

THE TORONTO WORLD.

A Daily Morning Newspaper.

OFFICE: 18 KING ST. EAST, TORONTO.

W. F. MACLACHLAN, Publisher.

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Published for the Proprietor.

Printed and Published by W. F. MacLachlan.

TORONTO, CANADA.

THURSDAY MORNING, MAR. 11, 1886.

A Time of Strife.

Never before, since the United States

was a country, was there such a time

of strife as we are now witnessing.

There is a time of strife here, west

there and everywhere. The railway

strikes are or threaten to be of large

proportions, that on the Texas and southwest-

ern roads throwing eight or ten million

men idle. St. Louis merchants are

alarmed at the probable effect on

their city's business. Not a pound of

freight has passed over the great bridge

into or out of St. Louis since the employ-

ment of the Bridge and Tunnel company

except over the St. Louis and San Fran-

cisco line, and the trains can penetrate the

city only as far as the Grand Avenue depot.

Many prominent business men express

the opinion that the diverting of trade from

St. Louis on account of the strike is not

only temporary but will be permanent.

Grocers complain they are unable to fill

orders, and fear their customers will

turn away. These same statements are

made by nearly all wholesale dealers. All

through trains are made up of officials

of different roads. The Knights of Labor

offer to furnish men to do this work, but

the offers were refused.

So widespread an epidemic must have

some cause, and it is not without reason

that some think that this time the prin-

cipal proximate cause is—the great

revival now fairly set in over the

iron trades. The main lines of rail-

way are laying new rails, and are freely

ordering new cars and locomotives. All

the building trades are on the move and

in shape for a big season's work. Take

this, which comes to us from the

Ohio valley, and you will see that the

whole business is concentrated for that

already much of it has passed to second

hands, and that American buyers are

paying bigger prices than have been known

for years. A common remark is that the

"boom" would certainly be even more

pronounced than it is, but for the fact

that congress may do something disastrous—

something to chill commercial confidence

and check the upward trend.

The great collapse of 1873, and the

years since, are all in the past, and

there are no signs of a similar

collapse in this respect, that they were

both remarkable for a failure of employ-

ment on the railways and in the iron

trades. Failure there, he it remembered,

throws very many men out of work, and

steps the payment of millions of money

for wages. Conversely, as is to be

expected, a revival in these two great

lines of employment works as

markedly the other way. And

as all events in the neighboring States,

the demand for iron is showing great

strength, and although prices are not

high yet, they are firm. The railways are

using more iron than is the chief

cause of the increased demand. Now, it

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