The Toronto World.

THURSDAY MORNING. NOVEMBER 23, 1882.

AN OIL CRAZE IN CANADA.

There appears to be an oil craze starting up in Canada, but not exactly of the same kind as that which is now raging in Pennsylvania. There the movement is one of speculation in the price of oil, which has been run up to high figures, fictitious sales of millions of barrels being made daily at Pittsburgh and Titusville. On what ought to be good authority it is affirmed that the present high prices are based on an actual falling off in production to a very large extent; which should certainly be deemed a sound reason as far as it goes, but for the suspicion that leading operators have combined to lessen production for speculative purposes. The alleged scarcity of oil may be real enough for the time being, but it may also be artificially created by other than natural causes.

In Canada the oil craze takes the form of excitement with regard to alleged fresh discoveries of the liquid treasures of the deep-down rocks. Oil Springs, once the great and only oil centre in Canada, but now for many years left dry and deserted as far as the oil business goes, is now struggling for a revival of its former glories. It has now some forty or fifty wells in operation, producing about 135 barrels per day; a sad falling off, indeed, from the times when it had flowing wells running each of them several hundred barrels in the twenty-four hours. The theory is advanced that the deposit discovered some twenty years ago, and subsequently exhausted, was in an upper vein, below which lies a lower one not yet touched, but which will rival anything yet known if only the drill and the tube can be got down to it.

The village of Beeton, in the county of Simcoe, also has the oil craze. The good people of that locality have for years past been both seeing and smelling strong "indications" of oil, and now they are determined to get to the bottom of the question whether oil is or is not to be found there, in paying quantities. In this case getting to the bottom probably means drilling about a thousand feet down into the rock; and, as the drill is now kept going every day it will soon tell the story. The geologists think it highly improbable that oil will be found there, but the Beeton syndicate which has business in hand consider that "there is no test like trying;" and expect soon to give the world the ocular proof, either one way or the other.

A RELIC OF CANADIAN HISTORY.

A site for the Pacific railway station and grounds in Montreal has at last been agreed upon between the company and the city council. The site adopted, took in the Bonsecours church, an old historical landmark, which was included within the company's limits, greatly to the regret of many who wished to see it preserved. Mr. Francis Parkman, the American historian, whose trite and artistic word-pictures of early settlements and Indian and intercolonial wars in Canada and the neighboring states have become classics in the author's lifetime, felt so strongly on the subject that he addressed the following letter to the Montreal Gazette:

"Pardon me if I address you on a subject which engaged my attention when in Montreal the other day. Your city is one of the few on this continent that have a history, but she seems disposed to sink herself to the level of those that have risen out of the ground like mushrooms. The old church of Notre Dame de Bon Secours, linked inseparably to the most touching memories of the past, the church founded by Marguerite Bourgeois is to be destroyed, it seems, to make way for a railway depot. As a stranger I have no right to protest; I can simply express regret. One who feels an interest in the past and present of Montreal cannot without pain see its old monuments swept away. The historic "Old South Church" of Boston was on the point a few years ago of suffering the same fate, but it was saved by the efforts of patriotic persons, both men and women, at an enormous cost in time and money. May Bon Secours be equally fortunate!"

The Gazette replies, assuring Mr. Parkman that the dreaded act of vandalism has been prevented, and that an agreement has already been arrived at which will save Montreal's historical church from the fate of being pulled down to make room for a railway depot.

THE TRUE SITUATION OF THE C. P. R. PROBLEM.

In Manitoba and the Northwest the disallowance of certain local railway acts by the dominion government is the question of the day. It has also become a burning question in Ontario and Quebec; and in our own province especially a perfect howl has been raised against Sir John and disallowance. The provincial rights of Manitoba has on first hearing the sound of a good popular cry; but it is sadly lacking in sound reason and common sense to support it. Even with those who are now raising a howl in Ontario the case will probably turn out ere long to be one of those in which second thoughts are best.

It ought to be clear, in the first place that to hand over to American railways, in perpetuity, a large share of the Canadian Northwest trade would be a distinct infraction of the national policy, and a very serious one too. First to establish a protective tariff to preserve for our own producers the market before raided from us by foreigners, and next to give away to foreigners half or more of the railway traffic of the great Northwest, does not seem to be a particularly easy, rational or consistent course of action. We pay a hundred or more millions as the price that must be paid in order to make this vast region a settled and productive country, and now we are asked to hand over to foreigners the trade that these millions of ours have created, or are expected to create. Not a very rational proceeding this, surely.

But, it is said, are the people of the Northwest doomed to suffer for twenty years at least, the exactions of the Syndicate monopoly? The reply is that they need not suffer at all, beyond what is unavoidable while the Canadian railway is as yet only in process of construction. There have been jams of freight and long delays, giving no doubt good occasion for grumbling to not a few. But if people would only open their eyes and look they would see that while the grumbling is going on things are rapidly changing for the better. Already a considerable quantity of freight has been carried over the Thunder bay railway route. Next summer will certainly see a splendid Lake Superior steamship service, when vessels of a class very different from the lost Asia will be making speedy and regular trips between Thunder bay and Ontario peninsular posts. And on or about next Dominion day the railway from Lake Superior to Winnipeg will be in complete running order, from which time forward we may anticipate that such detentions and delays as those recently experienced will be unknown.

But the objection to oppressive railway rates imposed by the syndicate still remains, it will be said. This is the kernel of the difficulty in the C P R railway problem. Any one looking at the energetic measures being taken by the syndicate for giving speedy and efficient railway service at an early day must see that complaint on this score will soon have to disappear. But, supposing the service rendered to be really good, we may still have to pay too dear for it. There is a remedy at hand, the true solution of the difficulty. Let the dominion government use vigorously the power which it unquestionably possesses of regulating the fares and freights. This power it has both by common law and by statute over all railways within our bounds, in a lump; as was clearly shown in the columns of The World last spring. But in a very special and particular manner it has this power over the Canadian Pacific railway, above all other roads. The syndicate are not and never can be the owners of the road in fee simple, to do as they please with it. It was handed over to them for a great specific national purpose, and their charter is forfeited if that purpose be not fulfilled. The dominion government has the power, and it is the government's duty to compel fulfilment of the great national purpose for which the Canadian transcontinental railway was designed. The syndicate must not be viewed as owners of the road, as if it were their private property, but rather as agents acting for the government, and doing on certain terms what the government did not find it convenient to do for itself. We shall go entirely astray in this matter if we do not keep fast hold of this guiding principle—that the C. P. R. is emphatically *not* a private undertaking but a great national one for national purposes. Above all other roads that we know of, it has this character *par excellence*. No other road that can be named, the Intercolonial excepted, has so much of this special national character as the Canadian Pacific. Not to let American roads tap and drain the line that is costing Canada a hundred millions, but to make that road do the country's service at reasonable rates, should be the policy of the dominion government; and very probably it will be may be added.

But suppose the trade of the great Northwest should grow beyond the power of the syndicate's lines to accommodate it all, would it not be our interest then to let in the American railways? The answer to this should be—in such case let in the Grand Trunk but not the American roads. And perhaps it may before long take both the C. P. R. and the G. T. R. to do the business.

ARGUS.

THE DOMINION FOR EVER.

The people of Manitoba who talk of annexation to the United States on account of the disallowance of provincial charters by the dominion government should carefully consider what would be the effect of such action upon the future of the province. The dominion government are taking more active steps in exploring, surveying, developing and advertising the northwest than the federal government of the United States ever did with any of the states or territories, and the American people have not such a high idea of the Canadian northwest as to take any part of it into the union on more favorable terms than the other states and territories. At the present rate of progression the representatives of the Northwest will hold the balance of power in the dominion parliament in a few years, and can secure not only the continued development of the Northwest but such improvements in the eastern waterways as will give Manitoba a cheaper route to the English market than any of the American states now possess. In the American congress the people of Manitoba would have little power for many years to come, and could not expect to see the accomplishment of the great enterprise which the Canadian government is certain to undertake. The secession of Manitoba would probably lead to the dismemberment of the confederation, some of the provinces joining the states and others holding aloof for a time at least. The further improvement of Canadian waterways would prove a great injury to the eastern states and those bordering on the Mississippi, and being firmly opposed by the south and east would be long deferred. The efforts of the Canadian government and press would be directed toward stemming the tide of emigration to the Northwest instead of encouraging it as now and although the American newspapers might somewhat modify the statement that Manitoba is little better than an icy waste, which they have made for years, they would certainly not boom it as the Canadian press is doing. Once in the union, always in the union, and differences with the federal government of the United States would be quite possible in the future. The supreme court of the United States has already decided that no state legislation can enact laws in violation of the provision of the constitution prohibiting legislation impairing the validity of contracts. The prosperity of the Northwest depends more than some people imagine on the growth of Winnipeg. An extraordinary growth of this city will attract the attention of the world to the Northwest, and moreover there is a large class of young men in Canada who prefer life in a large city and will go to the States unless such cities are built up in Canada. There are thousands of Canadians in Chicago to-day who would never have been there if Canada had had a large city. If the trade of the Northwest goes east by the Canadian route Winnipeg will become a second Chicago, and the maintenance of a high protective tariff will tend to make it one of the greatest manufacturing cities on the continent. If Manitoba entered the Union, Winnipeg would have to compete with a host of American cities including Chicago for the trade of the Northwest.

But aside from all this Canada would never let Manitoba go without a struggle, and the people of the United States would never undertake a war with Canada and England for a territory which their newspapers have time and again called worthless. But even if the United States would fight for the territory rebellion in Manitoba would do more to retard the growth of the country by creating a feeling of insecurity than the worst monopoly.

Why could not some of Winnipeg's capitalists get up a syndicate to construct a railway from Winnipeg to Toronto through Canadian territory as a competitor to the Canadian Pacific? It would be very costly, no doubt, but eastern capitalists could probably be induced to take the matter up, or the Grand Trunk might be willing to construct it. The disallowance of all lines running to the south should insure to both Canadian roads a heavy traffic.

E. W. GRIFFIN.

Buffalo, Nov. 20.

TRUE BUT STILTED.

The Canada Presbyterian compares very favorably, we say without boasting, with its ecclesiastical environments.—Canada Presbyterian.

The last two words are good.

THE MAYORALTY CONTEST.

(To the Editor of The World.)

SIR: In the light of recent phrses of the contest for the mayoralty it appears rather unfortunate for the reform party that Mr. J. J. Withrow should have entered the field in their interest. There is little doubt that if elected Mr. Withrow would make an excellent mayor, but judging from present appearances he has an uphill battle to fight, owing to the strong antagonism excited among the working class by his attitude during the recent carpenters' strike. Into the rights and wrongs of that struggle it is not necessary to enter. We are concerned at present only with its practical results upon the mayoralty contest and its reflex influence upon political parties. The resolution passed at the late meeting of the trades and labor council by the decisive majority of 34 to 4 condemning Mr. Withrow's candidature, sufficiently indicates the strong feeling prevalent among the workingmen on the subject. It is no doubt true that a large proportion of wage workers do not share this hostility, but in a contest which apart from any such side issue would be a close one, even a small percentage of votes would suffice to turn the scale. So that making every allowance for the strength of party influences in weakening the resolution of the trades unions to present a united front against the reform candidate the thrust may be regarded as a deadly one. "Tis not as deep as a well nor as wide as a church door, but 'tis enough—'twil serve."

The position is an awkward one for the reform party, inasmuch as the campaign on the issue forced by the trades unions—which the conservative side will only be too ready to take up—will place the former in a position of apparent hostility to the interests of labor. An opportunity will be afforded for reiterating all the old cries which have done duty in previous election contests in which the conservatives posed as the special champions of the workingman. The Mail, eager to recover its lost prestige and retrieve the defeat of the bye-elections will by sheer accident find itself in the front of a battle which is half won at the outset, and which even its phenomenal capacity for blundering can hardly change to a defeat. Under ordinary circumstances the affair would not be of much consequence to the party, but the near approach of the provincial elections gives it an extrinsic importance which may well excite the serious concern of Mr Mowat's friends. The endorsement by the reform party of a candidate who has to encounter the strongest opposition of the working class element and whose already assured defeat after a campaign which has re-opened old sores will enable the conservatives to appeal to class feelings everywhere, may be as unexpectedly far-reaching in its consequences as the "Marmion" controversy. It will not be a pleasant circumstance for the reform candidates in urban constituencies to have to face a cry of this kind upon every platform.

It must be borne in mind however that as yet Mr. Withrow is in the field on his own account. If the reform party are possessed of the most ordinary political foresight they will avoid giving their opponents the handle which a contest on the issue of labor versus capital would present, by securing his withdrawal, or should he persist in remaining in the field, by nominating a more available man as the regular party candidate. If they desire to repeat the municipal victories of the last two years it is in their power to do so by bringing forward a protectionist reformer. No free trader can hope for success in a community so thoroughly protectionist as Toronto, while Mr. McMurrich's election by large majorities is sufficient evidence that liberal principles are no bar to success provided they are accompanied by sound opinions on the tariff question. There is plenty of time to secure the right man before election, and abundance of material from which to choose, and while it is not advisable to swap horses while crossing streams it is surely wise to discard a disabled, in favor of a sound quadruped before plunging into the current. CITIZEN.

THE THIRD PARTY.

To the Editor of the World.

SIR: Permit me a word or two in reply to the Telegram's criticism of the platform of the National liberal union. In referring to political parties, they say that its proprietors have taken a coat from one party and a vest from the other, but have forgotten the trowsers and thus left themselves open to be laughed at. "Let him laugh who wins," is an old proverb, and I am sure a very true one; and if amusement is to be indulged in, I think the nationalists will have the best of it. The plank of protection, which is the very stock in trade of the one party and which is undoubtedly the coat above alluded to was stolen from the nationalists, the Canada first party having made this a plank in their platform, when the same was laughed at by both grit and tory. Commercial treaties and the reformation of the senate, the vest of the other party, were stolen from the same source. Granting that we have allowed these to be taken from us, you must admit that we have enough cloth left to cover that portion of the body requiring the protection of the garment they mention. We feel however, and we think very justly, that it is entirely bad form to see one party going about with the simple clothing of a coat—no matter how ample the skirts—and how well padded it may be. And on the other hand we also regret to see the opposite party's spurning the coat and clinging solely to the vest, giving them in this cold weather and after the recent elections a very cold and out-at-the-elbows appearance. Now as nationalists we desire to see the whole suit worn at once for it is only when the whole suit is so worn that the body politic can thrive. Since the publication of the president's address it is very gratifying to find so many points therein alluded to being favorably and unfavorably discussed in the press generally, and this is a healthy sign. Among the many classes of readers of the articles thus appearing it is to the very class referred to in the editorial of the Telegram that the union makes its strongest appeal. There are very many in the ranks of both parties who desire to refuse to hand over their franchise to the party leaders simply for party purposes, wishing to act solely for the best interests of their country, but who feel that thus acting as individuals their power is lost in opposition to "the machine," and are apt to get discouraged. To all such the union opens its ranks and measures not men being the animating principle, and love of country the incentive, a broad platform is raised on which all may stand, and by the advocacy of what is best, by united effort make that "best" a factor in the government of the country.

It should ever be borne in mind that the union in its platform only seeks to deal now, with present and living Canadian issues per se and hence takes the responsibility of the result of their advocacy—the future will develop what is the true policy for the country as regards its relations to the mother country. A failure to separate the preface of Mr. McMurrich's remarks, from his enlargement on the planks of the National liberal union platform has led in some cases to mistaken views as to their policy in this respect.—

One writer remarks that only three courses of action are open to be adopted in the future, namely, federation, independence or annexation, and general opinion runs strongly in the direction of either of the first two named. It was with the intention of directing the attention of the members to the future wants of the country that doubtless the preface was written, but it is on its platform that the principles of the union should be judged. The nationalists have a good suit and with coat, vest and other habiliments complete, and quite prepared at all times to loan their whole suit to whoever will wear it complete and entire.

DAX.

COCKADES AND SUNDAY OBSERVANCE.

(To The Editor of The World.)

SIR: I was pleased to see in yesterday's World a correspondent discussing the non-observance of the Sabbath by some wealthy church members.

The citizens of Toronto have reason to be proud of the strict observance within its bounds of the day of rest and that more especially by working people.

I have however often been pained when walking to church on a fine morning to see professing christians, members of churches, well able to walk going to church in a carriage, setting a bad example for one thing and also preventing their servants from attending a place of worship.

I am glad to say that very few of our people violate God's commandments by using conveyances to take them to His house. I attend the Metropolitan and it is a rare thing to see a carriage there. I don't know any military man who worships there whose coachman is decorated with a cockade.

I once heard John B Gough say that he had never heard the great Spurgeon preach and the reason was that his Mr. Gough's, place of residence was a long way distant from the tabernacle and in order to go there he would have been obliged to take a conveyance and that he would not do, because he did not think it right to prevent any other man's coachman, hackman or groom from worshipping in the house of God on the Lord's day, which would have been the case had he hired a conveyance to go to hear Mr. Spurgeon. Would that there were more real christian men like him and fewer loud-mouthed pharisees.

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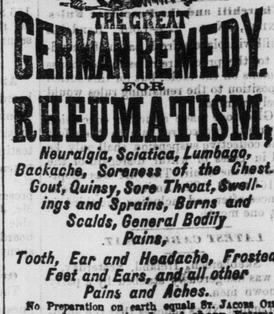

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[From the Boston *Globe*.]

Messrs. Editors:—

The above is a good likeness of Mrs. Lydia E. Pinkham, of Lynn, Mass., who above all other human beings may be truthfully called the "Dear Friend of Woman," as some of her correspondents love to call her. She is zealously devoted to her work, which is the outcome of a life-study, and is obliged to keep six lady assistants, to help her answer the large correspondence which daily pours in upon her, each bearing its special burden of suffering, or joy at release from it. Her Vegetable Compound is a medicine for good and not evil purposes. I have personally investigated it and am satisfied of the truth of this.

On account of its proven merits, it is recommended and prescribed by the best physicians in the country. One says: "It works like a charm and saves much pain. It will cure entirely the worst form of falling of the uterus, Leucorrhœa, irregular and painful Menstruation, all Ovarian Troubles, Inflammation and Ulceration, Floodings, all Displacements and the consequent spinal weakness, and is especially adapted to the Change of Life."

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WHAT

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"A French writer has remarked that the two principles—association and insurance—are the levers which are able to move the world; and, in a sense by no means lacking its serious phase, life insurance may be defined to be an indispensable element of earthly happiness. There is no condition of life which it cannot ameliorate; no danger whose consequences it cannot lessen; no sentiment of affection which it cannot strengthen. If, of all contingencies, death is the most terrible and the most inevitable, the wise man should always find room in his mind for the thought that death may, by a sudden stroke, surprise him amid his most cherished projects, and snatch him, perhaps without a moment for farewells, from his family and friends. Now, life insurance will not hinder any one from dying; but it has proved itself abundantly able to diminish the sad consequences of that inevitable event called death. There are times when no one can count upon a permanent possession of anything. Life is full of vicissitudes, whereby the wealthiest men are, as in a moment, brought into poverty and ruin. Your own thoughtlessness or extravagance; the betrayal by others; unforeseen swift-coming and unheralded monetary revelations; social or national calamities; these are but a few of the thousand and one accidents and happenings which go to make up the vast variety of human experience and experience all these or any of them may, within the period of the next few years, cast a dark shadow of disaster upon you, and compel you to prove your way toward the pauper's grave. This has been the hapless fate of thousands who have thus been forced from envied heights to plunge into misery's depths. Why should you be more than they, exempt? An anticipation of the possibility of such a sad experience is supplied by life insurance, which, in one of its numerous forms, offers to guarantee the payment to yourself or, twenty, thirty years hence, of a fixed sum, which will relieve your latter days from all fear of poverty, or, in case of your death in the interim, a certain sum will reach whomsoever you may designate.

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