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OR BACH LINE OF NONPARE

WEDNESDAY MORNING, MARCH 28, 1883

During the last two years the Grand, Trunk province of Ontario. There never was a time that the interests of the merchants benefitted by a fearless, independent stand bill or no bill at all that we must have. taken by the board of trade that at this very But next, is Sir John's government likely moment. Yet this important body under the manipulation of two or three railway men, Mr. Robert Jaffray, Mr. Wm. Thompson, Mr. Wm. Gooderham, declares its opposition to Mr. McCarthy's useful, we may say, necessary measure. It was only the casting vote of the chairman that effected this, but on such a subject there should have been no opposition, save from those personally interested in railways. We boldly say that no independent man in this community can deny that Toronto does suffer just now in half a dozen ways from James Young. Mr. Dryden is a farmer, the encroachments of railways upon private rights, which can in no way be remedied save by litigation far too expensive for inand which can only be properly re-Mr. McCarthy's bill provides. In this case the Toronto board of trade has utterly be trayed its trust, and can never hold up its head again as an independent body until it has purged itself of the error into which it

has fallen. The two chief papers of the city, the Mail itual peer of England, still the promotic and the Globe, are silent editorially on this is a very high one and the doctor is to be question, the Globe being worse than its congratulated on his advancement, for even contemporary in that it has permitted to appear in its columns an article e, vidently Hebrew descent, and has been in Canada contemporary in that it has permitted to written by a railway msn, denouncing in for many years. When the Prince of the strongest way this measure, without one Wales was in this country, the worthy word of disapproval, though the Globe has prelate was judicious enough to entertain been on record many times in favor of the bill. But that was before the recent change

railway legislation to remedy certain exist ing ends, it is conceded that the traffic, but here the principal railways do a "that I sans

In the memorial offered at the corn ex- has a wife and five children, rather moderate demand is opposed on the ground that it is an established husiness rule to quote lower figures to large customers than to small ones; the argument being thus stated by the Montreal Gazette.

As for the argument that the roads ought not to carry the freight of a merchant who is a large and steady customer at a lower rate than that of one whose operations afford them little traffic, there is this to be said,—that the small trader occupies to the railroad company in comparison with the larger trader, exactly the same position that the merchant with small capital doe which has to be tolerated. To declare that a large operator, more especially at competing points, shall not make the best terms possible with a railroad company for the carriage of his freight, would be to upset the common principles of all business transactions, to rob capital of the primal advantage which its possession gives, to place a check upon enterprise and to seriously impede the development of commerce, in so far as that development is promoted by individual effort.

likely to remain such for some time to come. Toronto doubtless is and will con tinue to be the next in this respect; and it may as well be acknowledged that this is bills are not likely to be very strongly supported either here or there. Railway legislation in the public interest will, however, be carried some day or other for all that. But the more this subject is discussed, and the more the great practical difficulties surrounding it are brought to light and made to appear, the clearer

ever to give us some such a measure as that indicated? Time will tell; but the telegraph debates of last session certainly showed that it would be futile to look to the reporations in the interest of the common wealth. To establish such control, in some reasonable, practicable and workable form is really part and parcel of national policy nor will the N. P. be complete until such

THE ONTARIO CABINET. The vacant seat in the Ontario govern ment lies between Mr. Dryden and Mr. an eastern man, and has the promise making a fair administrator.

But there will have to be two new mi isters. Mr. Crooks cannot retain his seat. dividuals or even corporations to encounter, He has not the mental vigor necessary for so responsible a part as that of a seat in moved by the machinery which the government. Another man must be found in the public interest and in the interest of a bestraitened cabinet.

A GOOD INVESTMENT.

Dr. Hellmuth, bishop of Huron, has been nominated suffragan bishop of Ripon, with the title of Bishop of Hull. Though this does not make our Canadian prelate a spirministers are not beyond the love of office, the heir apparent, and on several occasion since that event, to visit England and call on Her Majesty who was duly impressed with the dapper little doctor, and a letter from her was the true secret of his advance ment. In entertaining the prince he made

THE BAILWAY COMMISSION BILL.

It is barely possible that Mr. McCarthy's railway commission bill might have had a good chance of getting passed the present session, with more or less of amendment had it been supported by a strong majority in number and weight of the commercial bodies. Had the boards of trade and the corn exchanges in Montreal and Toronto respectively, pronounced very decided in 's tave the corn exchanges in Montreal and Toronto respectively, pronounced very decided in 's tave the corn exchanges in Montreal and Toronto respectively, pronounced very decided in 's tave the corn exchanges in Montreal and Toronto respectively, pronounced very decided in 's tave the corn exchanges in Montreal bodies generally have been sufficient to carry it through as recornty found in a seamily-furnished but the commercial bodies generally has been sufficient to carry in through the second of doors to warrant the parliament in passing so important a measure. Leading commercial men in Montreal declared their opposition to see boili a week or two sage; and in Toronto we see a division of opinion. In the board of trade an amendment in opposition to it was thrown out by the casting vote of the chairman only, and the matter was referred to the council of the board to come up for further consideration to-morrow. At the corn exchange meeting yesterday a memorial supporting the bill, with amendments suggested, was offered, but as a mendament opposition to the corn cachange meeting yesterday a memorial supporting the bill, with amendments suggested, was offered, but as a mendament opposition to the amendment opposition to the corn cachange meeting yesterday a memorial supporting the bill, with amendments suggested, was offered, but as a mendament opposition developed in Montreal and Toronto we well be understood at once the commercial opposition developed in Montreal and Toronto we well be understood at once the commercial opposition developed in Montreal and Toronto we well be understood at once the commercial opposition de

banks of the Tamar, in West it possesses, and not leave it to a future

Mr. McCarthy's railway commission bill is

pays 12 per cent to the shareholders, while the other two pay 15 per cent. The youngto dispose of, or use for cattle raising. The rtion of the land went out a few years ago with \$30,000. He sold his land to the com pany for \$750,000, after living out of it during its occupancy. He was engaged largely in cattle raising.

A Washington despatch says there has tive to the extradition of No. 1. We wer there had. The identity of the myster where else for his extradition. You mus

It is stated that the Marquis of Lorne on his return to England, after the expirabe elevated to the peerage.

their care. We congratulate the prophetic fizzle on the efforts our neighbors are making to claim him at any cost. While not alrequest to make, and that is, that henceforth death. .. If he will only promise that we will class him as harmless, and repudiate any attempt to claim him as other than he is.

MR. CHARLTON'S BILL AGAINST To the Balter of The World.

comments upon and heavily censures Mr. Charlton's bill for the punishment of seduction. The chief point of the censure lies in the power which the bill will give to loose and unprincipled woman to prosecute and and to blackmail the characters of clergyand medical men. If the bill should ome law it is possible that danger may in the latter direction. But the danger be averted by establishing a wherever the possibilities of danger may exist that no interviews let tolerated between the minister or secome law it is possible that danger may the medical man and a woman, excepting in the presence of a third party; and this the presence of a chird party; and this theim, Norway. It is supposed an eruption of Mount Hecla has occurred. the medical man and a woman, excepting in should be entirely optional on either side, because the danger is just as great now when the law does not prevent the evil as it

will be should the bill be passed. But on the other hand, without such a law the whole penalty of the offence falls entirely on the woman. She may be weak enough to believe her betrayer, or she may be vile and licentious enough to allure him. But she pays the heaviest penalty in her shame, her physical sufferings, the utter run of her character and the cares and cost of supporting her illegitimate offspring, while the seducer essapes from every penalty. No door is closed against him; society does not taboo him; virtueus women do not shut him out from their society; and in most cases his sin costs him nothing. There is occasionally a trifling money penalty, which is no punishment to the wealthy seducer and which the seducer in the lower ranks of life can easily evade. A case of the latter kind recently occurred in the knowledge of the section.

sted to have said : 3 miles

"The railway companies have so esources that it is almost impossible ustice for the people. In the United there was a contest in the courts by in there was a contest in the courts bet an individual and the company, the leaned to the weaker perty, but in Ot the courts seemed to lean towards the porations. As an instance of injustic cited the case of the Manitobs Southwa road, where the fare was five cents a while on the Canadian Pacific it was three cents a mile—the latter being

three cents a mile—the latter being usual rate in this country.

It seems to me that one way to secure to the public reasonable rates would be to have an amendment passed to the general railway act compelling all railways to charge a uniform rate of mileage over all parts of each of their roads. That is that no railway company would be allowed to discriminate in ratea between any one or more points of their road and other parts where competition restricted the price. In this way the rate charged in the thickly settled portions of the country, where competition with other the basis of the the country, where competition with other lines exists, would form the basis of the rates over the whole line.

B. Toronto, March 27.

THE PRICE OF GAS. To the Editor of The World. SIR; Allow me to correct som in your article in yesterday's World referring to the prices charged for gas here and

The net prices charged here are \$1,72 per thousand feet to ordinary consumer. per thousand feet to ordinary consumers and \$1.50 to large ones, while the net prices charged in Montreal to all consumers is \$1.70, to which figure I learn it has just been reduced from \$1.90. A charge is also made there for meter rents, while no such charge is made in Toronto, and this to our consumers makes a difference of about ten cents per thousand feet. Gas is, therefore, cheaper in Toronto than in Montreal instead of being dearer. Again gas coal is considerably dearer in Toronto than in Montreal and not cheaper as you say, and Montreal has the advantage of a larger consumption of gas. W. H. PEARSON, See Consumers' Gas company,

Toronto, March 27, 1883.

The mother country cannot spare he first class men for a colonial governorship even for so important a one as that of the of Canada, And if she could donsinion of Canada. And it she could spare them, they themselves would not be spared. What future is there here for an English statesman? Socially, the position is one of banishment. Politically, it is a sinecure. When the duties of a governor-general in this country are gravely spoken of as being of a most responsible and arduous kind, some people laugh openly, some laugh in their sleeves; but they all laugh, The idea is excessively ludicrous.

But it has been demonstrated, and by the present incumbent more than by any other But it has been demonstrated, and by the present incumbent more than by any other since responsible government with its wealth of privilege and its wealth of license was conceded to us, that the governorgeneral, in whom we demand a statesman, a man unbiassed by our party contentions,

"If you are a woman and would contribute your influence to redeem humanity from its numberless ills, make all things else subordinate to health. If you possess this inestimable treasure you may transmit the same and your offspring may rise up and call you blessed. To secure this it will be well to seek the motherly countenance of Mrs. Pinkham, Lynn, Mass.

Several localities at the foot of Mount Ararat have been destroyed by snow ava-lanches. It is stated 150 persons have been killed and 100 injured. as In the Diamond Dyes more coloring is given for 10 cents than in any 15 or 25-cent dyes, and they give faster and more brilliant colors.

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