THE TORONTO WORLD that the eyes of the country are upon them, THE RAILWARS AND THE ESPLA-

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cial advertising, each insertion .... ngs and financial in the wrong quarter.

FRIDAY MORNING, MAY 11, 1883.

HOME RULE FOR AMERICA. Do the American people really rule in the alone. The fact having been recognized Laited States, the country which they call hairs? Or is the foreign-born element beby resolution, the public should clearly uncoming so strong, and so aggressive withal, derstand it.

as to threaten to seize for itself the railway power ?. These are not new questions, for We have received the first number of the they have been up before; but it can be Moosejaw, N. W. T., News It comprises seen that they are coming up again, and six pages, and although the tout ensemble with some effect too. Two recent events. is somewhat old-fashioned, we suppose, as the holding of an Irish convention in Philausual, we must regard it as a creditable delphis, and the demand that the day fixed production. On the first page we are told for the opening of the New York and the place is the prettiest townsite Brooklyn bridge be changed because the on the Canadian pacific railway. We are not Insh-American citizens of ject to it, have in a position to doubt the statement, but we already drawn forth a goot deal of angry can swear the uame is the ugliest in all omment from the genuine American press. Canada, Even the New York Herald, which used to court the favor of the Irish American, re-The late Mr. E lward McKsy of Montreal

sents their attempted dictation in the left nearly eighty thousand dollars to charbridge matter, and tells them that the ities. It is true it is only a portion of his American people intend to run their own country, and manage their own home aflairs safe to say, that will do most good. to suit themselves, without regard to foreign He took eighteen years to do it, but ! likes or dislikes. To show how the current

of American feeling is now running, take did it. Charles Welling, dry-goods merchthe following from Harper's Weekly : The impression of the late convention in Phila

bhia was that of an assembly of F. reigners, not dollar. His liabilities we e \$400,000, conof eiszens, so that the tone of demand upon the sequently a bilance of \$200,000 was left oversment of the United States seemed singularly pudent. The proceedings were like those of a b of the English or American 'colony" in Paris, unpaid. Since that time Mr. Welling has had but one object in view, namely, a settle ment in full with his creditors. Yesterday Berlin, or Rome, the enthusiasm of aliens whose pleasure or profit it is to remain for some time in be completed his eighteen years' task and , but who take good care to have it to-day stands forth the noblest of noble known, that their hearts and their hopes are else where. If such a convention was to be held its chief aim should have been to conciliate the favor men, a man whose name deserves to be perpetuated. of the country in which it assembled.

Judging from the tone of the press over Equally significant, if not more so, are a few remarks made by Gen. Grant on the the border, the American hog will not cecasion of the annual banquet of the Nev timely submit to the odium cast upon him nese wall, with gates open only at certain places and times, were about to be so placed as to obstruct half their traffic with the sea? What if they were told that it was to be done that certain methods. So the so placed is a set of the sea to be so placed in the cold as was the originator of the great N. P. Nobody supposed the N. P. York chamber of commerce on Tuesday, by Bismarck, and by the French govern-Grant makes only very short speeches, and ment as well. The New York Shipping List <text> when he does speak, generally tries to say a paper not much given to spread such nonsomething He was the first speaker called sens", says that if France and Germany perbe done that certain railroads might make better dividends at their expense than they will not be ashieved, but it will. JANE. sist in ruling out American pork as unupon from the chair, and this is part of what Le said : We have here a country that affords room for al and room for every enterprise. We have industries which encourage every man who has industry and ability to mee from a position in which he may find himself to any position in the land. We offer ap asylum to every man of foreign birth who hooses to come here and settle upon our soil. We make him, after a few years' residence, a citizen en lowed with all the rights that any of us have, except, perhaps, the single one of being elected president of the United States. There is no other privilege that the native, no matter what he has done for the country, has that the adopted citizen of five years' standing has not got. I contend that that places upon them an obligation which I am orry to say a few of them seemingly do not appreiate, We have witnessed on many occasions the adopted citizen claiming rights and privileges be cause he was an adopted citizen. That is all wrong. Let him come here and enjoy all the privileges that we enjoy; but let him perform all the obligations that we expect him to perform. (Applause.) I an happy to say that a great majority of them do it. but some of them who mingle in politics seem to bank largely upon the fact that they are all pted c tizens, and that class I am opposed to In the course of an article on the bricklayers' strike in Chicago, the Chicago Tribune says: Another demand made by the striking bricklayers is that no firm shall have more than two appren ices. This demand is even more impudent that those which are made concerning work and wages, since they have nothing to do with the apprentices. That is a matter which concerns the employers and the apprentices and their parents, and them only. It is an andacious interference with the rights of labor in the country by clannish foreigners, which has already caused infinite mischief. It is an at-tempt on the part of foreign Know Nothings to prevent American boys from learning trades, and it is made by men who get more wages here for one day's work than they get for a week's pay in the country they came from. So long as there is a fit rest of the band." boy in Chicago who wants to learn a trade there is no law, legal , or moral, to prevent him; and the mployer who teaches him is doing the whole com anfty good service. In these days there is little for that any great number of American by t ie way of those who are anxious to lear. Evidently the American eagle is beginrepublic threatened by European agitators, It is simply intolerable that O'Donovan Rossa and Herr Most should be allowed to set America in a blaze, by way of revenge for opprassion suffered in Ireland and Ger-many. The feeling that the people of the United Provide America in the set of the set o many. The feeling that the people of the United States should rot be kept in hot water, and even under apprehension of danger by foreigners who make a business of To suppose that a parliament to suppose that a corporation could possibly possess any right, title or jurisdiction which will authorize them to convey to any railways such powers over Toronto Esplanade as would in any manner obstruct the traffic between Ontario and the lake, a traffic which must naturally largely cross the Toronto Esplanade, would be danger by foreigners who make a business of currying on European war on this side the ocean, is tising and spreading; and the question of actual home rule for America is in a fair way of becoming a live issue of the day. HOLD THEM TO IT. the issues are invested. The circulation he considers is of no significance apart from the sum of the debts. In short, mortgages should be discounted by an issue instead of by borrowed money. It broaches a new field of inquiry, and deals with money, banking capital, and credit, in a refreshing and decisive manner, and challenges a thorough investigation. The formage in the business may understand

ant, New York, failed in 1865, and com-

promised by paying fifty cents on the

to see how they will acquit themselves. We say "hold them to it," in a double sense. NADE. The gentlemen of the prohibitory alliance BY R. W. PHIPPS. will be held by the public to this-that they The harbor of Toronto is the chief natural utlet of Ontario, and furnishes the prinwaste their efforts no longer on the city ouncil, which has no power in the premises:

cipal means whereby the traffic of that pr but that they address themselves directly and vince can avail itself of the great system of lake, river and canal navigation which consamestiy to those who have the power-the nects it with the ses. The city was located ic-use commissioners, to wit : Next, let the license commissioners be strictly held to their because the harbor was there. responsibility in the matter. Not the least At a very considerable expense, the citipeg should be left them on which to hang zens of Toronto converted the water lots any excave to the effect that the council along their front into solid earth, and says this, or the council says that. The formed their present Esplanade. ommissioners have the power, and upon

It as pears now that certain railway com them lies the responsibility. All talk about aldermen elected through the influence of panies claim to possess a very large portion of this Esplanade, although it cannot be ward politicians and liquor dealers is but found that they have ever paid the dust raised to bide where the responsibility city anything approaching its value. really lies. Again we say-"hold them to They have for years used the Esplanade t"-both the prohibitory alliance and the without respect to the streets which cross license board ; and let there be no escape it, as laid down in the established maps. rom responsibility by means of dust raised They have erected buildings on the lines of

certain of these crossing streets, and con-As we have already said, the council went tinuously obstruct the traffic between the wrong at the start, in pretending to do any - country and the lake with railway trains, thing at all in the matter. Having no sometimes two or three deep, and often ower, the council would have done better stationary for considerable periods. to have left the license question severely This has rendered the traffic, both passen-

gar and freight, proceeding to and from the lake, very dangerous, many accidents having already occurred. It has also rendered it very costly, much additional care and supervision being necessarily required, and therefore, no doubt, to that extent has

taken traffic from the shipping and given it to the roads. Certain tailroad companies, on being asked to vacate the ground they do not own, and to make provision for the unobstructed use by the citizens, of the streets to the water, which WOMAN'S SUPFRAGE - A SLANDER.

those citizens constructed and paid for, speak of their vested rights, and ap pear to claim that by virtue of certain alleged agreements made with city official and others, they possess the power on some streets to a great, in others to a total extent;" princely estate, but it is the portion, it is of obstracting the tr. ffic between the city. and the harbor.

It should, I think, be remembered that these roads can not have bought this right. for no person possessed the power to sell it. Certainly, no parliament, either of the province or the dominion, had any right, power

or privilege of closing the water traffic of Oatario. Nor could they give that right of closure to any corporation. Aud, if they could not close it, they could not in great part close it, nor close it so as to become comparatively unremunerative to those ongaged in carrying it on. Yet this last has certainly been done.

There are certain rights which it is absurd to suppose communities can be deprived of. What would be thought if the citizens of London were informed that a sort of Chi-

freights the railroads choose to charge, However, at cartain times, when the ays choose, and of their mere motio onally leave some openings in their lines shall enable you structing cars, which to send some of your produce to schooners, steamars, or other shipping, as may, in the debilitated state to which Toronta water traffic will, under these conditions, be reduced, yet pay their

transient visits to your neglected wharves." It appears to me that these railways hould be at once compelled to do the folowing things: 1. Pay ful va'ne for the land which they occupy on the Esplanade in all cases where they have not paid for it.

2. Build suitable bridges from the foot of every street, the line of which they cross, to the water's edge. 3. Pay reasonable damages for the obstruction and injury they have alread ; occa-

compensation, or offering none

To the Editor of The World.

"PHIPPS' FILLIP."

To the Editor of The World.

sioned to the water trailic. Toronto-and Canada at largeview with deep concern the powers which large railway corporations are scenring, and are boldly exercising. The case of the rail ways and the Toronto Esplanade should be made a test question, and the matter decided whether railway corporations-in many cases foreign ones-are to dictate to the people of Canada-to use, at their good easure, the facilities which others have at

respect for themelyse and their principles, they would have at once, after the vote was taken, proposed a want of confidence method in the government, and thus proved their fidelity to their prin-ciples and merit the respect of the public. On the contrary they shows rather to remain in the same boat with those who insulted the orangemen of Canada and kicked their bill out of doors. Were it any other body of men but the orange that received such treatment with the same number of members in the house, the governments would have been obliged to take a back sent by this time. But of all mes, the orange leaders are the most con-temptible; and why should it be so ? Hav-ing greet principles to stand by, and a strong support at their back, they should be the bravest and most independent of any cleas, but slav, they are the raven tools of Sir John and the French blew. Bro. Mackenzie Bowell dare not open his month in defence of the men to whom he owed his position to day. Like the grand officers, they are all muzzled. The outspoken Bennett date not budge. Merrick is silent, Marshall is dumb, and the minor lights are suffering from an over dose of political chloroform. In fact, the and needs a thorough overhanting. Nothing short of reorganization will re-store lost confidence in the institution, make it useful, and command the respect of the public. AN ORANGEMAN. Toronto, May 7, 1883. great expense provided, for very different purposes, and to take possession of what our citizens have paid for, offering little

Now if these twenty-nine or wrangemen in the house had the slip

MR. PEIPPS' VIEWS UN WOMAN SUFFRAGE.

SIR: Your correspondents are all wrong To the E litor of The World. who hold that nothing but evil would result SIR: However refreshing it may be to follow Mr. R. W. Phipps' flowery excurwho noid that nothing but evil would result from woman's suffrage. Women would vote for the men who had the prettiest hands and finest calves, which, on the part of the men, would result in cleanliness, neatness and physical calture, than which what is more desirable and necessary, especially with our politicians ? OBSERVER. *Toronto*, May 9, 1883. sions into the realm of imaginary conse quences from the granting of woman suf-frage, to do so is to wander simleraly from the point at issue. As a stump speech Mr. Phippe' effort might be a huge success; but as a contribution to literature, over which the reader ponders calmly, its defects in argument are all too readily discovered Until manhood suffrage is schieved, SIR: Crushed again ! will no doubt be the womanhood suffrage is neither expected nor universal exclamation of the women sufasked for; nor do we live under a despotfragist of Canada, when they feel the ism, so that it is not the special sphere of weight of Mr. Phipps' arguments against them. When they feel the weight of them, legislation, even when duly instructed by such advisers as Mr. Phipps, to elassify or "happy thought," for in truth, they weigh define all the domestic or social work of But is it not sad that Mr. Phipps should men and women. Rather is it the function have made another mistake? Had it pleased him to champion the women's cause, their faithful, grateful nature, when by his aid they had achieved success and formed a cabinet, would have provided for him a portfolio. As an origination of the state to legislate in maint the equal freedots, and equal right, of every

Living, as we do, under a representativ government, erscted upon a property fran-chise qualification. the only question for Mr. Phipps, and others of that ilk, to discuss is the justice or injustice of

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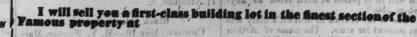
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ple 80j and 71 k of Toronto

Bank of Toronto 1 tier 189<sup>‡</sup> and 188. Northwest Land C O. P. R. 63 and 6 185. Montreal Te Richelleu & Ont. N R. R. Co. 148 an and 174. St. Pau

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NOT TO COOP THEM UP IN CLOSE TENEMENTS 2 DO YOU KNOW THAT THE INVESTOR CAN OBTAIN A SUREE AND LARGER DIVIDEND THAN THAT RECEIVED FROM ANY BANK-OR OTHER INSTITUTION IN TORONTO ? IF YOU WANT TO ENJOY THESE BENEFITS HELD OUT TO YOU DON'T FAIL TO PURCHASE & LOT. DO YOU KNOW THAT TRAINS ARE BUNNING THROUGH WEST TORONTO JUNCTION RVERY DAY AS FOLLOWS :

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T. G. and B. 4.25, C. V. R. 4.50, Northern 5.00, G. T. R. 6.15, G. T. 11 45. West Toronto Junction to Toronto. ARRIVAL AT UNION STATION. G. T. R. 6:15 a. m., 8:50 a. m., Northern 10.10, T. R. freight 9:00, C. V. R. 10:25, T. G. and B.

10 45. G. T. R. 11.10 p.m , C. V R. 1.10 p m., Northern 2.25 p.m., G. T. R. 6.20 p. m., C.V.R. 6.35 p. m., T. G. and B. 9.10 p.m., Northern 9.35, G. T.R. 11.00. G. T.R. and T. G. and B. railway stations at Carleton about two minutes walk from the Junction. Norhern station at Davenport about ten min

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