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MAIL BRANCH OFFICES. THE MAIL has established branch offices for as follows:

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Street. F. W. Sheppard, Agent.

LONDON, Ont. Richmond street, corner of
Carling. E. A. Taylor & Co., Agents.

NEW YORK—39 Union Square, Brentano' TORONTO, FRIDAY: AUG. 6, 1880.

TO THE PUBLIC. THE MAIL was founded in March, 1872, mainly through the instrumentality of JOHN SANDFIELD MACDONALD. In the fall of 1877 the original Company was dissolved, and the paper became the property of its present Managing Director. Forthwith, it stepped to the very front rank of Canadian journalism, and the result of the general elections of September, 1878, was in some measure a tribute to its power with the people. An era of improvement followed. By arrangements with JAMES GORDON BENNETT, THE MAIL was enabled to publish the special cable despatches of the New York *Herald* simultaneously with their publication in that journal. News agencies were established throughout the minion; the service of the National Press Association was enlisted in addition to that of the Associated Press; special correspondents were employed at the chief centres; the wires were used freely, and, n short, everything that experience could uggest was done, without regard of cost, th the intent and determina new machinery was at once ordered, and a new building—the finest of its kind on the

new building—the finest of its kind on the continent—begun, partly on the old site at the corner of King and Bay streets and partly on land adjoining it, bought for that purpose.

This morning we present the public with the first issue of The Man in its new shape and new dress. It will be seen that many improvements have been made. Large type is used throughout, to the greater comfort of the reader. The ews is arranged so that after a few days' experience everybody will be able to furn at once to the page or column in which he is most interested. Besides the Herald cables and those of the National Press Association and the Associated Press, rrangements have been made for obtaining cable everything of importance to Car wy cable everything of importance to Canada occurring from day to day in the
Mother Country. Lastly, The Mail is
now printed by the stereotyping process,
on two of Scorr's rotary web presses, one
of which is capable of throwing off fifteen
thousand, and the other thirty thousand
copies an hour. We venture to believe that
The Mail is now not only much the
largest, but by far the greatest newspaper
in Canada; and that it will compare favourn Canada; and that it will compare favoubly with the best in the United States. word now as to our political pro-

word now as to our political pro-mme. The Mail will continue, as here-ore, to give its cordial support to the inservative party; but in politics, as in try other matter, it has no master to ve except its duty to the public inter-is. Its opinions shall be given freely, it without respect of persons; and it will leavour to discuss public questions with mness, fairness and a profound respect the right of every man, in this free untry, to think for himself. It has no ours to ask either from friend or free to ask either from friend or foe, own merits as a newspaper, and to its honesty and ability as a leader of public

THE LOCAL GOVERNMENT.

Ir is rumoured that changes will be made before long in the composition of the Local Cabinet. Last session it was common talk on the Reform side of the House that some of Mr. Mowar's colleagues had been in office as long as was good for themselves and the party, and that they should retire and make room for new men. The Premier, who always goes below when there is a breeze, was in favour of making a change forthwith; but there were so many candidates that he soncluded to "take the matter into his "best consideration," and there it has remained ever since. We have no means of knowing, of course, what his intentions among his friends outside is that Mr. Oroons will be Sir Richard Cartwright as his first. outside is that Mr. Oroons will be asked to exchange Departments, or to go. The hon. gentleman has been one of the wheel-horses of the vehicle ever since Messrs. Blank and Mackinzers left it seven years ago; and his bitterest opponent will not deny him tredit for unflagging industry and good intentions. His case proves, however, that these are not the only qualities necessary for the successful administration of a great public department. He has brought educational matters into a dreadful mess, and will leave many an unentiable legacy to his successor, whoever he may be. Some say Mr. James Young will be the

an; others Mr. Ross, of Huron; but it is difficult to see what qualification either of these gentlemen possesses for the office. Mr. Young would fill the Treaoffice. Mr. Young would fill the Treasurership with more advantage, for he was chairman of the Public Accounts Committee at Ottawa for some years, and has always been addicted to statistics. Mr. Ross is also an experienced hand at figures, but has never professed, although he is not over modest, to have any special knowledge of education. Mr. Deroche is a University man, and was once a teacher, but the curse of Reugen has been upon him over since he de-BEN has been upon him ever since he deserted Sandfield. Altogether, while a change in the Education Office is most desirable in the public interest, and also, we have reason to believe, in the interest of the party, it will not be easy to find a successor to Mr. Chooks. It is said also that Mr. PARDER will retire; and that in the reconstruction Mr. HARDY will be promoted from the Provincial Secretaryship to a more important Department. It is quite probable that the Globe will deny these rumours, but unquestionably they will be verified long before the Assembly is called together. THE OPPOSITION PLATFORM.

THE supporters of a Government have no right to ask the Opposition for a categorical declaration of the policy they would pursue should fortune give them office but it is essential that the Opposition should have a fairly-well defined standpoint, and that their leaders should be united, in some measure, upon the leading public issues. Apply this wholesome rule, which is one of the basic principles of popular government, to the opponents of the Ottawa Administration, and what do we find? On the future of the country, than which there can be no more important question, there is a wide divergence of opinion among them. Mr. BLAKE believes in the dream of Imperial federation; but how the colonies are to be represented in his vast Witenagemot—whether we are to be taxed for the support of the army and navy, and in turn allowed to vote away mperial taxes, or whether we are simply to have a nominal representation in the assembly, and yet be mulcted for our share of the taxation—he does not think it worth while to explain. Those advanced Liberals, the Antis, believe, on the other hand, that the Confederation vinces resume the isolated position they occupied prior to 1867. Others again favour Annexation, and still others Commercial Union with the United States, which, according to the Globe and the Hamilton Times, is simply Annexation in disguise. On the question of questions, therefore, the Opposition has nothing to offer but a jumble of dreams and aspirations which no prudent or practical man could accept with any degree of satisfac-tion. On the Pacific Railway question, the confusion is even worse. Some of them want the railway, others do not; but the former are unwilling to vote either money, or land for its construction, while the latter are anxious to secure the development of the North-West, although clearly that cannot be accomplished with-

out the road. Upon minor issues there is the same go-lucky agreement to disagree. In abolition of the Senate, while the Lower Province press, regarding that Chamber as the shield of the weaker members of Con-"to cripple the Parliamentary influence of "the great populations and constitu"encies," and as a "direct violation of
"the ancient principle of the constitution,
"which in all past times gave to majorities
"the right to select and to elect members."
Fiscal policy they have none; and for
that reason, there is no serious difference
of opinion among them. They unite in
saying that this is an iniquitous tariff and
an instrument of spoliation and robbery;
but the boldest of them has not ventured
to hint what Mr. MACKENZIE would have to cripple the Parlis to hint what Mr. MACKENZIE would have done, had he remained in office, to stop Sir RICHARD'S enormous deficits, or what expenditure and at the same time growing expenditure and at the same time grow the national industries a chance for life. There is a great deal said about "Liberal prin-"ciples" and "Liberal views," but we venture to say there is not a man in the country who can define them without calling forth an indignant protest from one or more of the various sections of the party, unless, of course, he would lump them in the general definition, that the party is exceedingly anxious to get back to power.

THE course of those who oppose the construction of the Pacific railway altogether has the merit of being comprehensible That they profess to be Reformers need hardly be said, their purpose being to reform Canada off the face of the earth, as an independent and self-sufficing nationality. Their real goal is absorption into the American Republic, although they have hardly the courage to confess it.
Abolition of the viceroyalty, no Lieutenant-Governors, no Senate, no comprehen sive immigration scheme, no Pacific rail way, form the planks of their unpatriotic platform. Any plan which promises close connection with the United States, and a loosening of the ties which bind us to England is welcome to these gentlemen. They are few in number, it is true, but what they lack in popularity is supplied by clamour. Each man of the clique roars as if with forty-lung power. There is no

sary bond of the union between the feder ated Provinces, and also as a means of ensuring the early settlement of the North-West. Moreover, they insist upon it that the work shall be executed without adding

jectionable, what alternative have the objectors to propose? Let us have something tangible against which to argue, not mere opposition for opposition's sake. The land grant is the feature of the scheme chiefly found fault with. The company is to have a certain portion of the territory in alternate lots on each side of the line. Now, what would any rational men do, so as to recoup themselves for their outlay upon the road? Surely their policy would be to sell their land as soon as they could secure fair prices. English capitalists may be rolling in wealth, yet they are not so verdant as to sink it for many years without any return. Yet it is gravely urged that they would lock up the land until neighbouring settlements had enhanced its value. People having poured in upon the Government lots would raise onable, what alternative have the in upon the Government lots would raise the price of lands in their vicinity, it is said. Well, supposing that true, what cause could impel immigrants thither but the railway itself? Are the men who have constructed the line to be the only men who are to be debarred from profiting by their own enterprise? Such an argument tells against the construction of the Pacific railway; since if cheap lands be the great desideratum, that work will inevitably do harm by providing means of access and means of transport. A plea of this fatuous sort could only flow from party bias or party chagrin.

THE ANTI-BRITISH CRY.

In dealing with the cry that the new tariff is anti-British in its effects, we object to the doctrine implied by it, viz., that Canadians have no right to injure the British manufacturer by making their own goods. That is the remnant of the policy of last century, which extinguished the furnace fires in Quebec and Pennsy, ania, proscribed colonial industry of every kind, and sought to make the New World one vast farm. It led to the revolution in the States, and it is time it were wholer abandoned in this country. No Canadian tariff can be anything but anti-British, in the sense that it interferes with the free export of British goods; but the loyalty that would refrain from levying the imposts necessary for revenue purposes and for enabling us to develop our resources, is a form of hysteria with which very few of our people are afflicted.
At the same time, the hysterical people have right on their side in saying that our tariff should not discriminate against the British and in favour of the

American manufacturer, so long as we claim British citizenship and protection. The figures show that the present tariff works the other way: Total imports from Great Britain, last six months of 1878...... \$16,768,776

Decrease.....\$1,227,418
Total imports from the United
States, first six months of 1878 \$21,411,150 The same, 1879...... 14,331,918

The same, 1879...... 15,541,358

marked degree from those of the Mother Country. For this reason, a protective duty on iron manufactures, for insta-shuts out American respers, mow scythes and forks, but it d not keep out Sheffield cutlery, sim because that is a branch of industry known as yet in Canada, and not yet ped to any extent in the United States. veloped to any extent in the United States. So also our duty on cottons keeps out the products of Lowell, but does not affect in the same measure Manchester cotton velvets. If this duty were removed, Great Britain would benefit little, for New England would supply us with our principal cotton goods, viz., yarns, factory cottons, denims, tickings, and so forth. The abolition of the duty on leather and manufactures of leather would not put a thought of the same dollars a year into the pockets of the sand dollars a year into the pockets of the Sand dollars a year into the pocaces of the Northampton manufacturer; but the Haverhill boot and shoe men would coin money. The fact is, Canada and the United States run similar shops; they are United States run similar busy two of a trade; and the goods they import from Great Britain are such as neither is yet in a position to manufacture. If our tariff were reduced to 10 per cent. all round. the United States and not England would reap the benefit. Under the one-sided free trade system, from 1874 to 1878, the mports from the States kept up in spite of the enormous shrinkage in values; while our trade with Great Britain fell off nearly 30 per cent. Conversely, as the returns show, while the raising of our tariff has done little damage to the British manufacturer, it is gradually driving the Americans out of the country, and that is just what was expected of it.

EDITORIAL NOTES.

The Halifax Herald has been looking ov the Canada Gazette, and figures out that the trade returns for last year will show some thing like this:—Imports, \$72,364,000; exports, \$85,275,000; balance of trade in our favour, about \$13,000,000. Last year the returns stood:—Imports, \$81,964,000; exports, \$71,491,000; balance of trade against us, \$10,473,000.

Scotia letters threatening repeal, and urg-Maritime Union, which appear in our Ring street contemporary, says repeal is out of the question, and the grand obstacle in the way of Union is the wretched financial condition to which the Reformers of Nova Scotia reduced that Province during their long lease of power.

Selkirk Inter-Ocean :- "The name of Hon. A. G. B. Bannatyne is given as the probable Reform candidate in the pending election in Selkirk division." Mr. Bannatyne will be a representative standard bearer for the purity party. From 1875 to 1878, while he represented Provencher, he drew \$50,000 from the Mackenzie Government for supplies, his bill in 1877-alone amounting to \$24,000.

The P. E. I. Patriot says the Scott Act is a dead letter and worse than that, in King's county. Liquor is easily obtained in the villages, thirteen or fourteen places being in full blast in Montague alone. "The state of the country," says the Patriot, "under the Act is really worse than it was under our old local permissive law." There is no public prosecutor, and nobody cares to do the work of an informer.

The St. John Globe declares that "there never was anything in Canada, not only since Confederation, but before it, like the presen condition of affairs;" and predicts all manner of ruin, repeal and anarchy in the country. The hot weather has undoubtedly something to do with the Globe's condition, but the removal of its proprietor from his postmastership in St. John is probably the chief cause of the complaint.

The shipping arrivals at Quebec during the ent. The total number of craft

It is well that the opinions of trave It is well that the opinions of travellers and surveyors, who have recently arrived from the North-West, go to show the falsity of the report that a trade in Indian women is systematically carried on between Indians and traders. Had such prevailed it would have been a blot on our civilization. The Indian women are stated to be virtuous, and the whole position of the aborigines of the prairies is more favourable, thereby reducing the temptations to overstep the bounds of rectitude.

The Uxbridge Guardian, a sound Reform The Uxbridge Guardian, a sound Reform paper, is not afraid to tell the truth even on the eve of a contest in that riding. "We rejoice to say," the Guardian says, "that farmers are again prospering in this vicinity; new harns and handsome dwellings seem to be the order of the day. Reformers, as well as Tories, state that there are more buildings going up this summer than for some time past." The Ontario Reformer, by the way, hopes the writ for North Ontario will not be issued until after harvest.

The Halifax Chronicle and St. John Freeman are wailing like creeners at a wake. The man are wailing like creeners at a wake. The coal industry is flourishing, the lumber trade is looking up, the ship-building yards are doing a good business, the West India trade has been revived and new sugar refinerers started; but nothing can convince these two Jeremiahs that the Provinces are not going to the dogs, except perhaps the application of Mr. Macketnie's patent out ment for soreheads: St. John Freeman, printing, \$18,300; Halifax Chronecle, do., \$24,477.

The Dominton Government is to be con-gratulated on having at length met the wishes gratulated on having at length met the wishes of their most bitter opponents, namely, St. John Liberals. The Globe of that city says: "The appointment of Mr. John E. Turabull to a position of trust in the new peniteutiary at Dorchester is a matter that deserves special reference. No objection whatever can be taken to the appointment. On the contrary, many persons in St. John, who are politically opposed to the Government, or who are wholly neutral, will not regret any good fortune that may come to Mr. Turabull."

The Goderich High School Board has passed resolutions asking the Minister of Education to appoint new examiners for the intermediate to appoint new examiners for the intermediate and other examinations every two years, and not to confine the selection to the Central Committee. The Board also declares "that it is highly undesirable and objectionable that any member of the Central Committee should be interested in the sale of text-books, which have been prepared for the use of teachers and pupils in our schools, and especially so when such persons are also appointed as examiners in the subjects treated of in such text-books."

Quebec Liberals are thoroughly demoralized. In the Legislature the party is without a leader, M. Joly declining to be any longer

The St. John, N.B. News, an in aper, says, "at this moment New people are living in comfort and thriving. Matters are undeniably looking up in St. John. There is a decided business change for the better; and there seems reason to believe that the improvement will go on until the depression has wholly disappeared." The News is a much more trustworthy authority on matters of this kind than the Globe or the Freeman, not feeling sore over a lost postmastership or speakership with Government printing contracts thrown in.

There is a singular lack of unanimity be tween Mr. Blake's position and that of the Globe on the question of the railway. Mr. Blake says: "It is not prudent for the people of Canada, competing with the United States for the emigration of Europe, to increase the public debt and the public burdens;" he maintains also that the older Provinces should not be taxed to build the road; and declares that the North-West lands are comparatively worthless. The Globe, on the other hand, favours the construction of the road, but denounces the proposal to build it out of these worthless lands as robbery. The Opposition platform on this most impertant issue is badly mixed.

Tha French Canadian papers complain that English names are being given to their viltween Mr. Blake's position and that of the

English names are being given to their villages and post offices, but the corruption of words probably does more in this direction than the nomenclature of the Post Office Department. Thus Cap d'Espoir has become Cape Despair; l'Anse au Gris Fond, the cove with the grey bottom, Griffin's Cove; Mille Roches, Mill Rush, &c. But the corruption is not all on one side; the French Canadians have attacked the English names in the Esstern Townships. Thus Somerset has become Saint-Morisette; Stanfold, Sainte-Folle; and Fitzpatrick, Felix-Patry. In this Province, the musical Indian names of places are being driven out by barbaric compounds cading in "ville." ages and post offices, but the corruption of

staunch a Reformer as ever quoted Scripture in proof of the hereditary wickedness of Toryism, but it is unable to defend the university appointment—"It was bad enough to assume that after all the years our colleges have been in operation, we had no Canadian scholar fit to teach classics in our Provincial University; but to bring out a young Englishman, who has his spurs yet to win, and of whose aputinde for such a position very little could be known, and to make him Vice-President over the heads of older professors, is something that is so utterly unjustifiable, that we wonder it was ever even thought of." staunch a Reformer as ever quoted Scriptur

reven thought of."

The Paris Transcript, in its editorial page the other day, bemoaned the universal ruin caused by the N. P.; but its local column somewhat detracted from the sincerity of the igreeminad — Market prices are keeping well up; three enterprising Parisians have purchased plaster and gypsum mills and intend carrying on that business; Mr. C. Adams is busily preparing the last shipment of wagons, called for in his Manitoba order; the Waterloo Weollen Company is about to begin the manufacture of flannels; Goldie & McCulloch, of Gait, are going to enlarge their safe foundry; and malleable iron works are about to be established in Guelph. The editor of the Transcript should see that his local reporter is inoculated with "Liberal principles."

Kearneyism seems to be almost dead in San Francisco. The position may be thus

San Francisco. The position may be thus municipal officers elected by the workingmen in San Francisco on a pledge to draw enly half salarres, violated their pledge with the atmost celerity and cyalciam when election day was passed. Communism will have n

his actions than a Canadian Liberal. Before the general elections the member for Birmingthe general elections the member for Birming-ham displayed great solicitude for the camels that died during the Afghan campaign, and denounced the Conservative Government, not only for having entered upon that under-taking, but for protecting the South African coloniats. Now we find the Government of which he is a member sending out reinforce-ments to contend against the Afghans; in-forming Russia, indirectly, that she will not be allowed to interfere in the affairs of that country; and giving a guarantee to the new Ameer that he will be made secure in his position by British military power, provided he be guided by British advice. But Mr. Bright is silent.

The Welland Tribune, never over-particul The Welland Tribune, never over-particular about what it says, charges Mr. Ellis, Superintendent of the Welland canal, with prohibiting Irish Catholic officials, under pain of dismissal, from selling tickets for Catholic bazaars. The facts are very simple. Certain lock-tenders were in the habit of badgering the captains and crews of vessels passing through the canal to buy tickets for bazaars, festivals and lotteries, not for Catholic affairs only, but for private schemes; and the vesselmen having complained of this, Mr. Ellis called the attention of the lockmasters to section 32 of the Canal Regulations, which section 32 of the Canal Regulations, which rules that no canal official "shall sell or be interested in the sale of any article or property whatsoever, to any person navigating or travelling on the canal."

L'Electeur, the new Rouge paper in Queber s not well informed as to the condition position of its allies in this Province. IIt says Mr. Blake and Mr. Mackenzie are working together harmoniously, and that the Reformers are thoroughly united with the advanced Liberals. Delecteur will probably be surprised to learn that there is just as among its own friends in Quebec, and no more. Mr. Mackenzie takes to Mr. Blake's leadership about as weather. more, Mr. Mackenzie rakes to Mr. Biake's leadership about as warmly as M. Langelier and M. Mercier to M. Joly's; and upon questions like Commercial Union and the construction of the Pacific railway, the Ontario men are quite as enthusiastically united as the Ronges on protection to the beet root industry, or the change in the chef lieu of Kamouraska.

The Secretary of the Treasury is after Canalian exporters with a sharp stick. He says, in a circular just issued, that it is the practice for shippers of merchandise, on this side the line, to divide the goods into small lots in order to bring each lot under the value of \$100; thus securing entry without the production of consular invoices. The Secretary therefore orders his collectors to enquire into all \$100 shipments and ascertain whether there has been a division or not. Shipments f small quantities of butter, eggs, gar produce, and other like articles sent into United States by parties living along the border, and who are producers of the same, have been heretofore considered as not being subject to the requirements of consular in-voices, and no objection is made to a con-tinuance of this rule.

According to the Yale, B. C., Inlan Sentinel, favourable progress is being mad with the Pacific railroad in that neighbour with the Pacific railroad in that neighbourhood. Goodheadway has been made between
Emory and Yale, where no great difficulty of
an engineering character has to be overcome.
The bed of the road is ready the greater part
of the distance, and timber and ties are being
got out as rapidly as possible. Rock cutting
is being proceeded with, and steady progress
is being made with the first tunnel, which
now begins to assume shape, the second and
smaller tunnel having also been commenced.
The rock in the tunnels is of a hard nature,
and requires constant blasting. There are
now over 1,300 names on the company's pay
roll, a little over half the number being Chinamen, and a few Indians and half-breeds are
also employed.

so employed. The reports of the British Board of Tradfor the half year ending with June last show considerable increase both in imports and exports. The former amounted to \$1,053, exports. The former amounted to \$1,053,-000,000, as against \$863,000,000 during the corresponding period last year, and \$948,000,-000 during the first half of 1878. Exports are valued at \$538,000,000, as compared with \$441,000,000 in 1879 and \$473,000,000 in 1878. For the month of June the increase in imports over June last year is \$46,000,000, and the increase in exports \$20,000,000. A large increase in exports appears under the head of cotton, cotton piece goods, linen piece goods, iron and steel, wool, worsted stuffs and carpets, though the augmentation is not so striking when compared with 1878. The heaviest and most enlarging market for cotton piece goods is British India.

Liberal Governments are notoriously ler was Minister of Justice, death sentences wer regularly commuted, and the death penalty was a farce. Sir William Harcourt, the Home Secretary of Mr. Gladstone's administration, follows the same role, and as an English journal puts it, "holds out to murderers the crime-inspiring banner of reprieve." John Key, the hero of the blood-stained flatiron, has received an intimation that he will be permitted to continue his existence under the laborious restrictions of penal servitude for life. As a matter of course the wife-slayer of chisel disrepute will receive a like respite, and so the thing will go on. No doubt the Secretary will soon have his hands full of red reprobates who will be very grateful for what is called the Queen's elemency. regularly commuted, and the death penalt

The New York World of yesterday pub ished a lengthy letter written by Gen Hancock to General Sherman during Hancock to General Sherman during the presidental crisis, bearing date December 28th, 1876, in which the former lays down his views as to the civil power and the duties of military officers in case of a conflict of authority. General Hancock speaks very strongly infavour of the non-interference of the army with matters which clearly fall beyond their scope and rest with the people or their representatives. He takes the ground that the army has only to obey the duly elected President and oppose military intervention in politics. The letter, to which reference has repeatedly been made of late, will be a strong campaign document,

troubled with the almost numberless Khar who turn up in telegrams from Afghanistan

with half a dozen ragged followers as a khar or chief, a new man of influence who would or chief, a new man of influence who would not be unwilling to treat with the British for a consideration. When first invented this plan never failed to secure for the speculative few who invented it a good round sum of money, from 2,000 rupees to 5,000 rupees being readily disbursed by politicals anxious to conciliate men of influence."

According to an official return, there wer 84,233 miles of railway in the United State on the 31st December last, the debt upon which, including capital, was \$4,762,000,000 which, including capital, was \$4,762,000,000. This was an average of \$56,539 per mile of road, as compared with \$58,130 for the previous year. This reduction of debt has been going on for some time. It is due partly to the cheapness of constructing new roads, but far more to the extinction of the old capital stock of bankrupt roads. The net earnings in 1879 were \$2,618 per mile. In Great Britain, the railroad capital, including the funded debt, reaches the enormous sum of \$202,600 per mile. The British roads earn 4.15 per cent. of the debt upon them, and the American roads 4.62 per cent. It must be borne in mind, however, that bankruptcy and repudiation do not find favour with English railroad corporations.

The announcement is made that a meeting regarding the extension of the Northern Pacific and for a road along the south shore of Lake Superior, will be held in New York next month. This enterprise has an important bearing on Canadian interests, for so soon as it is placed fairly under way, a line from Nipissing to Sault Ste. Marie, there to tap the eastern trade, will no doubt be placed under construction. In this way, the building of the Ontario and Pacific Junction railway will give Toronto another line to the building of the Ontario and Pacific Junction railway will give Toronto another line to the North-West and open up commercial relations with a vast new country. The American project of running a line along the south shore of Lake Superior is backed by Eastern capitalists, and among other assistance expected to be obtained is the land grants given by the National and State Governments for the purpose of building a railroad from On-tonagon to the State line.

Apart from the number of victims by co ision on the water the alarming frequency of deaths by drowning is a noteworthy charac

term in the penitentiary, is being discussed by the Algoma and Collingwood papers. The by the Algoma and Collingwood papers. The Bulletin says he was only in the reformatory. A neighbour's barn was burnt down and he was arrested for arson. The charge was groundless, nevertheless for the sake of his father, who was a drunkard, he was sent to the reformatory for three years; and his parent has been sober and in his right mind ever since. It is a fishy story, but the Bulletin seems to believe it. The Algoma Pioneer, on the other hand, says up in that district "there is a legion of magistrates, some of whom are totally untit for the position, and

are not the only cause of nanecessary delay in legislation in the British Parliament. A great deal of needless time is consumed by the practice of putting questions upon all sorts of subjects to the members of the Government. The custom has in some cases had beneficial results, but of late it has been much abused. If confined to matters of real importance it would, no doubt, serve a useful purance it would, no doubt, serve a useful purpose, but many of the interpellations are altogether frivolous and irrelevant to public business. Mr. Cowen, of Newcastle on Tyne, recently called the attention of the House to the fact that putting and answering questions had continued for two hours, which is a very large proportion of the time daily at the disposal of Parliament, and might have been better employed. If the tendency continues increasing it will, doubtless, be absolutely necessary to adopt some restriction.

the Pacific railway by a company of English capitalists are not shared by the Montreal Herald, which says: "We shall be delighted if any English, French, or other capitalists can be found who will build the railway, and take in land the pay required to supplement the revenue derivable from it. Moreover, while there is reason in everything, we shall not be disposed to drive a hard bargain as to the number of acres per mile which are to be given. If the present Ministry finds the times propitious for such an engagement, it will have reason to congratulate itself and the country on its good fortune; for, as a matter of policy, there is no difference in opinion on the one great question of making the land pay for the railway. This was the basis of Mr. Mackenzie's bill of 1874, which authorized an offer of a maximum sum in cash, and invited tenders in which the rest of the price was to be fixed in acres." Herald, which says: "We shall be delight-

Nothing so wildly out of keeping with common sense has for a long time been given to the public as the statement that previous to the departure of the Premier all the Ministers placed their resignation in his hands. There is no truth in it whatever; neither is there any truth in the suggestion that there is to be a change of officer. In the late Government it looked very much as if the Cabinet was counted on as the easiest means of giving promotion to the prominent, or even the not prominent, members of the party. The Privy Council door was always going out at one door, while his successor was coming in at another. That is not the case in the present Government. It is most unlikely, of course, that the close of the five years will find it the same, as it is unlikely that its majority will be the same in name and number. All things change somewhat in this world. The Opposition are not, however, satisfied with the rapidity of the process.

The Northern Pacific railroad when com-

pleted will traverse a country far inferior to that which will be pierced by the Canadian Pacific; nevertheless the promoters of the American read are pushing vigourously for-American road are pushing vigourously forward with the work of construction. The eastern end of the road to the Yellowstone will be finished before winter sets in, making 210 miles from the Missouri river west. On the Pacific side, 468 miles will be completed at the same time, leaving but 800 miles between the two sections. The earnings of the company for the past year reached \$2,238,000, as against \$1,382,000 for expenses. Reformers who deery our Northwest lands and declare that their sale and settlement will be slow, should note the fact that in the western or Pende d'Oreille division of the Northern Pacific, an unknown land to Eastern Americans or Europeans, the sales of lands reached \$113,611 for six months to the end of June, most of which was paid in oash.

The Liverpool Courier calls attention to the advantages offered by Canada as a field for

that it is more discriminating in its recomthat it is more discriminating in its recommendations than many English journals. "Clerks and other commercial persons," it says, "are not wanted there, but men with a practical knowledge of farming and some capital to lay out in stock and implements. This is a great improvement on the custom ary advice with respect to emigration tendered by English newspapers, to which we owe the influx of a good many people who are not likely to do any good either for themselves or the country. The Courier thus refers to the Hon. Mr. Pope's efforts in the matter:—"We believe that the Hon. John matter:—"We believe that the Hon. John Henry Pope, the Dominion Minister of Agri-culture, who arrived in Liverpool yesterday on his first official visit to England, is not unlikely to utilize his sojourn in this country for the purpose of organizing a more systematic and extensive plan of emigration to Canada. He is a gentleman well qualified for this duty, being practical, active and business. like "

The Globe's telegraphic columns give sad proof that its editorial note about the dismissal of Division Court officers was not

strictly true: "THE MAIL, in its usual reckless style, accuses the Ontario Government of dismissing clerks and balliffs of Division Courts for the purpose of appointing their own friends to the vacancies thus created. If The MAIL knew of a single case of the kind it would be only too glad to proclaim it."

"Owen Sound, July "Owen Sound, July Division Court, was purpose of appointing their own friends to the vacancies thus created. If The MAIL knew of a single case of the kind it would be only too glad to proclaim it." self-destruction. Mr. Cardwell was a man highly respected, and had been postmaster and justice of the peace for about thirty years."

Had this unfortunate man been a Reformer dismissed by the Ottawa Government, Sir John Macdonald would doubtless have been accused of wilful murder.

In 1873 the Ontario Government disposed of the Municipal Loan Fund debt, which had hung over some forty municipalities for twenty years, and M. Chaplean has laid the same ghost in Quebec. In Upper Canada, the money borrowed was used in the construction deaths by drowning is a noteworthy characteristic of the present season. Every day brings its accounts of these catastrophes occurring in various ways, the great majority of which would have been averted by a knowledge of swimming. So long as our large cities and towns are destitute of swimming baths accessible to the public, it is idle to urge the acquisition of the art or point out how serviceable it may be in a time of danger. The great majority of people have no other opportunity of learning to swim than would be afforded by public swimming baths, and so long as the civic authorities of Toronto and other places continue to display the same discreditable apathy on the subject that has hitherto characterized them it is useless to point the obvious moral of these recurring disasters by advising people to learn to swim.

The question as to whether one of Mr. Mowat's new J. P.'s has or has not served a term in the penitentiary, is being discussed

The Opposition press does the Finance Minister a gross injustice in charging that he is withholding the year's returns of revenue and expenditure from sinister motives. The year closed only a month ago, and returns have to be obtained, not only from the uttermost parts of the Dominion, but from the English agents of the Government, before the correct totals can be ascertained. It is true that the accounts, as taken roughly from the monthly returns of the Canada Gazette, have in years past been given out as accurate; but almost extent of nearly two millions of dollars. It is safe to predict that when the figures are published the Opposition papers will not be in any hurry to discuss them.

M. Balcer, consular agent for France and Spain at Three Rivers, P. Q., has issued a pamphlet on the trade prospects of that city. Three Rivers was founded by Pontgrave in Three Rivers was founded by Pontgrave in 1603, and became one of the principal trading stations of the Company of the Hundred Associates. In 1752 the iron mines there gave employment to 300 people, and the St. Maurice iron was known far and wide. After the conquest the place fell into decay, many of the leading men emigrating to France; but she can boast, nevertheless, that one of her ship-builders, Mr. Hart, bore a hand in the construction of the Royal William, the first steamer that crossed the Atlantic. The city is now struing to receive Atlantic. The city is now striving to regain a measure of her old prosperity. The har-bour offers exceptional facilities to shippers, the dues being very light; the lumber trade of the port, more especially since the con-struction of the Occidental Railway, is thriving; and the City Council offers tax thriving; and the City Council offers tax exemption to new manufacturing industries, and the free use of ground for the pasturage of live stock to shippers engaged in the trans-Atlantic trade: M. Balcer has faith in the city's future, and is confident that it is destined to become one of the leading shipping ports on the St. Lawrence. Election cases are occupying some of the

English Courts. Up to the present time twelve Liberal members have lost their seats, as against five Conservatives. In respect to as against five Conservatives. In respect to the dismissed petitions six were against Conservatives and three against Liberals. There are some eight or nine seats still awaiting the results of the various election petitions, but only two or three of these are occupied by Conservatives. Among the Liberals recently unseated is Mr. Dodson, Chairman of Committee, and according to Mr. Justice Lush, this misfortune is due to the contract with the Liberal Association, which at Chestel and elsewhere was operated as an organiza-

The taxation of commercial travellers by the municipal authorities of St. John, N.B., and Quebec has become a burning question. For some time a test case has been pending, arising out of the infliction of a fine on a commercial traveller named Jones for neglecting to take out a license in St. John. The imposition was paid under protest, and the case was taken by the Dominion Commercial Travellers' Association to the Superior Court of St. John. The decision being adverse, an appeal has been taken to the Supreme Court of Canada. In the meantime other cases of a similar character have arisen, the latest victim being Mr. H. Dean, traveller for Messrs. Ewing & Co., of Montreal and this city, who on Monday last was arrested in St. John, taken through the streets as a common prisoner, and thrust into the cells. He was afterwards allowed to go on paying \$50 for a license. The Association are indignant, as they well may be; for, whatever may be thought of the policy or right of taxing a commercial traveller at such an expristant figure, there can be no justification for subjecting a stranger, who probably erred in ignerance of the law, to arrest and detention, For some time a test case has been pending,

gh he had committed some e Commercial Travellers'

recent article in the New York T es some suggestive figures showing to ts of the protective policy during nty years in which it has been in for nited States. In 1860 the exportic products fell short of impor 0,000, and in 1870 by \$59,000,000 in 1880 the excess of exports of domestic ducts over imports was \$156,000,000.

result has not been brought about by falling off in importations as ill-informe traders are fond of asserting. On contrary the increase of imports eight of the falling off in the growth of population. "What Republican policy has done," says the Tries to prevent an excessive and dang increase of imports, beyond the power occurry to meet by its shipments of dourducts. In 1860 the country was seabroad, of all goods, foreign and domestic standard of the result of fourteen years of uninternand peculiarly prosperous traffic under I the excess of exports of dome the result of fourteen years of uninterrand peculiarly prosperous traffic under I cratic government, and then, if ever Democratic policy appeared at its best. the net result of the latest year of Repui rule is an excess of exports over imposed 167,908,359." The result amply ju then bold attempt to re-write my, and the number of those, irr economy, and the number of those, irretive of party leanings who would return old system, becomes fewer and fewer each succeeding year. The announcement that the distress i

and is over will be hailed with satisf the world over. There is the usual c versy about the disposal of the funds, the versy about the disposal of the funds, the tional" press declaring that tens of thousa pounds have been misapplied, and seeki make it appear that the British Govern entered into a conspiracy to starve the pto death. One remarkable point has hit escaped observation in the press, and that the faminehas ceased and money lenger needed, it may not be out of placall attention to it. The famine figures greatly exaggerated, in Connaught at For example, it was stated that in the wof Claremorris, County Mayo, which h Claremorris, County Mayo, which opulation of less than a thousaud, cople were in want. The hamlet of B dine, in the same county, a big boreen, a few shops and cabins scattered on each and containing about 500 souls, including hands employed on Lord Oranmore's ethard by, had 1,800 people in imminent ger of death. Ballinrobe, also in Mayo, a population of 1,500, had 3,200 fau stricken people; and so the figures rai Castlebar, Newport, Westport, Ball Castlebar, Newport, Westport, I Mulranny, and other places in Mayo. vere not quite so fanciful in Galway Roscommon; still there was great exagg tion. The fact that these figures were cepted as correct by the Castle author shows how much those gentlemen know one of the most important sections country they are supposed to govern.

AGRICULTURAL NOTES.

The corn and root crops of Ireland pro more than an average yield, and the goaspect of the country is cheering.

The French farmers are organizing for presentation of a gigantic petition Government, requesting the abolition of land tax, which they say they can be longer in the face of the present and fu competition of the United States and Car in the supply of grain and animal food.

It speaks well for the liberality French-Canadian fellow citizens that the at present taking especial pains to a English immigration of the right sort to Eastern Townships. The Government Quebec have set apart 100,000 acres in section for English settlers, who will themselves among a people of kindred and religion. This does not look much the exclusiveness or French domination frequently charged against the majority that Province, and it may be doubted if the detractors would under the same circumstants. detractors would, under the same cir stances, act with equal fairness and ge

The Irish Farmer takes no stock in the that the Compensation Bill is confiscat 'Strange," says the Farmer, "how it n strikes landlords or their friends that un the existing arrangement there is no s thing as freedom of contract so far as tenant is concerned. We should like to see tenant is concerned. We should like to see tenant who, haunted by the terror of evic would refuse to sign any contract it mi seem good to the landlord to propose, e though it should be that of doubling the r Yet we never hear of such proceeding these—and we know they are by no mare—characterised as confiscation on the of the landlord." The Farmer is gener conservative in its tone, and this view of land question shows the extent and dept the feeling against the landlords even an those not tainted with agrarianism.

A writer in the Victoria, B. C., Cole strongly advocates the introduction of Angora goat as an industry which o profitably be pursued by the Indians. says that only by this means can two-th of the entire area of the Province be m roductive. The Indians of some sections succeeded well with cattle and should be succeeded. The Angora is considered specially ada to the climate and condition of the Provi and the writer thinks that double the num of Angoras could be raised on the same as age as sheep, as this species of goat of what the sheep will not, preferring brush a twigs to grass. The experiment was true some time since in California, and the rea of its non-spaces. of its non-success, according to the wri-was that the animals sold were not pu-blooded Angoras. The establishment of breeding station for raising and distribut

Sorghum cultivation is again attract tion in the Western States, where sorghum plant was generally introduced s years ago. Hitherto it has been princip used for making molasses for home purpo used for making molasses for home purp and as cattle food, the sugar-making ex and as cattle food, the sugar-making expenses started from time to time having genally failed. Interest is being revived sorghum as a sugar-producing plant, Pr. Collier, of Washington, holding that there no difficulty in making from it an abundant of sugar if the right methods are employed he says that the percentage of crystallizating and reckons the average yield one ton of sugar per acre. Professor Collipredicts that within five years all the sugmeded for use in the United States will produced by American farmers, and he descripted to the sugar than they have ever in ported.

It is an accompany to the sugar than they have ever in ported.

It is an easy process for a Government la gent to sit in his office at Bracebridge eny the existence of abuses which are alle vail in the vast district of Musko but a denial does not alter the facts. I letter which we published vesterday, Aubrey White, agent of the Ontario Governent at Bracebridge denied the sequence. tracebridge, denied the accuracy tion that land-sharks exist in Ma that settlers are often fleeced system pursued being to follow the ter upon every good loca gany right thereto, clear a nand heavy compensation f