THURSDAY MORNING, MAY 10, 1882.

The early railway days in England, when accidents began to multiply, the intelligent British public all at once discovered that a new danger to life and limb had arisen, and complaints were loud against the companies for not taking proper precautions. Sydney Smith, always equal to the occasion, remarked that the railway people would sleep over it, and would no mind public indignation a bit until a bishop and a director had been sacrificed on the rail, after which, he thought, they would better themselves, and something would be done. He hit rightly one of the prevailing tempers of public opinion in England; and at present application may be made of his remark, also of one of Ruskin's, who has said that if war, in stead of devastating the humble homes and little possessions of peasants, only broke the china on the tables of the rich, it would soon cease among civilized nations. The true nature of the Irish different about it, whe clear the responsable to the proposition of the world and soon cease among civilized nations. The true nature of the Irish different about it, who clear the property was been of opinion and that leave to inform you that the opinion in England; and at present application may be made of his remark, also of one of Ruskin's, who has said that if war, in stead of devastating the humble homes and little possessions of peasants, only broke the china on the tables of the rich, it would soon cease among civilized nations. The true nature of the Irish different about it, who clear the property was been of opinion in little desired falces the case "such that the part of the property was knowledged to the rail that the part of the property was knowledged to the rail the property was knowledged to the rail that the part of the property was knowledged to the rail that the part of the property was knowledged to the rail that the part of the property was knowledged to the rail that the part of the property was knowledged to the rail that the part of the property was knowledged to the rail that the part In the early railway days in England, The true nature of the Irish difficulty is at last brought home to the aristocracy of England with terrible force, and let us be veil assured that now something will be one. Many victims of political and agrarian assassination there have been in

note. But now a duke's son, a member of railway director to become joint victims of a railway accident. What is called "society" will be stirred to its depths; and "society" sperse it with other subjects, can be noticcan do a great deal in the way of influencing both parliamentary and executive decisions, when it chooses to make the effort. this in "Endymion," but there is a strong sentatives of royalty only take part. substratum of truth in that tale of "society." nevertheless, even when its incidents border on caricature. Perhaps "society" did not like to have its political ways and works too plainly exposed to the vulgar gaze, and resented with hostile criticism the suggestions and inferences conveyed by an able writer, concerning whom the upper classes always suspected that he was making fools of them in his novels. We may depend upon it that what are sometimes called "the influential classes" in England will not soon forget the tragedy of personage than the Duke of Devonshire was one of the victims. In this new landed aristocracy, people may say that we | cluding leased lines : are making too much of the political power of "society" in England. Our reply is Cross receipts...£78,500 Wkg. expenses ... 59,158 that we are merely setting forth what we believe to be the truth of the matter-for England, that is not for Canada. And it will be occasion of surprise to us if events do not quickly confirm this view of the

The political significance of the recent whig family. Had he been a tory it might have amounted to the same thing in some respects, but it would not change so many votes. It has long been a standing charge against Chamberlain that by his extreme against Chamberlain that by his extreme radical utterances he was feeding the flame of rebellion and murder in Ireland. Now that a leading whig nobleman's son has been made a victim-of Chamberlain's policy, it will be said-the whigs and the radicals will be thrown further apart than £13,139. ever. And this is probably where the political importance of the event will chiefly

LORD LORNE'S ACADEMY

On Monday we gave from the Canadian Monthly an official announcement of the officers and members of the Royal Society of Canada. The editor of the Monthly is opposed to the whole project. He thinks while it is possible to encourage art by the formation of a society of artists and to further scientific research by the establish. ment of a scientific association, he thinks literature cannot be fostered by such a society or by official patronage of any kind.

The Royal Society of England, after the Royal Society of England Soci which this latest member of Lord Lorne's family of royal societies is modelled, does not seek to have literature under its patronage. France is the only country where such an academy has been established, and even there its success is established, and even there its success is dubious. The following reasons are given ranks next after the Grand Trunk debenagainst establishing a literary academy : would in the main be critical, and this in the present nonage of literature will not be helpful. Secondly, the academy having little to do, its members would develop censoriousness or dilletanteism, either of have a prejudicial effect literature and tend to guarantee.

A new Great Western board was nominated on the motion of Mr. Abbott—to be nourish conceit and lead to jealousies. Lastly, it would create an invidious distinction between journalism and literature, as the journalist would not likely be considered worthy of membership, though as a matter of fact the great bulk of literary men that we have in Canada are engaged on the matter of the writer the great are engaged on the matter of the writer the great are engaged on the matter of the writer the great are engaged on the matter of the writer the great are engaged on the matter of the writer the great are engaged on the matter of the writer the great are engaged on the matter of the writer the great are engaged on the gre on the press. The writer then goes on to Major Dickson, M.P., director of the Lonsay how difficult it would be to make a judicious discrimination of members. He gives the names of Mr. LeSueur, Mr. Rattray, Mr. Davin and Mr. Dent as Canadian litterateurs who would be entitled to a position in any gathering of Canadian literary men, but whose names do not ap-

pear in the official list. HOW FUSION WAS EFFECTED.

From the speech of Col. Grey (chairman of the old board) at the Great Western thinks, would certainly have been rejected.

But at the eleventh hour, he adds there

of what fusion means before they are much

CHANGE IN PULPIT THEMES. There is a tendency in the pulpits of New York to change from the customary I eland, some of greater and some of lesser bible themes to ones on modern life. On the powerful whig family of Cavendish, has Sunday last for instance Dr. Pullman spoke been struck down. The effect will be of Emerson, Mr. Chadwick of George Elliot, somewhat like what Sydney Smith imagin- and Mr. Hodge, Mr. Reed and Mr. Greened would happen were a bishop and a wood, of Darwin. Even in Toronto this tendedency, not to abandon the preaching of Christ and him crucified, but to inter-

United States Minister Lowell was not The influence on public affairs of the great invited to the Prince Leopold wedding, but ladies of England - of those whose only to the banquet in the evening. This husbands are high in rank or was not because either he or his country was political position, or in both—is more than forgotten, but because the representative of is generally imagined. Disraeli has been a republic is accorded no place in the sneered at because he gave us a glimpse of pageantry in which royalty and the repre-

> Mr. Blue is to be congratulated first report as secretary of the Ontario bureau of statistics. He has intelligently summarized over 1500 local reports into 35 pages of pamphlet size. The gist of the report is given in another column.

RAILWAY TRAFFIC.

STATEMENTS OF RAILWAY TRAFFIC. Herapath (April 29) gives the following

statement of railway traffic : Great Western : Revenue staten country, where there is no titled and month of March, 1882 (per cable). Ex-

Net.....£14,342.....£33,699 ‡
Including transfers to reserve funds.
Decreases—†£17,815,‡ £19,357. AGGREGATE FOR TWO MONTHS.

assassinations is enormously enhanced by on bonds, etc.

Wabash: In the three months of this

2185 Aggregate receipts for sixteen weeks: £556,275; in 1881, £669,414; decrease,

Chicago and Grand Trunk-Week ending April 22, £9050, against £6318; increase, £2732. GREAT WESTERN OF CANADA.
(From Herapath's Journal, April 29.)
Fusion with the Grand Trunk has been

The guarantee to the Great Western against establishing a literary academy:

First, because the functions of such a body would in the main be critical and this in

censoriousness or dilletanteism, either of the war of rates not occurred, a war that which would be fatal to intellectual life.

Thirdly, the erecting of a caste in letters ments bear in favor of the Great Western

elected by the present board, who resign for the purpose. The names of the new members are: Right Honorable Viscount Bury, P.C., K.C.M.G.: Mr. H. Doughty don, Chatham and Dover railway; and Mr. John Marnham, Boxmoor.

SPEECHES AT THE GREAT WESTERN RAIL. WAY MEETING.
Below we give extracts from the speeches of Col. Grey, chairman of the old Great Western board, and Mr. Wm. Abbott, the

leading advocate of fusion:
This offer (from the Grand Trunk) when first made was of a very contingent character; it depended upon circumstances very remote, and I think highly improbable of attainment. We consequently advised you unhesitatingly to reject it, and we believe meeting in London on April 27, part of which we give in another column, it ap:

that you would have done so but that at the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour the proposal was converted from a very unbusinesslike one into the eleventh hour a businesslike one by making the offer of a guarantee absolute instead of contingent pears that two different offers were recently

unmistakably shown their desire to accept it.—(Loud cheers.) Your directors have

to purchase any other road.

The question, therefore, now is,
whether the Grand Trunk company are prepared to carry out their proposal in this form. If not, we advise you, gentlemen, most distinctly not to give up your independence. (Hear, hear.) If, however, they are prepared to enter into such an arrangement under the seal of their company I, for my part, am at any rate perfectly ready to expedite the matter in your in-terests—(hear, hear)—by helping to con-clude such an arrangement. If, however, for any reason this meeting should believe that a new president or a new board is more likely to conduce to the carrying out of this measure with rapidity and effect, I have only to say, without expressing any feeling, on the subject, that I am quite ready to facilitate the change.)Cries of "no, no," and "yes, yes.")

Mr. Abbott : * * * * In 1876 the Right Hon. Mr. Childers, a gentleman of no mean authority, and of large experience and wonderful talent, was president of the Great Western of Canada, and this letter was written. [Mr. Abbott read the letter, which was from Mr. Brackstone Baker, the then secretary of the Great Western of Canada company, offering to lease all their lines west of Toronto in perpetuity, or for a long term, to the Grand Trunk company, for a minimum sum of £225,000 a year, to be increased by £10,000 a year for every half per cent earned. Now, gentlemen, is not an extraordinary thing, knowing that the letter must be in the archieves of the Great Western company, that all this difficulty is made, when none was made in 1876, when the Right Hon. Mr. Childers had control of it? (Cheers.) Mr. Abbott then proceeded to refer to the announcements of further competition with which they had been threatened, and contended that there was no sort

ed, and contended that there was no sort of justification for the alarm enunciated in the report. The one thing the Americans respected was power, and the Grand Trunk company had become a power, and was increasing in strength. This company had been asked to join them in their extension to Chicago; but the Great Western direct tors did not think they could do so with-out asking Mr. Vanderbilt. (Laughter.) The question of which line the Yankees sent their traffic over was purely a ques-tion as to which line they would get the most of. Public interests in Canada were very strong; but the interest of the railway proprietors were still stronger, and so long as the two English companies were in rivalry, it would always be found that the intelligent Canadian proprietors would be ready to intubiate our articles specially for their absorption. An amagazation would their absorption. An amalgamation would soon show them that the game of competi-tion was up. (Cheers). It was all very well

to talk of competing lines, but who was going to subscribe to build them? Mr. Abbott also dealt fully with the matter of the Ontario and the Quebec company and the Wabash company, expressing the hope with regard to the latter company that the new directors of this company would be seen to be the company that the new directors of this company would be seen to be the company that the new directors of the company would be seen to be the company that the new directors of the company would be seen to be the company that the new directors of the company would be seen to be the company that the new directors of the company would be seen to be the company that the new directors of the company would be seen to be the company that the new directors of th tors of this company, would cease to act as the London agents of that company. He contended that Mr. Jay-Gould had been too clever for the president of this line, and had frightened him into giving Mr. Gould and the lines he controlled special facilities over the Great Western line. With reference to his small holding, Mr. Abbott thought he had shown his good sense in not entrusting his money, to continue to the controlled special facilities. tors of this company would cease to act as not entrusting his money to gentlemen in whom he had no confidence. His five shares, however, had been like the historical grain, of mustard seed, for they had brought him an overwhelming amount of support. He was beaten by the board in 1879; and he made a resolution that he would never leave them; and he had

The Canadians have always shown a certain amount of superior wisdom in undertakings of this kind. Their canal and railroad systems have been fostered with large sagacity and the national obstacles which they have met with and which are greater than any that interfere with our enterprises have been surmounted supreme efferts.

AGRICULTURAL PO NTERS. Pithy Extracts From the Report of the Bureau of Industries-What the Farmers Say About their Prospects.

The agricultural outlook in Lambton, Huron and Bruce is very promising. Since the advent of cheese factories butter has increased in price.

There has been a large emigration from Lake Eric counties to Manitoba and the western states, and great difficulty is experienced in securing farm laborers.

The northwest part of Essex, famous for its rich soil suffers from pages, famous for its rich soil, suffers from poor farming.

In Elgin, with good crops and good prices, underdraining is the order of the

day.

Land is rising in value in Haldimand. In the same county crops have been good for the last two or three years, and farmers generally seem more prosperous.

Only half a wheat crop will be reaped in Welland. Alternate thaws and freezings

Fall wheat is very promising in Grey and Simcoe. In Grey "cattle and sheep at present prices pay better than grain. In Simcoe "farmers are prosperous," and "thoroughbread cattle are much sought In Middlesex-"Our chief trade is in

cattle, and our best market Britain; we buy in spring, fatten in summer, and sell in autumn (East Williams)." "Farmers are beginning to underdrain." "Our largest branch of business is better and clark est branch of business is butter and cheese making (North Dorchester)." "Western corn too dear to feed with profit."

The "lamb crop" was prolific in many countries. Horses are high in price in Waterloo. A large emigration from Wellington to

haphazard lands.
There is less borrowing from loan com-WM. EDGAR, General Passenger Agent, General Mana

A York farmer says: "Our best paying

Fall wheat is not grown to any exent, in Muskoka. In some townships there is none at all; in others there are a few fields,

NOTICE NOTICE s hereby given that the TERONTO SILVER PLATE

Toronto, 8th May, 1882.

NOTICE TO CREDITORS.

fav of January, A.D. 1882, are to send by post prepaid or to deliver to the undersigned on or before the
31st day of May, 1882, a statement containing their
names and addresses and full particulars of their
claims and of the securities (if any) held by them;
and that after the said last mentioned date the
administrator of the estate and effects of the said
James Currie will proceed to distribute the assets
of the said deceased among the parties entitled
thereto; regard being had only to the claims of
which notice has been given as above required; and
that the said administrator will not be liable for the
said assets or any part thereof to any person or persons of whose claims shall not have been received by
the said undersigned at the time of such distribution. This notice is given in pursuance of the Revised Statutes of Ontario, chapter one-hundred and
seven, section thirty-four.

BLAKE, KERR & CASSELS, Solicitors for the Administrator,
JAMES CURRIE
Toronto, 29th April, A.D. 1882.

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COMMENCING MONDAY, MAY 1, 1882, AN commencing monday, MAY 1, 1882, AN elegant Wagner sleeping car will be attached daily, (except Sundays) to train leaving Toronto at 11.45 p. m., arriving at Detroit at 9.25 a. m., and Chicago at 7 40 p.m. the following day. Returning will leave Chicago daily (except Saturdays) at 9.10 p. m. arriving at Toronto at 6.49 p. m. Pasengers leaving Toronto w.il be able to take sleepers after 9 p. m. at Yong street depot.

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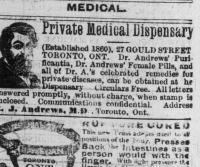
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