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The Toronto World.

TO CITY SUBSCRIBERS. ny irregularity or incivility on the part of

BRANTFORD is the next city desiring connection with the Credit Valley. All the Hungary is 17,292 kilometers, of which the towns of the west want to be on this favored

BREADSTREET'S REPORT from Toronto re ports the feeling existing in business circles here as most satisfactory.

hop crop has stimulated the American market. Estimates by the trade placed the shortage in England at about 87,000 bales.

FROM OCTOBER 13 to November 11 there Va., the first exposition held in that old city since the beginning of the war. Rich-

open her ports to foreign productions, to bring the Yankees to time. They could go a long way in solving the cheap transport the smuggling of European goods portation problem.

The could go a long way in solving the cheap transport the interest of Canada in every conceivable way.

SALMONEUS. from over the Canadian line, and they In connection with this question it should

admits it under compulsion, and every year she is becoming stronger to resist England in the matter. In all new commercial treaties China insists on a clause prohibiting opium. The settlement of the difficulty THE CORN AND WHEAT CROP FOR 1881 IN THE UNITED STATES. that is fast springing out of this question will require all the tact of English states-

WHEN SHOULD THEY MEET.

An earlier session of the Dominion par liament would be an advantage in many respects. It would give the public the departmental reports a little less than a year behindhand; it would prevent hasty legislation by depriving the members of the inducements which the approach of summer ordinarily gives them to hurry home before and it would leave time for the supplies of the year to be applied before half the summer is gone. When the house meets in February the session generally extends well into May; and and everybody knows that nothing so demoralizes legislators and legislation as fine weather. Important measures which are deferred to near the close are hurried through recklessly, and the country suffers. The experience of last session, which erded about the 20th of March, favorably dispos d the members towards a change. The The early part of January, immediately after the Christmas holidays, was generally regarded as the best time for summoning the legislature.

GUZZLING IMMIGRATION AGENTS.

The witticism commonly pointed at the over. The Winnipeg Sun laments that a delegation, brought out from Germany at the expense of the Canadian government to report to their fellow-countrymen upon | Illinois the Northwest as a field for German emigration, were dined and wined while at Duluth by a number of German farmers of Minnesota, and thus brought under American nfluence. "It is not a pleasant reflection," remarks the Sun, "that to some ex-"tent we are thus made to do the work of "American railway corporations." That's just what we have thought all along with regard to our whole immigration system. We have been accustomed to pay half the passage money of immigrants from Liverpool to Quebec, and then to pay their railway fare from Quebec to Toranto or Hamilton or Sarnia, where they have quietly slipped over into the United States, though the latter regulation, we are glad to see, is ing of emigrants does more harm than

by the state, although the property of private companies, while 595 kilometers in the direction of the state. Although the property of the state. Although the state of the state. Although the state of all states of the state of the state of all states of the state of the state of all states of the state of the state of all states of the state of the state of all states of the state of the

In England and the United States' private orporations control the railways. In Ca-

nada we are under both systems. Now the question of state proprietorship s fast rising into prominence both in the THE unfavorable advices as to the British United States and Canada. The idea of He endeavoured, and partly succeeded in the companies being monopolists who combine to bleed the public is spreading, and state control is suggested as the remedy. The continental supply will doubtless meet | And there is one proposal in this respect that the demand in England to a large extent. has much in its favor and seems to overcome mond, once so bustling with activity, has stock. The tolls, of course, would be fixed been comparatively dead since the fate of by the legislatures, and the evil of combi-THE LATEST SUGGESTION is that Canada gigantic scale, would wipe out unnecessary has only to wipe out her tariff and throw competing lines, would prevent unnecessary

would have either to reduce their tariff or be remembered that the railways in the enter a zollverin. The matter of revenue United States are practically controlled by Ocr. 10.—Enclosed find fifty cents has not yet received the attention of the proposer.

ENGLAND COLLECTS over \$40,000,000 a year from the tax on opium, and without this revenue she would be unable to govern India. China practically pays it, as the Chinese consume the great bulk of the drug. But the Chinese government only admits it under compulsion, and every year and the states are practically controlled by two parties, the Vanderbilt and the Gould the Gould the states are practically controlled by two parties, the Vanderbilt and the Gould the Gould the was between the state on opium, and without this revenue she would be unable to govern the combine and one great monopoly will conducted; and as long as you keep up the in a very short time a compromise will have to be effected; in a word, they will combine and one great monopoly will conducted; and as long as you keep up the incondu try. In Canada at the most there will also be but two great combinations. When these consolidations come about, state proprietorship will be a real live issue.

> disappointing in a marked degree, owing to the presences of a severe drought of albeen a failure as the word is generally un-

Here are some of the figures from these returns: In Illinois the yield of wheat has declined from 15.8 bushels per acre in 1879 to 7.5 bushels in 1881. The total yield is twenty-four million bushels compared with

typhical Englishman—that the way to his heart lies through his stomach, might very well be applied to human nature the world only making a good show. The following tables where the area and the subtle or allegoric (the method of Spenser and Shakespeare), and the subtle or allegoric (the method of Spenser and Shakespeare), and the subtle or allegoric the method of Spenser and Shakespeare), and the subtle or allegoric the method of Spenser and Shakespeare), and the subtle or allegoric the method of Spenser and Shakespeare), and the subtle or allegoric the method of Spenser and Shakespeare), and the subtle or allegoric the method of Spenser and Shakespeare), and the subtle or allegoric the method of Chaucer and Shakespeare), and the subtle or allegoric the method of Spenser and Shakespeare), and the subtle or allegoric the method of Spenser and Shakespeare). table, where the amounts are given in millions, shows the real state of the crop in the western states :-

In the Pacific states the returns show a falling off. Dakota has quadrupled her yield owing to increased acreage. The yield owing to increased acreage. The middle states show a falling of twelve per cent., and New England a decline of one million bushels. The total yield is put at 368 millions of bushels.

more unfavorable. The story is uniformly of the effects of the terrible drouth. The not now in force. This nursing and coax total yield for the western states, in 1879, total yield for the western states, in 1879, was 1,283,364,000 bushels; in 1880, 1,130, show the people of the old world that they can do better here than there, and they will come without the asking, and without assisted passages. And when a delegation comes to spy out the land, no matter where

they hall from, let us entertain them as well as our neighbors do, and they will think just as much of us as of them.

STATE PRIVATE MALIROADS.
In Europe the tendency is toward state properisorship of the railways. A carefully prepared article in Bendatrast's gives some important information, on this point. In Germany, in 1877, cut of 20,166 kinnelsers of the states of the state country which intitles him to honorary floent cases containing the nummies of membership of this society we are told. Egypt's past kings and queens, with papyri, And for trying to do something for his country he has ferfeited his claim to membership. These are the ambiguities of men whose intense loyalty blinds them to the enormous amount of good done during the whole collection bound for the museum, where everything now is. cooling heated party strife. He gave a purer and a higher standard of morals to the political press of this country, and strived to wean men from the silly love of imperialism. And his words shall live and

And there is one proposal in this respect that has much in its favor and seems to overcome the difficulty, namely, that the state should own the railroads and take tolls thereon, like canals, but that individuals and companies should own and operate the rolling stock. The tolls, of course, would be fixed by the legislatures, and the evil of combination by railway managers would be prevented. Such a system, carried out on a gigantic scale, would prevent unnecessary competing lines, would preven roads being built in the future, and might grand Canadian national society, whose object shall be to aid all worthy and needy countries.

KIND WORDS.

Byron. - None of the great English poets byron.—None of the great English poets of the nineteenth century have written better than Byron, and none have written worse. We may agree, if we weigh the epithets very exactly, with Mr. Swinburne's judgment, approved by Mr. Arnold, that Byron rarely wrote anything either worthless or faultless. But is beyond all question that a large percentage. From over 3000 reports from all the wheat and corn growing counties of the United States the conclusion is drawn that the past season as regards the growth of and yield of the principal cereal crops, has been been saway the bell alike, from his contemporaries and successors—we are speaking of poraries and successors—we are speaking, of course, of English literature. "Autres to the presences of a severe drought of almost unexampled extent. It cannot, however, be said that corn and wheat have been a failure as the word is generally unteresting the severe drought of almost unexampled extent. It cannot, however, be said that corn and wheat have been a failure as the word is generally unteresting. A resulting the poetry of the presences of a severe drought of almost unexampled extent. It cannot, however, be said that corn and wheat have been a failure as the word is generally unteresting. derstood, for though the railways have not not to that select band of the immortals so much grain to transport to the seaboard, but, on the whole, the farmers will receive faculty" and whose "thoughts are widened by the process of the suns." But he does by the process of the suns." But he does the process of the suns. belong, in any case, to the immortale.—St. James' Gazette.

Modern Verse. A subtle indirectness is the characteristic of most of our recent verse. We do not quarrel with this—we twenty-four million bushels compared with fifty-one millions in 1879, and fifty-six millions in 1880. The story of this decline in the yield of Illinois is of a severe winter-chinch bugs and drouth. The falling off from last year is about 56 per cent.

In Ohio the yield this year is thirty-five million bushels compared with forty-eight millions the year before, a falling off of twenty-five per cent. The average yield in Ohio is estimated at 12.8 bushels, as compared with eighteen bushels in 1879.

Michigan shows a falling off of forty-seven per cent. in 1879, the average yield being 10.5 bushels to the acre. And so it the fact; for assuredly the allegorical is essentially a poetic mood; indeed, so much so, that allegory may easily grow too poetic for prose treatment, as we see, for instance, in Landor's allegory of love, sleep and death in the "Pentameron," where the very exquisitiveness and form arouse in the reader a certain sense that prose is attempting to work whose requirements are, atter all, beyond her. Yet it must be always remembered that in the poetic art, as indeed, so much so, that allegory may easily grow too poetic for prose treatment, as we see, for instance, in Landor's allegory of love, sleep and death in the "Pentameron," where the very exquisitiveness and form arouse in the reader a certain sense that prose is attempting to work whose requirements are, atter all, beyond her. Yet merely state the fact; for assuredly the its day in turn, and then, after succumb ing for a time to its adversary, has revived again-The Athenaum.

SCOTT, THACKERAY AND DICKENS .have heard Thackeray thank heaven for the purity of Dickens. I thanked heaven Thackeray, himself. We may all thank heaven for the purity of a greater than Dickens—Thackeray, himself. We may all thank heaven for the purity of one still greater than either—Sir Walter Scott. I say still greater morally, as well as in power as an artist, because in Thackeray there is cynicism, though the more genial and healthy

BACON AND HOPEFULNESS. - Men who lespair of mankind and of the future are, nillion bushels. The total yield is put at 68 millions of bushels.

The returns of the corn crop are even which leads him to believe that the future will be better than the past, and that the labors of the present generation will not be without their effect in improving the condi-

(From the Chicago Tribune.) The suggestion made by Lord Duf ferin, when he was governor-general of Canada, that the governments of this coun-try and the Dominion should unite in the purchase of Niagara Falls for an interna-

An amusing story is related concerning Mr. Bradley, the new dean of Westminster. He was once staying with the Arnolds in Westmoreland, when a picnic was arranged.

TIME TABLES.

TRAVELLERS' GUIDE COLLARS RAILWAYS. GRAND TRUNK. Union Station, foot of York and Simcoe Stro Leave. Arrive.

7.12 a.m. 11.07 a.m. 6.52 p.m. 10.52 p.m. 11.12 a.m. 6.52 p.m.

 West.
 Hest.

 Chicago Day Express.
 12.15 p.m.
 6.10 p.m.

 "Nigh tExpress.
 11.45 p.m.
 6.15 a.m.

 Stratford and London Mixed.
 7.30 a.m.
 11.10 p.m.

 3.45 p.m.
 1.05 p.m.
 5.25 p.m.
 11.00 a.m.

 Georgetown Mixed.
 6.40 p.m.
 8.25 a.m.
 GREAT WESTERN.
Stations—Foot of Yonge and foot of Simcoe streets Leave. | Arrive.
 New York Mail...
 3.30 p.m.
 6.45 p.m.

 N. Y. (Ceutral)& Erie Express
 9.55 a.m.
 4.30 p.m.

 London Local & Detroit Express
 1.70 a.m.
 4.30 p.m.

 Susp. Bridge & Detroit Express
 5.55 p.m.
 10.20 a.m.

 Detroit & Chicago Express.
 1.25 p.m.
 10.23 p.m.

 New York & Chicago Express.
 11.45 p.m.
 9.15 a.m.

Trains leave Simce street five minutes later.

Suburban Trains.

For Mimico, calling at Union station, Queen's whart,
Parkdale, High Park, and the Humber, going
and returning (every day except Sunday).

Leave Yonge street 10.30 a. m., 2.00, 4.10, and 6 20 p. m. Returning, leave Mimico 8.15, 11.15 a. m., 2.00,. 4.50, and 7.10 p. m. NORTHERN AND NORTHWESTERN Stations—City Hall, Union and Brock stree

Leave. | Arrive Trains leave Union Station Eight minutes and Brock Street Fifteen minutes later. CREDIT VALLEY.

Galt, Woodstock, Ingersoll,
Fergus and Orangeville Mail
Galt Woodstock, Ingersoll,
Fergus and Orangeville Ex. 4.20 p.m. 6.35 p.m. TORONTO, GREY, AND BRUCE.
Union Station, foot of York and Simcoe streets. Leave. | Arrive. 7.30 a m 3.00 p.m 12.20 p. m. 9.40 p.m 5.00 p.m. 10.30 a m Orangeville Express . TORONTO AND NIPISSING. Station, foot of Berkeley street. Leave. | Arrive. 7.45 a. m. 6.30 p. m. 4.00 p.m. 11.15 a. m.

STAGES.

EGLINGTON STAGE.

Leaves Bay Horse hotel, Yonge street, 11.10 a.m.,
1.30 p.m., 5 p.m. and 6,20 p.m.

Arrives 8.45, 9.55 a.m., 2.30 and 6 p.m.

THORNHILL STAGE.

Leaves Bay Horse hotel, Yonge street, 3.30 p.m.

Arrives 10.30 a.m.

Mail stage leaves Clyde hotel, King street east;
3.20 p.m.

Mail stage leaves Clyde hotel, King street east;
3.20 p.m. COOKSVILLE STAGE.
Leaves Bay Horse hotel, Yonge street, p.m. Arrives 11 a.m.
RICHMOND HILL STAGE.
Leaves Clyde hotel, King street east, 3.10 p.m. Arrives 10.30 a.m.
HIGHLAND CREEK STAGE.
Leaves Clyde hotel, King street east, 3.15 p.m. Arrives 11 a.m.
KINGSTON ROAD TRAMWAY,
for Leslieville, Woodbine driving park, Victoria park, and Ban Lamond.
Station, Don bridge, foot of King street.
Leaves Den Station 6:30, 9.00, 10.00, 11.00 a.m.;
12.00 noon; 1.86, 2.30, 3.30 4.30, 5.40, 6.30, 7.30, 8.30, 9.30 p.m.
Returning leaves Ben Lamond 6.00, 8.20, 9.10, 10.10, 11.10 a.m.; 12.10, 1.40, v2.40, 3.30, 4.40, 5.40, 6.40, 7.40, 8.40, 8.40, p.m.



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