

THE TORONTO WORLD

AN INDEPENDENT AND FEARLESS ONE CENT MORNING PAPER, Published Daily, and sent to all parts of Canada and the United States for Three Dollars per Year; One Dollar and Fifty Cents for Six Months.

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ADDRESS THE WORLD, TORONTO.

The Toronto World.

SATURDAY MORNING, FEBRUARY 19, 1882.

A TUMBLE IN GRAIN

There appears to be a present disastrous collapse of an experiment often tried before that of keeping Chicago grain prices above the "shipping basis." The most of the wheat held in Chicago elevators seeks a market in the Eastern States or Europe, but if Chicago prices are so high that there would be a loss after paying freight to New York, Boston, or Liverpool, what "operator" can be found who will deliberately forward wheat to be sold at a loss? There is indeed a certain mystery about Chicago grain prices which requires explanation. Grain is actually shipped east at times when published prices and freight together would show an actual loss on the face of the statement, but still it goes east for all that. The inference is that there must be extensive actual sales in Chicago on private terms which are below the published market quotations, or else some carrying by the railways at less than published rates. It is highly probable that the thing is worked both ways by operators who have the inside track with railway and steamship companies. A further inference must be that Chicago grain prices are to a large extent not merely speculative, but fictitious also; that they do not truly represent the market for actual transfer to-day any better than they do the values of "futures." Any reasoning on the general question of grain prices, founded on Chicago figures, must be wrong from the start, because founded on wrong figures. The rates at which the railways carry from Chicago to New York are probably much lower than is generally supposed, and might state the Canadian public were they revealed. For instance, when comparing Toronto and Chicago prices, people innocently take it for granted that Toronto, being five hundred miles more from the seaboard of Chicago, must surely send wheat to the seaboard cheaper in proportion. But the fact is that both grain and flour are carried through to Liverpool a great deal cheaper from Chicago than from Toronto. On the map Toronto appears a long way east of Chicago, but on actual freight schedules—those, we mean, which are not published—Chicago is the eastern port and Toronto the western one. In other words, conditions of geographical location and distance are, not merely neutralized, but in effect reversed, through the way the transportation business is managed. In miles of distance Toronto is east of Chicago, but in dollars and cents to be paid for carrying a car load of grain through to New York or Liverpool, this city counts far to the west.

WHY OUR BOARD OF TRADE AND CITY COUNCIL STANDING QUIETLY BY WHILE SIX INDEPENDENT RAILROADS, HERETOFORE TRIBUTARY TO THIS CITY, ARE BEING "CONSOLIDATED" BY THE GRAND TRUNK AND MADE TRIBUTARY TO MONTREAL.

And there is all the more reason for alarm, seeing that a number of prominent citizens of Toronto are the active promoters of this Grand Trunk scheme. They are willing that the city's interests should be sacrificed if they will in order to get the Grand Trunk line. Toronto can only be protected in one way if the legislature is bent on sanctioning the amalgamation, and it is by having a clause providing that the Ontario and Quebec or any other road running between this city and Ottawa shall have the same privileges in regard to the consolidated line as the Grand Trunk. Toronto would be best served by having these roads remain independent.

WHY ARE THE COUNCIL AND THE BOARD OF TRADE GOING TO DO ABOUT IT? A JOINT DEPUTATION TO THE RAILWAY COMMITTEE COULD A GREAT DEAL.

The time to act is now. The bill in regard to indiscriminate railway chartering has been favorably received by the press of the province. We have already noted the Brockville Recorder, St. Catharines News, Belleville Ontario, Guelph Mercury, Thorold Post and Hamilton Times endorsing our position, and now the Port Hope News, Woodville Advocate, Chelsey Enterprise, Sarnia Canadian, Millen Champion and Victoria Warbler are to hand with pointed articles in the same direction. We shall quote from them on Monday. But still the Globe is in favor of free chartering.

SIR RICHARD CARTWRIGHT HAS CONSTITUTED HIMSELF THE CANADIAN PILMOOT BY BRINGING BEFORE THE HOUSE OF COMMONS THE QUESTION OF THE SHIPMENT OF GRAIN BY RAILROADS.

It lies with the duty of the government to order that every vessel have a load-line fixed by a competent officer, and also to make regulations regarding the carrying of deck-loads on crafts which sail into the open waters. The Globe believes in giving a railway charter to whomever applies for it. As some Globe directors are also charter-mongers, that journal in order to give them a chance advocates free trade in railway chartering. If it were shown that the granting of a third charter would have the effect of "squaring" one of two competing lines and thereby forcing it to the wall, leaving the victorious road and the newly chartered one to "consolidate" thereafter, the Globe would still shout free charters. And this is not only absurd, it is dangerous.

ALL HOPES OF A SHORT SESSION OF THE LOCAL HOUSE ARE GONE, THE LEGISLATORS HAVING BEEN LABORING NOW FOR FIVE WEEKS WITHOUT ACCOMPLISHING MUCH MORE THAN HALF OF THE WORK OF THE SESSION.

The government measures which remain to be disposed of are not likely to provoke much discussion, but some of the private bills, especially the railway measures will occasion warm debate. The session may be expected to last

THE BOUNDARY AWARD

In bringing down the correspondence on the boundary award it will be remembered that Mr. Mowat declined to lay on the table the last despatch from the secretary of state, the ground of the attorney general's refusal being that his cabinet had not had time to consider the position taken by the federal authorities. The despatch, however, has been laid upon the table of the Dominion house and it is learned that the ground upon which the federal authorities decline to be bound by the award are these: The Dominion government have always desired a legal settlement of the boundary, but the Ontario government in 1877 declined their invitation to lay the matter in dispute before the judicial committee of the privy council, thus incurring the responsibility for the delays in settling the boundary. The proposal of 1874 which resulted in the arbitration was not, the Dominion government contend, treated by either government as a mode of seeking an authoritative decision upon the question of law, but was regarded rather as a means of establishing a conventional line without first ascertaining the true boundary. The federal authorities claim that this view is further strengthened by the personnel of the board of arbitrators which consisted of two laymen and one lawyer. When the award was referred to a committee of the house of commons the committee reported that the award was inconsistent with any boundary line suggested since the treaty of Utrecht. The reference was, further, not authorized by parliament and therefore, it is contended, there is no obligation resting upon parliament to accept the decision. As a means of settling the dispute without undue delay the federal authorities suggest tentative measures for the administration of justice and desire to have the question itself committed to a judicial tribunal. They suggest the supreme court, the chief justice in creating which was to have a Canadian mediator between the federal and provincial authorities upon constitutional questions. If this reference is suggested to an English legislator to be brought over for that purpose. The federal authorities are desirous of having the issue determined in Canada, as it would inspire more confidence in the decision. 'But, falling settlement in Canada, they are willing to renew the original suggestion of 1874 and have the dispute brought before the judicial committee of the privy council in England.

THE LOCAL LEGISLATURE

Lively Times Over a Religious Question—The Evidence Act.

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THE LAUNCH OF THE ONOKO AT CLEVELAND

marks a new era in iron ship building on the lakes. Hitherto ferries built of iron have been small and generally for pleasure boats. This vessel, however, is built in the same way as ocean steamships for the purpose of ocean, being modified to suit the shallow draught of water to be encountered in inland navigation. The Onoko is steered by steam and is of three thousand tons capacity.

ISN'T IT A LITTLE PRESUMPTIOUS FOR THE HAMILTON TIMES TO TELL THE QUARTER MILLION OF PEOPLE INTERESTED IN THE TORONTO, GREY AND BRUCE THAT THEY DON'T KNOW WHAT IS BEST FOR THEMSELVES AND THAT A HENDRIE MONOPOLY IS A DESIRABLE THING.

THE PEOPLE OF NEW BRUNSWICK ARE QUESTIONING THE ANNUAL OUTLAY ON THE RESIDENCE OF THEIR LIEUTENANT GOVERNOR: AND SO ARE THE PEOPLE OF ONTARIO.

HALF A DOZEN OR MORE COMMUNICATIONS ON THE SOCIAL EVIL WERE RECEIVED AT THIS OFFICE YESTERDAY. THEY WILL BE PUBLISHED ON MONDAY.

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NOTICE

If you want a First-class Fall Suit, at a reasonable price, go to G. & J. Fawcett's, 287 Yonge St., where you can get a first-class suit without the trouble of trying on.

LOCAL IMPROVEMENT ACT

During the coming summer, as required by necessary provisions signed and presented to the city council as soon as possible, as material, especially culverts, can be procured at much cheaper rates in winter than later on in the year.

Terms of petitions and all further information can be obtained at the office of the city engineer.

VALUATORS ETC.

GEORGE B. ELLIOTT & CO., Valuers and Investors. WEST LYNNE, MANITOBA.

Correct and Confidential Valuations made of all property in Southern Manitoba towns and villages, and of farm property in Southern Manitoba.

Confidential Reports furnished owners and intending investors. Taxes paid for non-residents. Eight years in Red River country. Correspondence solicited. Charges moderate.

GOAL

CHEAP COAL.

Coal injured by late fire VERY LOW. It must be sold to make room for new buildings. Call at yard on wharf, foot of Lorne street.

Fresh coal received by rail direct from mines since the fire, at \$6.50 per ton.

P. D. CONGER. OFFICE: 6 King Street East.

REAL ESTATE.

To Property Owners.

Owners of property in Toronto and suburbs can secure

IMMEDIATE SALE

By applying to BUTLER & LAKE, Estate Agents, 60 King Street East.

MAIN GOODS

DON'T FAIL TO BE PERFECT For Christmas Presents. There is nothing more becoming than

SARATOGA WAVES,

The largest and finest stock ever seen in Canada. Also Switzer, Cognac, Viper, etc., and hundreds of other fashionable Hat Goods, at reduced rates during the holidays. A. DOUGLASS, Paris Hair Works, 106 Yonge Street, between King and Adelaide streets.

WEDNESDAY, MARCH 1st, 1882.

(TORONTO, AT 1 P. M.)

And will be accompanied by a responsible agent of the Company through to Winnipeg. These trains, which have been specially arranged for the convenience of intending settlers in the Northwest, will be continued during the months of March and April, leaving on Wednesday of each week, and will run through on express to Winnipeg. It is expected, on the following Saturday, freight trains for general merchandise, and settlers' effects will leave Windsor on Fridays during the same months previous to the starting of passenger trains. For further particulars as to passenger and freight rates, time tables, maps, etc., apply to any of the Company's station masters and agents.

WANTED, A few more Customers to BUY BREAD At Crumpton's Bakery, 171 KING STREET EAST, DELIVERED DAILY.

The New Confectionery Store

No. 90 Queen St. West,

is fast growing in popularity and is already doing a first-class business. All orders promptly attended to. Entire satisfaction guaranteed in all instances. We invite the patronage of the public.

EXPRESS LINE.

9 ADELAIDE STREET EAST CENTRAL OFFICE OF T. FISHER'S EXPRESS LINE CHEAPEST EXPRESS LINE IN THE CITY 5 Cent Parcel Delivery in Connection.

Arrangements made with merchants for delivery of parcels in large quantities. T. FISHER, Proprietor.

HARDWARE.

WEST END Hardware House

313 QUEEN STREET WEST. JUST RECEIVED, A large lot of Ruby, Blue and Enamelled Glass.

Builder's and General Hardware in all lines. J. L. BIRD

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