

The Weekly Mail

TORONTO, FRIDAY, AUGUST 15, 1879.

MINISTERS AND MINISTERS.

Our Reform contemporaries think it "simply disgraceful," as one of them has it, that no less than three Dominion Ministers should be absent in England at the present time. If Sir JOHN MACDONALD, Sir LEONARD TILLEY, and Sir CHARLES TUPPER were away on a pleasure trip, we believe the majority of the people would say they had earned a little rest and recreation. Since September the three gentlemen named have gone through no small amount of work, and they are not so young as they once were. It so happens, however, that their visit to England is purely one of business. The Minister of Finance went there for a new loan, and his mission has been attended with marked success. The Minister of Railways has gone to lay the Pacific railway policy before the Imperial authorities, and his two colleagues will aid him in this important and very delicate and most important one. Whether they will succeed or not, time will tell; but it is quite certain that what between the various British prejudices against Canadian railway schemes, and the attacks on Canadian credit which appear in certain English journals, known to be inspired by the Opposition in this country, the three Ministers have their hands full.

THE NORTH-WEST LANDS.

The great object of the Government "should be to fill the North-West with settlers as rapidly as they can be located with safety, and not to hold the land along the railway for speculative purposes. So anxiously says our King's editor, Mr. Crooks, and then he declares "that what should have been done was to throw open the land for settlement from the very first, and if any price was to be put on the land it ought to have been a very small one." The Globe is very wise. If no price is to be put on the land, how can the Pacific Railway be built? The present Government faces a falling revenue and heavy national debt, and it is impossible to convert into a direct money value. As regards the settler, our contemporary will probably admit that without a railway the land is comparatively useless to him. Without the market which the road will create, his crop is useless to him except for the purpose of barter and subsistence. Placed at a settler in the Little Saskatchewan; let him raise 2,000 bushels of wheat; and what can he do with it unless to burn it for fuel as they do with corn in the Western States. The Government, as we understand their regulations, grant 80 acres as a homestead to settlers within the railway belt, and allow them to pre-empt 80 acres more, to be paid for at a price to be hereafter fixed. The MACKENZIE Government allowed land to be taken up by settlers on the route north of Lake Manitoba, at a price to be afterwards fixed. The present Government have modified this plan in the interests of the settler, and have taken the line on the best route north of Lake Manitoba. The MACKENZIE Government fixed \$5 as the price per acre of the lands on the Red River, yet the Globe did not see that their action would cost settlement.

THE LIQUOR QUESTION.

The report of the Select Committee of the House of Lords on Intemperance has just been issued, and it would be well if it were circulated freely in the country where it is proposed to introduce the Scotch Act. This Committee was appointed in December, 1876, and closed its labours in March last. During that period the evidence of physiologists, magistrates, police officers, and other persons interested in the suppression or extension of the liquor traffic, was taken at great length, and the report was founded on the testimony. Nearly all the witnesses favoured restrictive legislation, the various measures cutting down the number of taverns and beer-houses, and regulating the hours of sale having worked well. The British drink bill is an enormous one. In 1869 it was £112,886,000, while in 1876, after seven years of good times and great national prosperity, it reached £147,288,000. Since then, owing to the depression in trade, it has been reduced by £5,000,000, but it still exceeds £142,000,000. The report says that legislation has been powerless to prevent any perceptible decrease of drunkenness and, after weighing the evidence and enquiring into the working of the liquor traffic systems of other countries, the Committee concludes that restrictive measures are the only practicable means of treating the curse. Their principal recommendation is that public-houses should be opened an hour later in the day, and the experts will be of a most valuable and encouraging character; and that WRESTON, SAUNDERS and DEERY, as well as the Hon. Mr. WILSON and TREVILLAN, to speak of the Halifax Commissioners, will be triumphantly convicted of ignorance and imbecility. As a result of this conviction, the present Government, to show their confidence in the experts, will at once abandon British waters as barren and profitless, and be taken themselves to their own toiling shores, where, as everyone knows, their habits of fishing have left them an inexhaustible supply of the finest fish in the world. We quite understand the desire of the United States authorities to escape the payment of another \$5,500,000 for a further term of occupation of our fishing grounds. But we can hardly be expected

THE BANK FAILURES.

The recent announcement of the failure of three Canadian banking institutions are no doubt, calculated to disturb the public mind, especially in rural districts, the object of correctly estimating their importance are not easily accessible. A close examination of the status of these banks, their circulation and deposits, and the circumstances under which they suspended, will, however, demonstrate the innocuous nature of the financial disturbance which has occurred in Montreal. None of the institutions belonged to the first class. While a considerable business was transacted by the Consolidated, it was never recognized during the whole term of its chequered career as a bank of the highest standing and stability. The Exchange and Marie were essentially Montreal establishments and had never been in existence a few years. In each case disaster was anticipated by the Manager, as the rapid curtailment of the bank's operations clearly prove. As early as last January the officers of the Consolidated commenced transferring agencies to other institutions, and to realize assets. The object sought to be attained was to diminish the liabilities of the business, by paying with realizable sufficient profit to defray the expenses of liquidation, and thus, as far as possible, save the stockholders. The policy was steadily pursued until the doors of the bank were finally closed. During that period nine agencies were transferred and the deposits reduced to two months by \$1,741,084, leaving as a liability under this head of only \$1,492,781 on the 14th ult. A reduction of the liabilities to the extent of \$120,000 had moreover been effected. The same process of contraction characterized the days of the Exchange Bank. The deposits and circulation, according to an estimate of the General Manager, stood at \$900,000 on the day of its suspension, as compared with \$1,942,830 at the same date on the 14th ult. The proportions of the Ville Marie Bank were even more diminutive than its unfortunate Montreal associate, the Exchange. This French Canadian concern was deemed shaky from its inception, and was on several occasions reported to be in difficulties. Its circulation, which consisted of promissory amounts to only \$275,000, while the deposits do not exceed \$300,000. No surprise was felt by financial men at the suspension of this bank, and the failure of the Consolidated caused a certain amount of public uneasiness in Montreal, which, reverting on weak and sickly institutions, and the general gravity of the situation, was in each case the natural result of advances made on insufficient security and on property which could not be readily realized. When pressure was put upon the banks, to say there is a banking crisis is, however, absurd. Our telegraphic reports of the Montreal City and District Savings Bank and the failure of the Consolidated caused a feeling of alarm among the depositors, who are of a class easily excited in regard to the safety of their savings. The gravity of the announcement that two hundred people surrounded the bank's doors is diminished when it is remembered that the Montreal City and District Savings Bank had a deposit of nearly half an average deposit of only twenty dollars. The past bank system prevails, and as delay inevitably occurs in the liquidation of a bank, it is not so easily reduced, and the excitement is, therefore, inconsiderately maintained. These financial disturbances do not, however, affect Ontario in any degree whatever. The paper money issued on the 4th of August was met with remarkable punctuality, exceeding in this respect payments made on the same day in 1878. A good harvest being now assured, traders will be able to meet their financial engagements. There is, undoubtedly, some confidence among the manufacturing and commercial classes, and additional employment has already been afforded to the working classes. The American Government has been expected that, with due confidence being placed in our banking institutions, the advancement of the people of Ontario to a position of prosperity will not be retarded by recent events in the Province of Quebec.

THE WEAKNESS OF OPPOSITION.

The great weakness of the present Opposition, as represented in its press, is its evident determination to have a new scandal every day. This is unreasonable. Few Governments could, with the best intentions and the happiest opportunities, supply a new scandal every day. Activity in ill doing has its limits; and there must of necessity be days on which Ministers absolutely do nothing at all. For example, if the Opposition in this country is to be the present Government might actually do something to do something popular and profitable. Many of the Opposition are overdoing the thing. Once a month, now a scandal might be hinted, and the Opposition might be a party committed to a course of conduct which might give a decidedly dark colouring to the new "outrage." But a daily scandal, we are convinced, is unwise, and the Opposition is overdoing the thing. Once a month, now a scandal might be hinted, and the Opposition might be a party committed to a course of conduct which might give a decidedly dark colouring to the new "outrage." But a daily scandal, we are convinced, is unwise, and the Opposition is overdoing the thing. Once a month, now a scandal might be hinted, and the Opposition might be a party committed to a course of conduct which might give a decidedly dark colouring to the new "outrage." But a daily scandal, we are convinced, is unwise, and the Opposition is overdoing the thing.

THE AMERICANS AND THE FISHERIES.

The United States has so had a case in regard to every aspect of the fisheries question, that every move made, and every despatch written, is a new mistake leading to new mortification. The latest news is that an energetic attempt is being made to discover, by means of experts, whether the United States, during the past half century, has not been deceived by its own fishermen, and its own fishery officers, its own statements, and its own lawyers! That in effect is the meaning of the new investigations into the value of the fisheries, which have just been ordered. For a whole century the fisheries of the colonies which formed the Dominion have been considered to be of great value. For half a century the United States treaty has acknowledged their value. Every American statesman, and every American lawyer has admitted British rights. Every American statesman, and every American lawyer has admitted British rights. Every American statesman, and every American lawyer has admitted British rights.

THE RIVER DU LOUP RAILWAY PURCHASE.

This agreement as to the purchase of the River du Loup section of the Grand Trunk railway has been signed, and the road will be taken possession of in the course of this week. Provision was made for the purchase during the past session; and money voted to the extent of \$4,500,000. The road will be speedily placed in the best running order, and the communications between the Upper and Lower Provinces made more rapid and certain and more subject to the control of the Government, which has been the object of the purchase since the purchase from Halifax to Quebec. The necessity for making this purchase was explained by the Minister of Railways, and admitted by the Opposition. The proposition to acquire the road was made in the last session of the last Parliament by the Hon. Mr. Mackenzie Bowden, and was not completed before that gentleman lost power. The present Government took up the matter and completed, after due consideration, the purchase of the road. The Liverpool Courier points out that weeks before Lord Derby suggested that there were openings in new countries, English farmers had anticipated the counsel and migrated to the Dominion, and had not only increased the ranks but had not been very strong so far, but there are abundant signs that the exodus is continuing, and that the agricultural volume before many months has elapsed. The Courier mentions that great anxiety is now manifested with respect to the purchase of the road, which has already come to this country are likely to accomplish the purpose of the purchase. The Courier mentions that great anxiety is now manifested with respect to the purchase of the road, which has already come to this country are likely to accomplish the purpose of the purchase.

THE ATTENTION OF ENGLISH TENANT FARMERS TO CANADA.

The attention of English tenant farmers is being directed to Canada as an emigration field. The Liverpool Courier points out that weeks before Lord Derby suggested that there were openings in new countries, English farmers had anticipated the counsel and migrated to the Dominion, and had not only increased the ranks but had not been very strong so far, but there are abundant signs that the exodus is continuing, and that the agricultural volume before many months has elapsed. The Courier mentions that great anxiety is now manifested with respect to the purchase of the road, which has already come to this country are likely to accomplish the purpose of the purchase. The Courier mentions that great anxiety is now manifested with respect to the purchase of the road, which has already come to this country are likely to accomplish the purpose of the purchase.

A CORRESPONDENT OF THE LONDON TIMES ADVANCES A NEW THEORY.

A correspondent of the London Times advances a new theory. He has studied the subject for thirty years, and finds that dry and wet seasons succeed one another in alternate waves of nearly equal length. Not that this equality of duration is quite absolute, or that the wave of dryness is uniformly about the length of a corresponding period at an earlier or later time, but there is enough of regularity to enable him to say that the periods extend over three whole years for each wave. The wave of dryness is even and exactly divisible by three, and the middle of one of these three is a triad of dry and hot summers. This wave was an even one and exactly divisible by three, but it certainly was not the middle of a triad of cold and wet summers.

THE QUEBEC LEGISLATURE.

On Tuesday night M. JOLY was sustained by a majority of two in the division on M. CHAPLEAU'S vote of dissent of confidence in the Government's railway policy. The Hon. Mr. Mackenzie Bowden, Minister of Railways, was sustained by a majority of four. To be compelled to withdraw the only important measure of the session, and to be dependent on a slim and unstable majority which may disappear at any time, must be a sore trial to the Premier who boasted, when he first appeared in the Dominion, that he would carry the country after the coup d'etat, and that he would carry the country after the coup d'etat.

LOAD COMPLAINTS COME FROM THE NORTH.

Load complaints come from the North-western provinces. The Selkirk Inter-Ocean gives a couple of instances. It appears that the agent making the payments in the Lake Winnipeg district arranged to charter a steamer, should outstrip the general body of traders and make his freight charges as low as possible. This manoeuvre was successfully carried out by the agent commencing to load the steamer before the afternoon and continuing throughout the night, so that the cargo occurred at Selkirk. The regular traders assembled on an island designated by the Colonel says the agitation is a bad case, and he is not in favour of the proposed plan. The agent arrived on a tug, with a favourable trade on board, visited the steamer, and the goods were loaded, and then made the payments. The trader, of course, conducted a brisk and profitable business. There is a strong feeling in the North-western provinces against the proposed plan.

EMIGRANTS TO MANITOBA HAVE TO RUN THE GAMBLING OF LAND DRUMMERS.

Emigrants to Manitoba have to run the gambling of land drummers seeking for the best land in the Dominion. The advantages of Dakota and Minnesota are painted in bright colours, but the fact is carefully concealed that in consequence of the issue of enormous amounts of fraudulent land scrip, it is almost impossible to ascertain whether the seller has good title to the property which he seeks to dispose of. Under the different treaties with the Indians, and the various Indian tribes and bands for the extinction of their titles in Minnesota it was usual for the Indians to make provision for their half-breed relatives in the form of scrip for land, sometimes applicable only to a particular section of the ceded territory, and sometimes the general application scrip of the public domain. Under these provisions extensive tracts have been granted; a great deal of scrip having been issued to parties having no claim to it, and many in the names of parties having no existence, and who have never been heard of. The scrip is manufactured by wholesale in certain land offices and in the Interior Department, and a considerable amount of scrip has been issued, and a considerable amount of scrip has been issued, and a considerable amount of scrip has been issued.

EDITORIAL NOTES.

Our protective tariff undoubtedly nips American manufactures. It is not surprising, therefore, to find Western journals advocating reciprocity between the United States and the Dominion. The Chicago Tribune says that a treaty should be open for negotiations with the British Government not only on the fishery question, but also to include unrestricted commercial relations between the two countries. The Times thinks there is not much reason to believe that Congress could be easily prevailed upon to accede to a treaty of this kind, although the Pennsylvania coal monopolists and a few narrow-headed protectionists are not averse to strenuous opposition to it.

THE CANADIAN COLONIZATION AND AID SOCIETY OF LONDON.

The Canadian Colonization and Aid Society of London have fixed upon thirty-five miles from Port Francis, for settlement. The lots from the river, are ten chains in width, and have a depth of two miles. Each settler will be allowed to homestead one of these lots and to pre-empt the adjoining lot if vacant. The site is very fertile, and the climate is excellent. Communication with the outside markets is provided for by the soil is capable of growing almost anything, and is plentiful, and building material can be got in any quantity. The only drawback to the site is that the mosquitoes are very numerous, and threaten to dispute the territory with the incoming settlers. Mosquitoes, however, are not, as has hitherto been supposed, only for ornamental use. If a farmer in Florida is to be benefited by a field of mosquitoes, the verminous agriculturist says they assist him in herding and collecting his stock, his cattle get quite wild, but the influence of these pests they become tame and easy to manage. This may be true of Florida, but in Canada the mosquitoes have no such soothing powers. Perhaps those of Rainy Lake may turn out to be of the Florida species, however.

AN IMPORTANT ADVANTAGE THAT A CANADIAN FARMER POSSESSES OVER HIS BROTHER IN ENGLAND.

An important advantage that a Canadian farmer possesses over his brother in England is the facility afforded for the purchase of land. In Canada, a farmer can purchase a large tract of land for a small sum of money, and he can do so in a very easy and safe manner. In England, a farmer must purchase a large tract of land for a large sum of money, and he must do so in a very difficult and unsafe manner. In Canada, a farmer can purchase a large tract of land for a small sum of money, and he can do so in a very easy and safe manner. In England, a farmer must purchase a large tract of land for a large sum of money, and he must do so in a very difficult and unsafe manner.

THE CHICAGO TRIBUNE PUBLISHES A SHORT ACCOUNT OF HOW CERTAIN TORONTO MERCHANTS HAVE BEEN CARRYING ON BUSINESS IN CANADA.

The Chicago Tribune publishes a short account of how certain Toronto merchants have been carrying on business in Canada. It says that these merchants have been carrying on business in Canada for many years, and that they have been successful in their business. It says that these merchants have been carrying on business in Canada for many years, and that they have been successful in their business. It says that these merchants have been carrying on business in Canada for many years, and that they have been successful in their business.

AN ENGLISH CORRESPONDENT WRITES TO US REGARDING THE OPPORTUNITY THAT IS AFFORDED CANADIAN SHIPPERS OF LIVE STOCK TO OPEN UP A PROFITABLE TRADE WITH THE NORTH-EAST COASTS OF ENGLAND.

An English correspondent writes to us regarding the opportunity that is afforded Canadian shippers of live stock to open up a profitable trade with the north-east coasts of England, where there is a dense population engaged in the manufacturing and mining industries. He shows that Newcastle possesses many advantages as a port of landing. A regular line of steamers has been established between the United States and the Tyne. An experimental cargo of oxen has arrived in the Tyne from the Republic. The animals were landed at Tyne dock, a distance of seven miles from Newcastle; were sold by auction, and then slaughtered there on account of the cattle disease. A regular line of steamers has been established between the United States and the Tyne. An experimental cargo of oxen has arrived in the Tyne from the Republic. The animals were landed at Tyne dock, a distance of seven miles from Newcastle; were sold by auction, and then slaughtered there on account of the cattle disease.

THE MAIL, DURING THE PAST FEW YEARS, HAS BEEN STEADILY GAINING IN POPULARITY.

The Mail, during the past few years, has been steadily gaining in popularity, until now it is ranked among the foremost journals of Ontario. - Aurora Conservative. Returns of the arrivals and departures of ocean-going vessels at Quebec and Montreal indicate a revolution in the taking place in the carrying trade. While the number of sailing vessels at Quebec showed a decline of 388 this season, the steamers increased 15 per cent, and 17 per cent in tonnage. Except for some peculiar purposes, the recent improvement in the carrying trade is due to the introduction of steamers arising from the economy in coal produced by these improvements, and to the falling price of steam, a thing of the past as a thing of the past. Steamers will, moreover, soon be constructed of steel. The excess in the falling of foreign tonnage is due to the fact that the British still more remarkable. The British tonnage was only 13 per cent, the foreign tonnage was 33 per cent. The events, shows that the British retain their old supremacy on the sea.

THE CITY RECORD.

A Toronto firm has proposed to establish gas works in London. The plan is to build a gas works in London, and to supply the city with gas. The plan is to build a gas works in London, and to supply the city with gas. The plan is to build a gas works in London, and to supply the city with gas.

THE VICE-REGAL TRIP.

St. JOHN, N.B., Aug. 9. - Before his departure for the capital, the Governor-General received an address from the Governor-General's Society, to which he made a formal reply. The Governor-General's Society, to which he made a formal reply. The Governor-General's Society, to which he made a formal reply.

ARRIVAL AT THE PROVINCIAL CAPITAL.

When the steamer reached the land her Royal Highness and the Marquis proceeded to the shore. The Marquis and the Royal Highness proceeded to the shore. The Marquis and the Royal Highness proceeded to the shore.

THE NORMAL SCHOOL.

FREDERICTON, N.B., Aug. 11. - At 10 o'clock this morning His Excellency and her Royal Highness left Government House for the Normal School building. The Marquis and the Royal Highness left Government House for the Normal School building. The Marquis and the Royal Highness left Government House for the Normal School building.

REVADING THE CUSTOMS DUTIES.

The Chicago Tribune publishes a short account of how certain Toronto merchants have been carrying on business in Canada. It says that these merchants have been carrying on business in Canada for many years, and that they have been successful in their business. It says that these merchants have been carrying on business in Canada for many years, and that they have been successful in their business.

A WISE LEGISLATOR.

He is successful because he has the main courage to rise above all personal motives in the discharge of his duty, and influence on the side of the well-being of his fellow-men. The good of the many, even though it may be at the expense of the few, is the maxim of the wise legislator. But certain men will never admit the wisdom of this doctrine, any more than some selfish private practitioners will admit the imperative value of Dr. Pierce's Golden Medical Discovery and a bottle of his Pleasant Purgative Pills. Both costing but \$1.25, will accomplish the same result, viz. - Cleanse the liver and blood, regulate the bowels, and impart a healthful action to the bowels and kidneys.

THE VICE-REGAL TRIP.

St. JOHN, N.B., Aug. 12. - By a quarter to nine this morning a great number of people had assembled in the vicinity of the Normal School building. The Marquis and the Royal Highness left Government House for the Normal School building. The Marquis and the Royal Highness left Government House for the Normal School building.

RETURN TO ST. JOHN.

St. JOHN, N.B., Aug. 12. - At three o'clock this afternoon the vice-regal party, consisting of the Governor-General, the Marquis, and the Royal Highness, returned to St. John. The Marquis and the Royal Highness returned to St. John. The Marquis and the Royal Highness returned to St. John.

CONTRIBUTION TO THE POOL.

The following letter was received by the Hon. Mr. Mackenzie Bowden, Minister of Railways, from the Hon. Mr. Mackenzie Bowden, Minister of Railways. The Hon. Mr. Mackenzie Bowden, Minister of Railways, from the Hon. Mr. Mackenzie Bowden, Minister of Railways.

RETURN TO ST. JOHN.

St. JOHN, N.B., Aug. 12. - At three o'clock this afternoon the vice-regal party, consisting of the Governor-General, the Marquis, and the Royal Highness, returned to St. John. The Marquis and the Royal Highness returned to St. John. The Marquis and the Royal Highness returned to St. John.

CONTRIBUTION TO THE POOL.

The following letter was received by the Hon. Mr. Mackenzie Bowden, Minister of Railways, from the Hon. Mr. Mackenzie Bowden, Minister of Railways. The Hon. Mr. Mackenzie Bowden, Minister of Railways, from the Hon. Mr. Mackenzie Bowden, Minister of Railways.

RETURN TO ST. JOHN.

St. JOHN, N.B., Aug. 12. - At three o'clock this afternoon the vice-regal party, consisting of the Governor-General, the Marquis, and the Royal Highness, returned to St. John. The Marquis and the Royal Highness returned to St. John. The Marquis and the Royal Highness returned to St. John.

THE VICE-REGAL TRIP.

St. JOHN, N.B., Aug. 12. - At three o'clock this afternoon the vice-regal party, consisting of the Governor-General, the Marquis, and the Royal Highness, returned to St. John. The Marquis and the Royal Highness returned to St. John. The Marquis and the Royal Highness returned to St. John.

CONTRIBUTION TO THE POOL.

The following letter was received by the Hon. Mr. Mackenzie Bowden, Minister of Railways, from the Hon. Mr. Mackenzie Bowden, Minister of Railways. The Hon. Mr. Mackenzie Bowden, Minister of Railways, from the Hon. Mr. Mackenzie Bowden, Minister of Railways.

RETURN TO ST. JOHN.

St. JOHN, N.B., Aug. 12. - At three o'clock this afternoon the vice-regal party, consisting of the Governor-General, the Marquis, and the Royal Highness, returned to St. John. The Marquis and the Royal Highness returned to St. John. The Marquis and the Royal Highness returned to St. John.

CONTRIBUTION TO THE POOL.

The following letter was received by the Hon. Mr. Mackenzie Bowden, Minister of Railways, from the Hon. Mr. Mackenzie Bowden, Minister of Railways. The Hon. Mr. Mackenzie Bowden, Minister of Railways, from the Hon. Mr. Mackenzie Bowden, Minister of Railways.

RETURN TO ST. JOHN.

St. JOHN, N.B., Aug. 12. - At three o'clock this afternoon the vice-regal party, consisting of the Governor-General, the Marquis, and the Royal Highness, returned to St. John. The Marquis and the Royal Highness returned to St. John. The Marquis and the Royal Highness returned to St. John.

CONTRIBUTION TO THE POOL.

The following letter was received by the Hon. Mr. Mackenzie Bowden, Minister of Railways, from the Hon. Mr. Mackenzie Bowden, Minister of Railways. The Hon. Mr. Mackenzie Bowden, Minister of Railways, from the Hon. Mr. Mackenzie Bowden, Minister of Railways.