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THE WORLD,
15 King Street East, Toronto.

The Toronto World.
TUESDAY MORNING, AUGUST 29 1882.

Persons leaving town for the season, and summer travellers, can have The World mailed to them for 25 cents per month, the address being changed as often as desired.

THE TEN FLEEBEDS.
In yesterday's World we gave a list of the ten fleebeds or corporations who have acquired immense tracts of the best land in the Northwest, and who look upon the actual settler as their legitimate prey. They are: The Hudson Bay Co. proper, with one-twentieth of the whole land, plus what they had taken up before the settlement; Hudson Bay Co. officials, large tracts; Indians and half-breeds, immense reserves; school lands, a large section in every township; Canada Pacific railway twenty-five millions of selected lands; other railways large grants; colonization companies square miles by the thousand; and private speculators and government officials hundreds of thousands of acres. The whole tendency of this lavish distribution has been to drive the settler into the hands of speculators and not to encourage direct homesteading under a policy fostering to the actual farmer.

lots in Montreal, being sites of the Champ de Mars, city hall, court house, &c. One of the drawbacks of Quebec to-day is the immense estates owned by the church of Rome all over that province. We do not think we do the hierarchy of Quebec much injustice when we say that the accumulation of property in their principal aim. Every year sees their acres and their houses increasing at a remarkable rate. If they continue to increase as at present the church will soon own everything. So pronounced has become this desire to accumulate property that only applicants of means are received into the brotherhood and sisterhoods.

We foresee a revolution even in that Quebec some day, and the church's love of property will be the point of departure. It was to the cure of souls, not to the care of lands and houses, that Jesus ordained his apostles.

THE COMING COMMANDER-IN-CHIEF.
The "royal dock" who holds the position of commander-in-chief of the British army is at home in his office in Whitehall whereas he should be in the front of the battle in Egypt. Thirty years ago he went to the Crimea with the English troops and was present at the battle of the Alma—taking an exceedingly inconspicuous part in that remarkably inconspicuous war. Shortly after this brief experience of war he returned to England, leaving Lord Raglan and Sir George Simpson in command. Never since has he shown his royal nose on a battlefield. He is exceedingly good at laying corner-stones and opening industrial schools, and indeed, at playing second fiddle to the Prince of Wales on all those society occasions which afford him opportunity to wear his uniform and his medals; but he has smelt no powder since thirty years ago, and smelt very little then. He is not only commander-in-chief, but a field-marshal, a ranger of the royal parks, and the holder of various other sinecures, which bring him in, all told, the equivalent of half a million of dollars every year of his life.

THE MILITARY SITUATION IN EGYPT.
Events are hastening on the crisis in the Egyptian struggle. The rising of the Nile, which has already begun, will overflow all that portion of lower Egypt which is irrigated by canals, and thus seriously impede all military operations and postpone the termination indefinitely of a decisive battle. It is not supposed that with the death of the Duke of Cambridge there will be the slightest chance of promotion to the post now held by him to any real soldier. The intention of the court in that event is to appoint the young Duke of Connaught, a younger son of the queen, to be commander-in-chief! And that is why this striping has been sent to Egypt to cut his military teeth.

NOT A GOOD SIGN.
It is not a good sign to see a movement set afoot in the neighboring province of Quebec to bring about the restoration of the property of the Jesuit order, which was attached to the crown domain in the year 1800. The history of the Jesuits in that da is briefly as follows, according to a French authority:

They began to arrive here in 1625, at a time when the Recollets had been here about ten years. In 1638 the Recollets withdrew, but returned in 1672 to remain here until the death of the last of their number towards 1800. The Jesuits, from the outset, devoted themselves to the education of the Indian, as well as of the Canadian youth, and on this account the kings of France granted them at different times large tracts of land which all the other lands in New France. When the King was ceded to England in 1763, the King of England was substituted for the King of France, but the change in no way affected the seigniors or their tenants. Nevertheless, the Jesuits ended by being made an exception, as will be seen. Precisely about this time (1762-64) the enemies of the Jesuits had them expelled from France, Spain and Portugal. The English crown decided that, for the future, no members of the order from abroad would be admitted into Canada. Those, however, who were already in the country, were neither molested nor disturbed. In 1850 Pere Cazot, the last of the survivors, died, and the Quebec house of assembly united the property of the Jesuits to the crown domain, the revenue thereof being set apart for educational purposes according to the intention of the French kings in making the order. On the contrary, its members have invariably been treated by them with kindness. It is only within 20 years that the fathers of the order re-established themselves in Quebec and Montreal, where they enjoy the fullest liberty. Half of their number in the country at present are native Canadians.

The properties they seek to recover are now of immense value, as will be seen by the following list furnished by Mr. David, of Montreal, to Le Monde:

Seigniorie of Notre Dame des Anges, or Charlesbourg, Seigniorie of St. Gabriel or the two Lorettes, Seigniorie of Silvery, near Quebec, Seigniorie of Belair, Seigniorie of Cape Magdalen, Seigniorie of Batiscan, St. Christopher's Island, Seigniorie of Magdalen Prairie opposite Montreal, Roux Island, Fief of Pachigny in the city of Trois Rivières, Fief near Three Rivers, La Vacherie, near Quebec, St. Roch's, a farm near St. Nicholas, a lot in the Upper Town Quebec, various lots in the Upper Town Quebec,

THE BUSINESS OF THE CANADIAN POSTOFFICE SAVINGS BANK FOR THE YEAR WAS LARGER THAN THAT OF THE PREVIOUS YEAR BY 25,633 DEPOSITS AND THE AGGREGATE SUM OF \$2,296,947. The bank was established in 1866, with 81 branch offices. There are now 308. The rate of interest allowed is 4 per cent. The losses in the business have been only \$6517 in fourteen years. In 1881 the cost of maintaining the business, including interest allowed depositors and expenses of management, was but four and one-third per cent of the balance in the hands of the government.

THE RESIDENTS OF ST. JOHN, N. B., are considering the proposed celebration of the loyalist centenary next year. It was in June, 1783, that the loyalists landed at St. John, then called Parlowtown. These refugees were chiefly from Massachusetts, New York and New Jersey. The old loyalist families are widely scattered, and many of them are extinct in St. John. The original plan was to build a memorial hall, to cost \$150,000, in which there should be a library, museum and picture gallery. It was hoped that the legislature would build, but \$50,000 of the amount was desired, that body failed to meet the expectation. A monument is to be placed in King's square, 100 feet high, and to cost \$7000.

RAILWAY AMALGAMATION.
(To the Editor of The World.)
Sir,—I have read with much interest the letter signed "J.," in your issue of the 25th, on the above subject. The writer is certainly right in all the suggestions he makes for the reform of the present system, and you will perhaps afford me space in your paper to propose an alternative plan. I would in fact propose to introduce what is called the "parliamentary" train system, viz., that parliament should fix a maximum rate, say two cents a mile at which rate the companies should be compelled to find accommodation for all passengers wishing to travel by all regular passenger trains, and that the accommodation to be provided by the companies should be at least up to a standard to be approved by an independent permanent board to be appointed by parliament and that the action of such board should be at all times subject to review by parliament. I would not prevent the companies being allowed to provide superior accommodation at a higher price, for those who might choose to pay more for a superior class of accommodation such as drawing room, parlour or sleeping cars.

MARRIAGEABLE NOBILITY.
Princesses and Princes in Europe who are waiting for a partner. From an official list recently published at St. Petersburg, it appears that there are now in Europe thirty-one princesses and twenty-one princes of marriageable age, who have not yet passed beneath the conjugal yoke, and who are, consequently, still open to the market. The years during which a prince is called of marriageable age, by law, is between 24 and 40, while the poor princesses are eligible only between 16 and 28. Thus cruelly, even before the commencement of the century, the woman's activity, limited by less conveniences. Of these brilliant "catches," Germany possesses more than a moiety. In the tonic continent, she has, in fact, more princelings, no acion of the royal family being in the market. Ludwig of Bavaria, is indeed, a bachelor, but his age and the other Prince Albert, Russia and Portugal, each offer one or more eligible candidates for the most eligible, is Beatrice, the only unmarried daughter of Queen Victoria. She is now 25 years old, and has therefore only three more seasons to offer. In Spain, Portugal, Holstein, Hessen and several of the minor German principalities, there are to be found some princelings, and some princesses, and pecuniary, while in Montenegro, a fair Amazonian, the Princess Zorka, awaits the coming man.

THE LONGSORMEN.
How They are Faring—The Imported Men Doing Well. From the Witness of Saturday.
"You are giving these longshoremen too much prominence altogether," said a gentleman well versed in shipping. The remark was scooped our forth. The remark was drawn from the fact that the longshoremen made in their pay concerning the recent meeting of the longshoremen.
"Well, what about the men—they held a meeting and it was spoken of in the press."
"Yes, but their spokesman from Boston did not tell you that the Allan was paying them 30 cents an hour for day and 40 cents for grain trimming. He did not say that they were now striking for 40 cents for day, 50 cents for night, and 60 cents for grain trimming. He told you nothing of that kind. How can shippers pay such rates as these?"
"The men have pretty hard work, though don't you think?"
"Yes, we all have to work, and when unskilled labor can make as high as fifteen or eighteen dollars a week, I can tell you they are doing pretty well."
"How many skilled artisans make eight or ten dollars a week in Montreal?"
"Now they are not imported laboring men. They are a decent hard-working lot, and sober, with the exception of a few spoiled fellows who appear to have no ambition beyond a certain point. One of these decent men—a steady fellow, too, makes his fifteen dollars a week and his wife makes five. He never makes more than fifteen shillings in England. He is delighted, and is sending for his wife. We never objected to give our men five or six cents, but we object to combinations that may carry the price to thirty and when they get that want only. They want incorporation, and that means ruin to the port."
"Yes, I think in another gentleman once prominently connected with shipping

CHEAP HOUSEKEEPING.
(To the Editor of The World.)
Sir: There's a heap 'o' sense and a heap 'o' money in the letter signed "Practical" in your Saturday's paper.
Before railroads were built people were beguiled with the prospect that when the bank country was brought to the front by the iron horse the public in large towns and cities would get left and produce at back

country prices—freight and moderate profits to importers only being added.
Now, what is the state of things to-day? Butter selling for instance at 27 and 30 cents in Toronto, while our country stores keep on selling it with a profit as high as price. Only a few days ago I was told by a stockholder from a village near Owen Sound that he could send me good butter for 10 cents a pound—surely the best offered since the war of 1812, and 20 cents, is more than a fair profit and freight should require.

ENGLAND'S SUB.
Outcasts of indignation in Canada—Expelling John Bull's Galling Invasions. Toronto, Aug. 12.
EDITOR IRISH WORLD.—The tone of Earl Kimberley's reply to the resolutions in favor of self-government for Ireland passed by the Canadian parliament, and the London Times' editorial on the same subject have aroused a strong feeling of resentment here as indicated by the remarkable outspoken articles of the Canadian press on the subject. Nine-tenths of our newspapers, irrespective of party, have denounced the madly unscrupulous and uncalculated as two of the high tory organs, and the Toronto Mail and the Montreal Gazette, have been nearly apologetic in their comments. They have tried to shift the responsibility for an action to which both parties were fully committed by blaming Mr. Dilke, and the editor of the Irish World, who issued in support of the resolutions. One of our most influential political writers, Mr. R. W. Phipps, in a powerful article over his own signature in The Toronto World, which has had considerable effect upon public opinion, points out that not only are the advantages of self-government in Canada able to stand up to the best of them, but that the condition of Ireland is really "our business," as owing to the misgovernment and oppression of the English government and its agents in Ireland have driven from their homes to seek refuge in the United States. Their hostility to England is not a matter of course, but a long as the political connection exists, and consequently the doings of the British government in Ireland have a special interest to us. The self-government for Ireland we cannot be fairly charged with meddling with what does not concern us.

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Bright and Dark plug and cut chewing and smoking Tobacco, and all the best brands of Snuff.
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GRAND ELECTRIC LIGHT EXCURSION EVERY NIGHT PER STEAMER
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Leaving York Street Wharf at 8 p.m.
4 TRIPS DAILY, AS USUAL.
Leaving York Street Wharf at 11 a.m., 2 p.m., 4 p.m., and 6 p.m., calling at Church Street Wharf, returning at 1 p.m., 3 p.m., 5 p.m., and 7 p.m.
Adult fare at 11 a.m. and 2 p.m. 75c
Children 50c
Adult fare at 4 p.m. and 6 p.m. 15c
Children 10c
J. H. BOYLE, Manager.

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TICKETS TO
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AT ONE FARE AND A THIRD
for the round trip from the 14th to the 10th inclusive, and at
SINGLE FARE
for the round trip from the 14th to the 22nd inclusive, good to return to Montreal on 25th.
A special train will leave Toronto at 8 a.m. on September 15, stopping at all stations and arriving in Montreal at 10 p.m.
Tickets go to September 25 will be sold for this train at the very low rates shown in the posters.
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JOSEPH HICKSON,
Montreal, Aug. 25, 1882. General Manager.

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Montreal, Aug. 25, 1882. General Manager.

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REAL ESTATE.
SHAW ESTATE
Lots
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G. A. SCHRAM.
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J. M. HOVENDEN,
HOUSE AND
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HARRY WEBB
482 Yonge St., Toronto,
CATERER,
Ornamental Confectioner!
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Wedding Cakes and Table Decorations
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TOBACCOES.
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The favorite steamer
GENEVA
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BURKA.
VICTORIA PARK.
ELECTRIC LIGHT
A Grand Success. Brilliant Illumination
GRAND ELECTRIC LIGHT EXCURSION EVERY NIGHT PER STEAMER
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Adult fare at 11 a.m. and 2 p.m. 75c
Children 50c
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