THE TORONTO WORLD.

A One-Cent Morning Newspaper OFFICE: 18 KING ST. EAST. TORONTO

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ADVERTISING RATES

FOR EACH LINE OF NONPAREIL: 6 cents. marriages and births 25 cents. contract adve W. F. MACLEAN.

MONDAY MORNING, MAY 19, 1884. A New Convert to National Policy.

At this time ocean-going vessels at Montreal can get very little freight to carry on their 'eastward trips, and in this respect the season has opened badly. There is no grain for shipment to Europe, and offers to take it as ballast have been made. The falling off is chiefly in produce coming by the lake and river route, the Erie canal apparently taking the most of what there is. The Witness says :

Should itse offinite from to looke for. No section is looked for. No sectis looked for. No section is looked for. No sectis looked for

something to see the Witness forced by circumstances into favoring a national nificent brown, with a white star on his policy in anything.

bright galaxy of blue-blooded equine celeb-If the Montreal forwarders, elevator rities. He has four legs, not now in ex-cellent proportion, but it is safe to say that companies and harbor board are in earnest in this matter, they would do well to the day is not far distant when they will place beyond all doubt the fact that they have certain definite concessions to make be furnished with superb tendons of steel themselves, when they ask the government and bone as flat as a pancake. His hindto do something more. Provided they do their share of what is wanted we wish them all success, and hope to hear that Sir promises a wealth of muscle hereafter, and propelling power only second to that of the steamer Oregon. His head is at the end of

deeds ever known in Canada's railway history; and its punish-ment came afterwards in the form of al-ing the holiday, without introducing a third element of discord. Her majesty's ost poetical justice. The late W. A. birthday is an "institution," particularly I homson, M.P., of Lewiston, who was one of those "moving men" that keep the world agoing, revived the project of former years. Soon as the Great Western directors saw that he was really making progress, they started the Air line scherne to head him off, but he was not son, M.P., of Lewiston, who was one

line and the Canada Southern. While the answer in the letter of the company these roads were building, but before published elsewhere. Surely it is possible

is. The Witness says : Statistics of former years show that there is nothing to hope for from our railways, which only carried a small fraction of the grain shipped from this port. We are depend the sinking of so much money in building the Air line, Great Western shareholders both cert and a half a bushel higher than tr m Chicago to New York. The canal tolls are charge all with five-eighths of a cent per bushel of this amount. The forwarders, ele-wating companies and harbor board propose among them to reduce their charges sufficient by to wipe out the remainder of the difference against the Canadian routes in the event of the government abolishing the canal tolls. A group tor's management. We thoroughly agree with the Witness

enough. It should be made a penal offence spacious forehead, which shows that he for a bank official to engage in speculation will some day take a high place in the at all.

> What the Baptist Church Claims to be. From the Canadian Baptist. The most conservative of our churches

A Star Gazing Town. From the Parkhill Gazette. The northeast end of the town is looking

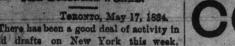
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See.	The Building Boom.	h
i le ale	From the Strathroy Age.	R. B.

erment, ceuched so utunist form of threats, that the min country behind them rose u attempted coercion, and in a policy which had for years it tabliabing a railway monomed tablishing a railway monopoly in western Canada, was blown to the winds. This was apparently the state of affair when the Grand Trunk bill was introduced

the 28th prox. is too close to Dominion making progress, they started the Air line scherre to head him off, but he was not to be stopped. The result was that instead of one additional road running near to Lake Eris two were built—the Air line and the Canada Southern. While these roads were building, but before

Take Eric two verse built-the Suith answer in the letter of the dompany is all as a set as a gethered from the last can be made as the chards as a set of the set as a set of

and that if it earns only half as much per mile as the latter, it will cover all indebt-



tes were from 2 to 8 premium, Owing to the great stringency in the New York money market the rates of sterling exchange have been demoralized the past few days. The cable reports to the effect that large purchases of New York stocks are being

taken by British capitalists should be taken cum grano salis.

Loan companies have not shown any anxiety to make loans this week, and the

account would have to be nursed for some time. There is very little to say about the local stock market this week. Business continues very quiet, and the outlook does not appear to be any more cheering. In several instances bank shares have advanced, the leading stock being bank of Montreal. It is reported from be-low that there has been a very large short interest in this stock, and for some unex-

the main Pacific line, Mr. Renton is "in-structed" by the Grand Trunk board to publish a long statement as to the connec-tion between the Pacific company and the lines alluded to, which elicits from Mr. Stephen a reiteration of his formet denial. But in his last paragraph Mr. Renton in-dulged in that most dangerous of all wea-pons, sarcaasm, and hinted that the share-holders of the Canadian Pacific railroad would be " under no misconception of the facts" when they felt the burdens of the frental of lines "constructed to compate for traffic already subjected to starvation rates during a great part of the year through competition by water-carriage." Mr. Stephen's reply shows, briefly, that the "Ontario and Quebec railway," now about to be opened, starts with no debt, with a capital of under 6,0001. per mile, as against the 30,0001. of the Grand Trunk, and that if it earns only half as much per mile as the latter, it will cover all indebt. mile as the latter, it will cover all indebt-edness and pay 100,0001, a year to its lessors, the Canada Pacific. Now Lask, was it worth while to give a rival an opportunity of making such a re-



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The result is as follows 5, Detroit 2 phia 16, Clev falo 4, New 9, Chicage 7: The record date is as follows

New York Boston Providence. Philadelphia Chicago. Buffalo Cleveland Detroit

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LOUISVILLE, meeting of the

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GREAT REDUCTION IN THE PRICE OF WOOD

For the next ten days, previous to commencing to get in my summer's Coal, I will sell delivered at the money market is reported steadier. Call following Reduced Rates :

Best Dry Hard Wood, Beech and Maple, long, at \$5.50 per cord 2nd class do. do. do. do. 4.50 do. Best do. do. cut & split 6.50 do. Pine Slabs, long - - - at 4.00 do.

Orders left at Offices, corner Bathurst and Front streets, 51 King street east, Yonge street wharf, and 532 Queen street west, will receive prompt attention.

BURNS. shares. In New York to-day stocks opened strong, and after advancing 1 to 3 points, a reaction set in. At 2 o'clock, however, they again became very firm, and at the close they loomed up 2 to 4 per cent. Commerce has been heavy this week, and some doubts are expressed as to the amount of the next dividend. They are in with the large lumber company to the extent of \$350,000, to realize which the account would have to be nursed for some week the week the the terminate the terminate - HAVE REMOVED Their Head Offices to the Commodious Premises, KING STREET WEST.

> LAND REGULATIONS. -The Company offer lands within the Railway Belt along the main line, and in South-ern Manitoba, at prices ranging from \$2.50 PLIE ACRE upwards, with conditions requiring cultiva T_A relate for cultivation of from \$1.25 to \$3.59 per acre, according to price paid for nd, allowed on certain conditions. The Company also offer lands without conditions

> THE CANADIAN PACIFIC RAILWAY CO'Y.

llowed on certain cond neut or Cultivation. The Reserved Sections along the Main Line, i, e., the odd numbered Sect nile of the Railway, are now offered for sale on advantageous terms, to part indertake their immediate cultivation.

Terms of Payment—Purchasers may pay one-sixth in cash, and the balance in five annual stalments, with interest at SIX PER CENT, per annum, payable in advance. Parties purchasing without conditions of cultivation, will receive a Deed of Conveyance a ne of purchase, if payment is made in full.

question at issue.

in a curve of ravishing beauty. Every "Either a Feast or a Famine." The war between our two great railways joint in his tail is perfect, and the joint still continues, in London, at all events: between his shoulder and pastern is the and some of its most recent development knee plus ultra of leg mechanism. He is a are indicated in a letter to the Railway very spirited youngster, and has already Times, which we copy in another column declared his intention of winning the Queen's Plate. Indeed. Judged by pres Some of these developments are decidedly interesting to the people of Canada. ent appearances, this colt-let us call him It will be seen that whereas in Canada it "Longacre"-will easily go a mile a minute, has been believed that the Grand Trunk is | We are led to form this high opinion of his held and firmly bound to double its track merits from having observed that his ribs between Montreal and Toronto, the existspring from his backbone, and that he erce of such an obligation is doubted and breathes through his nose. And we want even denied in London. The writer of the it to be understood that we are not going letter, who is probably well informed as to to be beat by the Globe man, or any other the fact, evidently believes it to be true man, at describing the points and excelthat Mr. Hickson has put up five million lencies of this or any other horse. dollars in bonds as security that this par-The Ottawa Citizen thinks the demand ticular work shall be done.

"Either a feast or a famine," and "it for the appointment of a Canadian as comnever rains but it pours"-these are two mander of the militia "silly sentimental old proverbs, which appear to fit well the gush." The Citizen is a court journal, and circumstances of the present case. The the organ of the imported gentry, to whom doubling of the track between Toronto and British connection is made the medium of Montreal is a work that should have been obtaining an easy livelihood at the exdone fifteen years ago, and it has been very pense of the Canadian taxpayer. When the Citizen's party found it politic to put a urgently wanted these six or eight years duty upon British goods that journal did past, at least. All this time, however much wanted, it was something that we could not consider the Canadian sentiment a not get. But, strange to tell, we are to piece of silly gush. It is enough to cause get it now, at the very time when, by the one to blush to find a Canadian journalist opening of the Ontario and Quebec, we are opposing the right of every Canadian to about to be so placed as to be able to do pas- aspire to the highest positions in the gift of sably well without it. Before, when there his country. was the most pressing necessity for it, the The Mail becomes more inanely aristo-

second track was not attainable, but now, cratic and reactionary every day. The when the necessity is very much less, it is gentlemen of the British house of commons to be forthcoming. are not up to the standard of this daily This case of "either a feast or a famine" edition of Burke's peerage, and are by it

recalls a somewhat similar experience in contemptuously referred to as " greasy rethe history of the Great Western. Many publicans." The liberal wing of the con years ago a company was got up and a servative party take little pains to conceal charter secured for building a road between their disgust with an editorial policy that the Detroit and Niagara rivers, the line is alienating a class of electors, and putcontemplated being the same, or nearly the ting into the mouths of their opponents same, as the present Canada Southern. capital cries for influencing the working-The late Hon, Issac Buchanan, who took nan. Most of our manufacturers and a strong interest in the prosperity of the Great Western, did not believe that the merchants have risen from the ranks, and country could support another line, not then, at all events. He had done much for the Great Western, in fact it may be doubted whether, but for his then power-ful help the road would have been built the contact with the "grease" of the ma-chine or the commercial shop. And they are asked to admire and sustain such re-flections upon themselves. The Mail's both in Canada and in England tother course betrays the presence of a social as soon as it was, though of course it must parasite, and demonstrates that the satirhave been built later on, if not then. Seeist's conception of the sycophant who ing the danger, Mr. Buchanan secured the charter of the rival road by paying far-fetched as might be supposed. down a large amount of his own money,

The queen's request for the postpone not less than fifty thousand pounds, some say much more than that. He did this on ment of the celebration of her birthday until the 28th prox. comes too late to have an understanding with the Canadian directors that he was acting for the Great much influence with the vast majority of Western railway, and was to be reim-bursed. But the London directors re-pudiated the arrangement, and Mr. Buchanan was left to whistle for his money. Perhaps they thought that, the rival enterprise having been killed off, it was no longer their principle to pay the interest, or their interest to gay the prin-cipal. This action of the Great Western directors was one of the most disgraceful Western railway, and was to be reim. Canadians. The lordling of the Mail may

Mrs. McLean is building a kitchen to her his neck, which promises to be rainbowed esidence. The Hub of Prohibition. From the London Free Press. We have the best watered city on ontinent, without exception.

> A Vicious Tail. From the London Tizer. The tail end of Thursday afternoon's hu icane struck the Market square.

Perhaps They Do From the New York Tribune The men who can be cool, in times like

these, lay the foundation of large fortunes. **Progress of Art.** From the Guelph Herald. The windows of the Commercial have been neatly painted, adding much to the appearance of the house.

The Source of Sir John's Strength. From the Bobcaygeon Independent. The strength of the Macdonaldite ad From the Bol ministration lies very materially in the weakness of the opposition.

> Boiled Pumpkin Sceds. To the Editor of The World.

SIR: A few weeks ago two or three

firms in this city presented their customers and whoever applied for them, with small packets of pumpkin seeds, engaging that when the proper season arrived they would when the proper season arrived they would present the grower of the largest pumpkins from said seed with a valuable prize. May I state for the information of any of your readers in Hamilton who like myself, were presented with some seeds, and to prevent their being the victims of mis-placed confidence that I find that my seeds have been boiled and, therefore, in an agricultural point of view, onite worth less agricultural point of view, quite worthless AGRICOLA. Hamilton, May 17, 1884.

The Great Canadian Railways.

To the Editor of The Railway Times. SIR: The Grand Trunk shareholder

have formally adopted their directors' report. They unanimously re-elected their president; they expressed their unqualified satisfaction with their general manager; have enjoyed the genuine distinction of and, in fact, they endorsed whatever their had agreed that their union should remain the contact with the "grease" of the ma- directors asked them to endorse. And both in Canada and in England, lately been rather disastrous? While recogniz-ing the energy and general ability of Mr. Hickson, one cannot help seeing the article at the old trysting-place in the dell beyond the haystack, and it was under these of Hickson, one cannot help seeing the egrelonged to be kicked by a lord was not so gious blunders which have characterised his strategy. Knowing, as no one knew

better than himself, that the dominion government, wielding an overwhelming majority in parliament, and backed by the country at large, had determined on taking such measures as would

joinder as this? If Sir Henry's complaint CHICAGO, May 17 .- The markets showed joinder as this? If Sir Henry's complaint means anything, it means that 'the 'Cana-dian Pacific, because of its government subsidy, is bound to confine its operations to building its main line. If it was merely a construction company that had con-tracted to build a line from ocean to ocean, there might be something in the complaint. But the Canadian Pacific company is a railway corporation, bound to operate, as greater steadiness to-day than at any tin during the week. The stocks of wheat an means anything, it means that the Cana-dian Pacific, because of its government subsidy, is bound to confine its operations to building its main line. If it was merely a construction company that had con-tracted to build a line from ocean to ocean, there might be something in the complaint. But the Canadian Pacific company is a railway corporation, bound to operate, as well as construct, a vast line, and its di-rectors would be a set of incapables if they had not looked ahead and made ar-rangements for securing traffic for their long stretch of line by alliances in the eastern and more settled provinces of Canada. As prudent business men they have apparently done so. As imprudent business men the Grand Trank, not hav-range 8000 bush, carts 2300 bush, eats 211.000 bush. rectors would be a set of incapables if they had not looked ahead and made ar-rangements for securing traffic for their long stretch of line by alliances in the eastern and more settled provinces of Canada. As prudent business men they have apparently done so. As imprudent business men the Grand Trunk, not hav-ing had the prevision to prevent these ar-rangements, now throws the blame on the dominion government, and does not even yet see that the cultivation of friendly re-lations with the rival whom it has vaily COX&CO. yet see that the cultivation of friendly re-lations with the rival whom it has vainly endeavored to strangle would be more ad-vantageous to its own shareholders than complaints which are at best querulous, and encounters in which it invariably is worsted. I am, etc., A. B, A Lakeside Musing. From the Chicage Tribune "My husband !" "My darling wife !" The murmurous gurgling of a large, octagonal, high-water kiss was the only sound that broke the silence which followed these words; and as the woman stood there, close pressed in the arms of the man for whose sake she had given up all the comforts of a happy home, with two hired girls and a clothes-wringer, all

Nature seemed hushed in that deep, impressive silence which is so characteristic of being still, The ruddy glow of an Oc tober sunset still lingered in the western sky, and as the rose-light that flamed up from below the horizon fell upon the earth

it limned in rich colors the haggard out-lines of last year's hoopskirt that lay cold and pallid on the grassy sward that stretched away to the west of Perkinsville-on-Bitter-Creek.

That pretty Annie afterwards should have tallen in love with Lord Ronald Hetherly was not strange, but that she should have consented to a secret marriage none of her friends would have believed.

cumstances that the words with which

cumstances that the words with which this chapter opens were spoken. Twining her arms about her husband's neck, Annie looked up to him with tender wistfulness. "When will you acknowledge me as your wife?" she asked. For answer he drew her up to him and kissed her lovingly, but she did not return his embrace. "I have a right to know," she said. "I am not impatient, only let the time be fixed. You will do that, will you not ?"

you not ?" "Yes," he says; "I will proclaim our

"Yes, he says, "I will proclaim our union to all the world in time." "But when," she asked; "when will you do this?"

"But when, all association and the headlines of a graph which he holds in his hands, Lord Ronald says to her in low, sepulchral tones that thrill her very soul." "When the Jeannette inquiry is con- WILLIAM H. ORR, MANAGER. "





de-	paulo.			
her	Year.	Cash Dividends.	Matured Endowments.	Deat
ond	1877	\$10,749	\$ 2.496	\$ 79.5
2000000	1878	41.973	13,290	80.5
cir-	1879	45,713 -	53.764	78.11
his	1890	51,807	25;901	95.0
34.18	1881	54,593	30,104	72.30
d's	1882	63,970	75,774	93.00
as	1883	74,838	79,214	109.14

HOTELS AND RESTAURANTS. ROSSIN HOUSE-THE ROSSIN IS THE largest hotel in Caaada, only two blocks from Union station, corner King and York streets, finest situation in Toronto. Its thor-oughly first class appointments, large corrid-ors, lofty ceilings, spac'ous, clean and well ventilated rooms, (the whole house having been painted, freescoed and decorated this spring), detached and en suite, polite and at-tentive employee in every apartment, together with unexcelled cuisine, make it specially at-tractive to the traveling public, Elevator run ning day and night. Hot and cold baths on each floor. Electric bells in rooms. Fire es-cance in each bed room. Prices graduated. W/ ELLINGTON HOTEL, COR, YORK year, paid to its Canadian memory, or then friends. Said a Methodist Minister, when taking his ith policy in the Ætna, on the 1st of May, 1884, and receiving payment of a matured 15-year endowment at the Toronto office, "That 15-year Endowment in the Ætna has never caused me one moments anxiety as to its security." There is nothing like being sure. Failures have occurred and will occur, but the ÆTNA stands the test of time, and will this year increase its Government Deposit this year increase its Governi at Ottawa to nearly three-quart lion Dollars.

Payments may be made in LAND GRANT BONDS, which will be accepted at ten per oent, premium on their par value and accrued interest. These bonds can be obtained on ap plication at the Bank of Montreal, Montreal; or at any of its agencies. For Prices and Conditions of Sale and all information with respect to the purchase of Land apply to JOHN H. MCTAVISH, Land Commissioner, Winnibeg. By order of the Board. CHARLES DRINKWATER. Montreal, December 1884. SECRETARY **HEADQUARTERS**" FOR BARGAINS. **TORONTO SHOE COMPANY** Corner King and Jarvis. All Sizes, worth \$1.25 for 50c. GRAND TRUNK RAILWAY INTERCOLONIAL RAILWAY The Great Canadian Route to and from the Ocean for Speed, Comfort and Safety is Unsurpassed. **STORES CONTRACTS** Pullman Palace, Day and Sleeping Cars on all through express trains. Good dining rooms at convenient distances. No custom house investion: innation: seengers from all points in Canada and tern States to Great Britain and the con-it should take this route as hundreds of s of winter navigation are thereby Tenders are invited for the supply of Stores various kinds required by the Company at ortland, Montr.al, London, Hamilton and ut Huron during the the stores. IMPORTERS AND EXPORTERS

Boys' and Youths' Tie and Buckle Shoes, Boys' Lacrosse Shoes 65c. Men's do. 90c.

The Great and Only ONE-PRICE CASH Establishment in Toronto.

OF CANADA.

Commencing 1st July, 1884.

IMPURIERS AND EXPURIERS will find it advantageous to use this route as it is the quickest in point of time, and the rates are as low as by any other. Through freight is forwarded by fast special trains and experience has proved the Intercol-onial route to be the quickest for European freight to and from all points in Canada and the Western states. The Pullman cars which leave Montreal on Monday, Wednesday and Friday run through to Halifax without change, and those which leave Montreal on Tuesday, Thursday and Saturday run through to St. John, N. B., with-out change.

Tickets may be obtained and also inferma-tion about the route and about freight and passenger rates from

ROBT. B. MOODIE, Western Freight and Passenger Agent, Rossin House Block, York Street, Toronto D. POTTINGER.

Railway Office, Moncton, N. B., Dec. 10, 1888. y1 5

PHOTOGRAPHY.

Mr. J. Mason wishes to inform the puon-generally that he has opened the gallery re-cently occupied by Mr. Dufreene, 31 King wost, where he intends turning out work un-equalicd in the city for high fone and low price. Cabinets \$2.60 per dozen. Ambrotype The second secon

