

TRUTH.

OLD SERIES—17th YEAR.

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TRUTH'S MUSINGS.

Bangor, Maine, can boast of a Mayor of the truly Conservative school. He sets his face most firmly against the now fangled notion of the now standard time for an entire meridian. The City Council has twice passed an order that one of the city clocks should be set to conform to the now standard, but Mr. Mayor has firmly put on a veto, by virtue of authority vested in his office. His philosophical reason for all this is that "neither railroad laws nor municipal regulations has power to change one of the immutable laws of God, that the hours of noon, sunrise and sunset, should occur at different periods of the day at different localities on the earth's surface." The man is evidently a lineal descendant of the orthodox Scotchmen of other days who denounced the man who introduced a fanning mill as flying in the face of the will of God, by creating a wind when Providence intended a calm.

Much as the financial pinch has been felt during the last year the statistics in regard to the number of failures in Canada show that they were not nearly as many as during the year 1879. In '79 there were 2,875 failures reported in the Dominion against 1,460 in '83. On the other hand the number of failures in '83 in the United States is reported at 10,187 against 6,652 in '79, or an increase of 3,535. In regard to '79 in Canada it will be remembered we had had a succession of poor harvests, while in '83 the case was quite different. There were mere failures in Canada last year than in the two preceding years combined and nearly as many as in the three preceding years.

A statement has just been made by the Canadian Pacific Railway Co. showing the amount of work they have accomplished during the past year. Nearly seven hundred miles of road were built during the year, consisting of 553 miles of main line, and 140 miles of branch roads. The rails are now laid to the summit of the Rocky Mountains, nearly one thousand miles west of Winnipeg, leaving a gap of but 300 miles to complete the road through to the Pacific Ocean. Nearly two hundred miles of the branch north of Lake Superior have been completed, leaving something over 400 miles yet to build. It is now estimated that the entire road connecting the Atlantic with the Pacific, wholly through Canadian territory, will be completed in 1885, and that the trip

can then be made across the continent in ninety hours. Lord Lansdowne's wish to be the first Governor-General to cross over to the Pacific by a Canadian railway bids fair to be realized.

The experience of attempting to legislate at Washington for an enormous territory and fifty millions of people ought to give some suggestive hints to our Dominion legislators. One important fact is that the number of bills introduced each session is so enormous that but few of them can receive any amount of consideration. A Boston paper states that in one day 670 bills were introduced in the House of Representatives, and 674 the day following. Though the session had hardly got in fair working order at that time nearly 2,500 bills had been introduced. The journal winds up with the remark:—"This certainly looks like business—or wind."

The year 1883 will long be remembered as a year of terrible destruction of life because of nature's convulsion. It is estimated that over 100,000 lives were destroyed during the year by earthquakes, tornadoes and floods.

In England the farmers have had poor crops for the past eight consecutive harvests, and the result has been, as might well be expected, very disastrous to the agricultural prospects of that country. The truth is, farming in England is now a very different thing to what it was forty years ago. The cheap transportation of grain and other agricultural products from other lands, and the vast importations in consequence, have had their effect on the English farmers. The days of high land rents in England must be nearly over, and the days of overcrowding in the farming community must be nearly at an end too. Why should farmers of England, or Ireland either, cling so tenaciously to their native soil, amidst poverty and bad crops, when there is such an abundance of rich farming lands, and such a favorable climate for farming operations in the Dominion of Canada? There is a much better opening in Canada for good farmers than for any other class of immigrants.

The Hamilton Tribune has been figuring up, from the public accounts since Confederation began, to see how much of the public outlay of Canada has gone towards paying for the luxury of the Governors General we have had since that time. It figures the whole out at an aggregate of \$1,681,187, or considerably over £20,000 a year for the past fifteen years. The Tribune's inference is that this is a luxury somewhat more expensive than the people of the Dominion can well afford. If the Tribune will now give us the facts in regard to what the Lieutenant Governors of all the Provinces have cost the tax payers during the past fifteen

years, it will cast a good deal of additional light on the somewhat important question of the relative value and cost of so much "Governor" of one kind or another, as the people of Canada are supplied with.

Newspaper readers can often easily do a friendly and an encouraging act to Publishers, such as many would cheerfully do when it is suggested. Simply in this way:—When a business advertisement attracts attention and leads to business correspondence or personal intercourse with the advertiser, kindly mention the name of the paper in which you saw it. Such references are often alike encouraging to the Advertiser and the Publisher. "Then scatter seeds of kindness," of this class, dear reader, about a paper too modest to do more just here than throw out a friendly hint in regard to the matter.

The visit of Lord Lansdowne to this city last week certainly created a very favorable impression in behalf of our new Governor-General. Of course everybody expected to be pleased, and wanted to be pleased, and under the circumstances it was an easy matter to please both Press and People. The Governor came here, too, on purpose to try and please the people and was, of course, on his very best behavior. TRUTH has noticed that when men and women are on their best behavior, they always give satisfaction. It is quite evident, however, that the Governor-General made an unexpectedly favorable impression on those who know but little of him before. His speech on Thursday evening gave undoubted proof of the tact and rare ability of the man. It was very neat and very graceful in its arrangement and its phraseology, and free from anything unfortunate in its subject matter. The speech showed a man of skill, experience and good sense. The former positions of honor and trust his Excellency has occupied in the Government in England give good evidence of a man of far more than ordinary ability. The prospects are that he will yet rank among Canada's successful governors.

The waters of the Mediterranean and the Red seas having been so successfully united by the Suez Canal, thus cutting Egypt in two, it is now proposed to unite the Baltic and Black seas by a canal, cutting Europe in two. The cost is estimated at from twenty-four to thirty millions, a large proportion of which would be borne by Russia. The engineering difficulties are said to be not too great.

The sums being contributed for the relief of the sufferers by the Humber disaster are creditably large. Up to the end of last week over \$6,000 had been paid in. So many were unfortunate at once that the great heart of the community has

been stirred. It makes one think better of our common humanity to witness the spontaneous outburst of practical sympathy. It is well that these generously inclined are showing good practical methods in their generosity. The amounts contributed from so many sources are being consolidated in the general fund, and it is being wisely decided that, for a time at least, each family shall be allowed an amount equal to that earned weekly by their bread winners so suddenly cut off. The prospects are therefore, that for some time to come the bereaved families will not suffer from anxiety and want.

The Minister of Finance at Ottawa has rather a discouraging prospect before him just now. Business of nearly every kind is dull and of course the money comes in to the public treasury much more slowly than was expected at this time last year. The exports are much less from this country, in consequence of the short harvest and the imports have greatly fallen off because of the dull business prospects. All these things are against the Finance Minister, and the Opposition are sure to "make hay while the sun shines" even after such a cheerless fashion. The revenue of the Dominion for the half year ending December 31st was \$16,561,420, or a falling off on the corresponding six months of 1882 of over a million and a half. The expenditure of the half year amounted to \$13,656,023, being an increase over the previous year of over a million and a quarter. It will be seen by these figures that there is still a good balance on the right side, but the indications are such that some retrenchment will become inevitable in order to avoid the possibility of dreaded deficits in the near future. This year's Budget speech will be read with great interest.

The leading papers all contain suggestions, from editors and correspondents, in regard to more effectual methods of avoiding railway accidents. Of course the Humber disaster is the text of all these homilies. So far as TRUTH has observed, not one new suggestion of any important practical value has been made, or that is likely to be acted upon by any of the railway companies. The fact is the principal radical measure now required, in the interests of public safety, is that double tracks must be supplied wherever there is much traffic. There would not be, probably, one tenth as many collisions and loss of life in consequence, if our roads were double tracked. Certainly there would not be anything like the amount of delays and irregularity of trains as now annoy the travelling public. If the railways do not voluntarily hurry up matters in this respect, it will be in order for the Parliament to interfere. The public interests are too important, and human life too sacred, to be unnecessarily sacrificed as they now are when the only question is merely one of expense.