

I. The Northwest is about to get opresentation in the Dominion parlia-nent, and that at an early day, without usy more asking for it. As for the Ballot set and rep. by pop., surely nobody binders. And it may further be expected The Air Telegraph. March number of the North American Review, Thomas A. Edison tells the public something about what he calls the air telegraph—which is his new systhat the people of the Northwest the air telegraph—which is not new sys-tem of telegraphy by induction between moving rallway trains and the usual fixed stations, which makes it possible to send ege of fixing their municipal the grown lands looks rather checky, messages through the air without attach-ing any wire to the cars or to the track. As we have before mentioned, Mr. Black for the cost of Hamilton some years ago invented a of Hamilton some years ago invented a plan for sending messages to and from moving trains, but his mode was to make use of wirse in actual contact, we believe. opening up the Hudson's Bay ra built by whoever can raise the use of wires in actual contact, we believe. do it. But the great railway which the dominion has sunk

Mr. Edison's plan is to use an induction scheme in which the dominion has sunk so much is not to be imperilled by branch lines designed to hand Canadian traffic over to American reads. As for reciprocity with the United States, to ask for it is like children orying for the moon. It takes two to make a bargain, and while congress

weary labors brought to naught. The Grand Trunk and its connections carry over 50 per cent. of the entire dressed-meat business, while its live-stock tonnage is insignificant, not amounting to 2 per cent. of the total. A blow at the dressed-best wade is a blow delivered against the Grand Trunk road, and it doubless so understands the situation. The head offi-cinis of the road have been in consultation at Mentreal for the past ten days, con-sidering this important question, and

es, will be surprised

learn that while the trains on their

the result of six mot

ly concerned. Over

is their une

ring this important question, and the winters when travelers upon United of the word-painting we can afford room for anow blockades and extreme cold than the Winter from his mount travelers upon Canadian railways.

travalers upon Canadian railways. During times for popular excitement we sometimes hear of meetings being "broken There is touching pathos in Tecumsch's

up" by opposing factions. The practice is

p" by opposing factions. The practice is briunately less frequent now than it ormerly was in this country, but it is still lable to be indulged in whenever pre-udice is appealed to. Now every class of sitizens has a right to held a meeting difference in a probability of the author a most enviable postwithout interference from opponents, and the law, we believe, recognizes that right. If we are correctly informed the chairman tion among living poets.

"Tecoumsch; a drama. By Charles Mair. Toronto : Hunter, Rose & Co.; London : Chapman & Hall (limited), 1886. of any meeting called by virtue of chap. 177, revised statutes of Ontario, can insist that order be maintained, and command the arrest of any party who disturbs a

LINANULAL AND COMMERCIAL SATURDAY EVENING, March

speaker or otherwise interferes with the program of a meeting. He may also call ols are steady at 101 1-16. A cable to Cox & Co. quotes Hudson Bay n or swear in constables to assist him in the discharge of his duties. Of course a Sales on the To

prudent and intelligent obsirman will make a good deal of allowance for the Commerce, 10, 50, 50 at 1222; Dominion, 2 a at 2122, 12, 27, 1 at 213; Brit. Am., 6, 3 at 10 make a good deal of allowance for the effervescence natural to heated controver-sies, but he will not permit the control of affairs to pass from his hands without re-sorting to the power with which he may

sorting to the power with which he may have taken the precaution to invest himself. The Telegram of Brantford is authority for the statement that the clergymen of that dity voluntarily pay their taxes to the same extent as their unexempted lay follow-ditigans. sorting to the power with which he may

The Telegram of Brantford is authority for the statement that the clergymen of that dity voluntarily pay their taxes to the same extent as their unexempted lay

fellow-citizens. This is the way they adopt of manifesting their respect for themselves, and their determination to Terente Stocks- Closing Prices, Ientresi, 2083, 208 ; Ontario, 1103, conto, buyers, 186; Merebants', bu ; Commerce, 123, 1293; Imperial, ; Federal, 109, 1084; Hamilton, 214, mdard, 1237, 1221; Hamilton, buyers, tish America, 105, 103; Western Assun 182; Communert Gas, 190, 180; Dav stand upon a level with every other rate-

payer when discussing measures affect the public purse. a America 105, 103; Western Ass E8; Consumers' Gas, 190, 180; Do aph, 94; S49; Northwest Land an, Pacific Rail, grant honds, 19 Debontures (last issue) 100, 98 rmanent, buyers 206; Freehold; Vestern Canada, hurgers 186; 135; Canada Landed Credit, 13 can Association An Esglish publishing house has brought out "a nevel about socialism," "The most nevel thing about socialists that we wot of is their unsociability. It is not sociable to break one's neighbor's windows because

uyers, 132; Canada Landed Credit, 128, 125; & Loan Associatios, buyers 105; Imperial & Invest, 116, 115; Loan & Can, L. & A, 9, 1574; National Investment, 105, 104; copies Loan, 115, 108; The Land Security o, buyers 140; Huron & Eric, buyers, 169 om Sevinas & Loan, buyers, 116; Ontario om & Deb., 127, 126; Hamiston Provident, 79, 137; Central, buyers, 110; Royal, Loan & avings Ca, buyers 120. said windows are larger than one's own. Labouchere's tongue is as vitrielic as his pen. His speech in support of the motion

against the perpetuity of the hereditary principle in the house of lords seems to have been deliberately offensive to the

Montreal Stocks-Clasing Prices. Montreal, 209, 208; Cntarlo effored. Molsons, 126, 125; Toroato, 196, 195; chanis, 120, 120; Commerce, 122; Northwest Land, 80, 79; C. P. R. & Mootreal Telegraph Co., 115; 114; 1 clieu, 61, 60; Fassenger, 130; 130; Gas, 194; Canada Cotton, 824, 76; Dundas Co 55, 62; Northwest Land, 80, 79. half of whom must have been Parnelliter but in the numbers who abstained from

The Athene correspondence for the search of the Arget search of the Arget



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A fair, fragil ly some fouries the railing in t den & Co., the shant princes o There was a his soft brown spoke more the foar and angu heart was so or "It is not m sobbed, gazing who was writin it's my mother hor !" "Young man of that before," The stern r Glendon himse light beamed fo "William S Saying his wate bard lines are harder. I wit to reveal what money. If at are slient, I sh officer." officer." And he resu The boy les mahogany rai which shock h spare the

tobe farmers to say to the fact that already they have lower rates for sending grain east than their neighbors south of the bor-der have ? But if any unfairness there is in railway rates out there, or if ever there should be after this, the true remedy will be found, not in the multiplication of branches as feeders to American roads, but in government control. That is what we want in Causada, all the way from Cape Breton to Vancouver island.

ed. It appears to have its headquarters

Within these few years past the cattle and heef dealers of Chicago have been es-

The reform Hamilton Times has a poor



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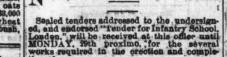
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ree. For other operations a small of will be made to cover expense.

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R. 4. TROTTER.

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durability and excellen in the city can equal it. INFANTRY SCHOOL, LONDON, ONT. Plans and specifications can be seen at the Department of Public Works, Ottawa, and at the office of Mesers. Durand and Moore, architects, London, Ont, on and after Mon-CARRIAGES.

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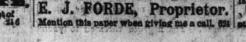
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