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An Official Paper for Fifth.

We are by no means presumptuous as to suppose that our Ontario officials are infallible, or that their discharge of duty is never performed, but we do hope and believe that they never will.

Such exhibitions of themselves as the supporters of the present and former governments of Quebec. We have not the latest literary performance of these gentlemen before us, but the Montreal Herald supplies extracts therefrom which might be very amusing were the subject dealt with of a less painful nature. The Quebec inspectors take great trouble to defend the system of farming out lands to contractors, whose primary object is, and must be, to make a profit out of the most unfortunate of God's creatures. The system is one which has been condemned by the most enlightened and experienced statesmen in the world. It is akin to the systems of baby farming and pauper farming, which have been condemned by every community in the world worthy of being called highly civilized. It is to enlarge such a system as this that the public inspectors all their reports with a style of writing that bears more forcibly than elegantly described as "hogwash." We are told that the asylums of Quebec are so nearly perfect as to "have but very little room for the introduction of the most trifling reforms." This is pretty tall talk to apply to institutions that have been known to keep women under restraint for the sake of the profit accruing to the "managers," institutions which the inspectors admit to be in some parts afflicted by "bad smells" and "vicious air." But the official nose does not turn up at dirt—"matter out of place," as some philosopher has termed it. These inspectors find that some lunatics are fond of dirt, reveal in it and therefore argue that they ought to be permitted the luxury of filth. "If," say the Quebec bores, "if they cannot appreciate their conditions—their dirt and "bad smells"—why be so severely particular in the manner of their treatment? We have perused many official reports, but anything approaching this for stupid and useless we never saw before. Criticism of such officials is useless. Nothing short of the loss of their salaries and perquisites could have any effect upon men capable of offering such an outrage to the intelligence and humanity of the public.

It would appear that the traction engine has at last been brought to a degree of perfection sufficient to make it useful, and with the prospect of its becoming indispensable. Steam is gradually overcoming horse power in farm work; threshing, cutting feed, hoisting, cutting wood, etc., and now a traction engine can be built and sold for a thousand dollars that promises to supplant much of the team traffic of farmers. The Joseph Hall works at Ottawa have such a traction engine. It will draw a heavy thrasher wherever horses will draw it; it will furnish power to the thrasher when running; it will pull twenty to thirty tons of freight on wagons over any ordinary road; and be put to a hundred and odd jobs that are now done with trouble and expense. Within ten years the likelihood is that the country roads will be dotted with these useful machines.

The Christian Union, a church organ of the first class, has declared itself opposed to prohibitory legislation. The Union lays down the principle that there can be no more force in a law than there is in the public sentiment behind the law, and that therefore many so-called prohibition victories are won in the breach when running in the interests of the temperance cause. The Union alleges as a historical fact that prohibition failed in Virginia as long as two centuries ago, and it has failed in many other states since. The article closes with a protest against the prohibitive practice of placing the man who enjoys a glass of wine or beer with his dinner in the same category with the man who swills beer or whisky by the bottle.

Concerning the Alpha oil company and Mr. Hall, who is somewhat known in Toronto, the Petrolia Advertiser says that not a gilt of oil has been made since the works opened, and that no oil will ever be made under Hall's process. The Advertiser further reports that creditors have taken a lien upon the works, and that the whole affair is practically in a state of collapse. Although opposed to the Ontario government, the Petrolia paper justifies the refusal of a charter to the company because the scheme is a fraud. Our contemporary, however, is in error. The company was organized on Saturday, though on a somewhat different form than that first asked for by the government.

The Globe is a sad and solemn sheet, but it is the case of much merit to its contemporaries. Among its latest unseasonable gobs is the assertion that "the great war" of the delirium of Mr. White, that for a time his friends thought his election doubtful. Mr. White, no doubt, regards the vote of Thursday as a notice to quit Cardwell, and is even now looking all over Quebec for a constituency in which he may take shelter at the general election. This may be accepted as the largest subsoil ever extracted from an omnibus.

The Mail has taken to lecturing the clergy upon the need they stand in of scientific education, in order to combat the assaults of erudite infidelity. This is merely a way the Mail has of asserting that

It is both learned and orthodox. Those who know a thing or two about the true inwardness of journalism are very much entertained.

Italy would not receive Minister Kelle because he is an advocate of papal temporal power. Austria rejected him because his wife is a Jewess. In these days a politician has to be very particular about the kind of church he and his relatives worship in. It is pretty tough to have to pay new rates in two different places and lose your situation for doing so.

The Bobsaygon Independent warns the young liberals that unless they formulate a distinct and advanced policy their meeting will prove more than fruitless. The Independent is itself in favor of commercial union with the United States. We call the attention of the Mail and of the police to the fact that there is open rebellion in Bobsaygon.

The Halifax Chronicle asserts that "the days of the free government are numbered." It is interesting to know their number. Unless the young liberals do some good figuring there is little to expect from the old grip arithmeticians who don't seem to count.

Lord Boyle is running for the Northwest, and is in the Macleod district. Lords and bulls are not popularly regarded as blessings, but as evidences of a deranged system. Still a lord who has pluck enough to settle in a new country may make a good citizen.

Editor World: I think you deserve the thanks of the majority for your able article on Sunday street cars which appears in your issue of this day.

I think most, if not all, liberal-minded and progressive men will admit the necessity of Sunday street cars, and that an objection that might arise would be from a certain few, who live within a stone's throw of their church, or can afford a cab or keep a carriage, and consequently do not require the cars—but why should the majority suffer because of these? At the same time, the fact that the cars are necessary to the city is not a sufficient reason for their abolition. The city is no longer a hamlet, but a city covering a large extent of ground, and I think some of the eggs are laid on Sunday cars have no use of the size of the city. Surely Mr. Editor, you and the press can help me, and those like me, who can't keep a carriage, and who have no such needed reform, Sunday cars, and so on, the thanks of thousands, besides those of VENUS.

Editor World: I live at one side of the city; my parents at the other. Up till a few months ago I had about the same amount of time to get to the city as you do to see the old folks. Now I cannot afford to keep a horse and I do not see how I can get to the city as before; and similar visits could be made by thousands. Sunday cars are a necessity of the time; every body admits that; but if they are, then are they so much on Sunday as on any other day. FINAS.

The Cost of Living in Canada.

Editor World: Allow me to say a few words about Canada. There are worse countries to live in. I have adopted Canada as my home and have come out perhaps fairly successful—how much better or worse off I would have been had I remained in the old country I cannot say; but this I know, living here in Toronto today is 50 per cent. more expensive than in the English city of like size. The cost of there is more temperate, more rain perhaps, but not the bitter cold that "bites to the bone" that we get here. People with lots of money and the comforts and luxuries and can enjoy the long spells of cold, but with no money, no food, no fire—what poor wretches they are! Winter—God help them, Canada is not the "dearest country in the world" for them. OLD COUNTRYMAN NO. 3.

Enslavement in Canada.

Editor World: I don't know Mr. Grant, but I am well acquainted with Mr. W. H. Williams, and esteem him highly, and I can easily understand the latter's aversion to the hobnob of annexation or independence are attacked retailing in the style which characterizes the former part of his letter; with this, however, I have no concern, but I desire to ask Mr. Williams a question relating to the concluding clause. I would like to know how "a great deal of pressure will be taken off Mr. Williams's question relating to the concluding clause. I would like to know how we can dispense with a purely ornamental but very costly functional like Lord Lansdowne." JAMES DICKSON.

The Manitoba Becoming Aggressive.

From the Wall Street News.

The Manitoba has always been a very quiet road. Its only serious controversies have been with the Canadian Pacific, which controls the 60 miles of road in Canada connecting the loop lines of the Manitoba railway with the Maritime provinces. The Northwesters lines are threatening to extend themselves into the territory occupied by the Manitoba, and the latter appears to be waking up and showing indications of counter aggressiveness. It has commenced by making an alliance with C. B. & Q., which will soon be running to St. Paul and Minneapolis. Another scheme is to construct a line from Crookston, 300 miles northwesterly from St. Paul, and 90 miles south of the Canadian line, southwesterly to Duluth on Lake Superior. The Manitoba has also a branch running from Crookston westerly, 118 miles to Devil's Lake in Dakota. This branch is to be extended westward 100 miles or more to the falls of the upper Missouri river and into the centre of the region lying between the Northern Pacific and the Canadian Pacific. The Manitoba will then have between 600 and 700 miles of railroad from Duluth in that region, and a lake terminus for its entire system.

When the British consulate at Adrianople was besieged during the recent war, having suspended in their night clothes, found that a female servant remained behind. One of them instantly dashed back and rescued the woman, both being much relieved.

Missionaries in foreign lands find the Pain Killers powerful auxiliaries in introducing the gospel to the heathen; with it they beat the sick, and so gain the confidence of the poor people—this does they tell them of the wonders of our precious gospel, and are believed. Missionaries have introduced this article in every country of the earth.

FINANCIAL AND COMMERCIAL.

SATURDAY, AUG. 29.

Cox & Co.'s Chicago advice to-day were: Wheat—stronger and irregular; tonnage: no export orders here to-day; threshing reports from northwest show smaller yield generally than expected; we favor long side of market. Corn easy; dull; no shipping trade. Provisions firm; shorts again buying ribs; 14,000 hogs Monday, 30,000 next week; 120 cars wheat, 545 cars corn, and 220 cars oats Monday.

Oil City—Petroleum closed at 10 1/2 bid; highest 10 1/2; lowest 10 1/4.

British consols were 100 5/8. Hudson Bay remains in London at 2 1/2, and Northwest Land at 4 1/2.

New York was dull with a lower tendency until 2 o'clock, when Northwest and Omaha stocks became active and broke rapidly. New York Central opened 1/2 lower at 90, touched 100 and 90, closing 99 1/2; sales 12,000. Lackawanna opened 1/2 lower at 101, touched 101 1/2 and 100, closing 103 1/2; sales 28,900. Erie opened 1/2 lower at 104, touched 104 1/2 and 103, closing 104 1/2; sales 100. Omaha opened 1/2 lower at 67, touched 67 1/2 and 66, closing 66 1/2; sales 100. Lake Shore opened 1/2 lower at 72, and sold down to 70, at which it closed; sales 13,700. Manhattan opened 1/2 lower at 104, closing 104 1/2; sales 200. North-west opened 1/2 higher at 101 1/2, touched 101 1/2 and 102, closing 101 1/2; sales 100. North-west opened 1/2 higher at 101 1/2, touched 101 1/2 and 102, closing 101 1/2; sales 100. Omaha opened 1/2 lower at 67, touched 67 1/2 and 66, closing 66 1/2; sales 100. Lake Shore opened 1/2 lower at 72, and sold down to 70, at which it closed; sales 13,700. 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North-west opened 1/2 higher at 101 1/2, touched 101 1/2 and 102, closing 101