





# The Hamilton Agents

## FOR THE WORLD

### ARE ROBINSON BROS.

With whom orders may be left for the delivery of The World in any part of the city for 25 Cents a Month.

#### The Toronto World.

SATURDAY MORNING, JULY 22, 1882.

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

#### THE RAILWAY AMALGAMATION.

The consolidation of the Grand Trunk and the Great Western is bound to have a wonderful effect on the whole of Ontario and especially on its western section. It will change the future of many of our towns. Now that one road practically controls this vast network of lines there will be many changes in the location of offices and workshops, in the direction of the movement of freight and in the routes of travel open to passengers. For instance, the offices and work-shops will be located at whatever points best suit the consolidated interests, and which will give the most economical management. In the next place through freight instead of passing from the Detroit river to Suspension bridge over the whole of the Great Western or over the whole of the Grand Trunk, a through line will be made up of parts of all of these and that route will be chosen which gives the easiest gradients in the shortest distance irrespective of its being Grand Trunk or Great Western. The movement of passengers will also be considerably changed: instead of following one of the old lines a through journey will be made over portions of the different roads. Some of the towns that were important centres on each of the old lines will by these changes lose not a little, and other towns heretofore neglected will come in for what the others lose. Hamilton for instance is not likely to be a gainer by the consolidation while London and Brantford may reap considerable advantage therefrom. Toronto has the prospect of becoming the centre of the whole system, and with the new rival route made up of the Canada Southern, the Credit Valley, the Ontario & Quebec and the Pacific route the Grand Trunk will be compelled to headquarter here. The people of Ontario must prepare then for great changes in railway matters. Rates are bound to go up, the routes of travel are bound to change, and the future of many towns is completely at the mercy of the railway managers.

#### THE MONETARY TIMES ON SABBATARIANISM.

The Monetary Times contains an article strongly condemning the sabbatarianism which in this city presses so unequally on the rich and poor. The paper we allude to is a purely business and commercial organ, quite free from any theological leanings, and discusses the subject simply on its merits as a matter affecting commercial interests. Yet we cannot but reflect that the strong anti-sabbatarian teaching in the life of Christ in his four fold biography has found little echo in the pulpit protestantism of this city. In Toronto it is not as yet a punishable offence for a man to kiss his wife on Sunday, but no other city exists on this continent in which the sabbatarian bigotry is so overpowering. We favor the observance of the seventh day as a day of rest.

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#### EXTENSION OF THE FRANCHISE.

The extension of the franchise to farmers' sons was an arbitrary move on the part of the legislature of Ontario, and will remain so until that body gives the same right to the sons of mechanics, artisans, merchants and other citizens, towns and villages. It was never proved in the legislature that these latter were the inferior of the other in point of intelligence and in ability to exercise the voting power with discrimination. In fact we think that the converse might be advanced with more reason. But in our opinion every young man who pays taxes in the shape of custom duties, who is of age, who is not insane, who is to be called upon to defend the country, who possesses a fair education, and is not a

criminal, has the right to say who and who should not make the laws of the community of which he is a member. We copy in another column an excellent article from the Newmarket Era discussing the question. In justice to the farmers it ought to be said that they never urged that their sons should be made voters while the sons of merchants and artisans should be excluded. It was only an arbitrary act of legislature who did this and it is the legislature who is bound at its first opportunity to remove the injustice.

#### THOSE NORMAL SCHOOL GROUNDS.

Again we ask on what authority does the caretaker of the Normal school grounds close them against the public on Sunday? Last Sunday we saw a lady with her children vainly endeavoring to obtain admission to the grounds. The gate happened to be closed, we suppose by some oversight, but in the words of the poet, "A pampered manial drove her from the door." Complaints have repeatedly been made of the insolence of the caretakers of the education department buildings. Mr. Crooks has in this matter an opportunity to make a really popular move. Every public garden thrown open to the people is a boon to God but the most rigid Sabbatarian on object. Not has made the re-arrangement on the Sabbath as well as on the weekly, and the gardens ought to follow suit.

#### THE GREENBACKERS AT ALBANY.

The question put by the great prophet of Israel to the half-hearted worshippers of Baal, "Why halt ye between two opinions?" might profitably have been set before the greenback convention which met on the 19th at Albany. Instead of discussing currency reform, they wandered into all sorts of side issues, having no connection with the ostensible object of their meeting. Canada has to a certain extent adopted the principle of cheap money, and with the growth of the country and the consolidation of commerce as a permanent and reliable source of revenue, the issue of paper money may possibly be extended much further than practical politicians dream of at present. But the rag baby should be content with its agreeable rattle and not cry after other toys.

#### PACIFIC RAILWAY MONOPOLY.

Those who have occasion to ship goods to Manitoba are in the best position to appreciate the benefits of railway monopoly. Some time ago a wholesale firm in this city shipped a carload of goods to Winnipeg. It took them three weeks to get there and the freight came to ten per cent of the value of the goods. If the C. P. R. monopoly were broken up freight would not be more than half what it now is and goods would be put through in half the time.

#### GOLDWIN SMITH ON IRELAND.

(To the Editor of The World.)  
Sir,—I have read with great interest the result of your reporter's interview with Professor Goldwin Smith on his recent return from Europe, and congratulate you upon your enterprise in eliciting the highly esteemed opinions of that distinguished personage. I have also perused in your issue of 17th inst. the letters of W. B. Lynch in which Professor Smith is roundly accused of ignorance touching certain phases of the Irish question. It is not the purpose of this writing to attempt a measurement of the learned professor's knowledge of matters Irish, nor indeed that of your correspondent who dates his communication from Duke street, Toronto; but it is ventured to be observed that from the performance of the latter he does not seem to be a very marked exception to the large crowd of people whose acquaintance with current events is not quite commensurate with the alacrity which they exhibit in discussions thereon. A penetration less keen than is commonly attributed to Professor Smith can hardly fail to discern that although home rule has nominally and for a time given place to the land league agitation, the objects of these movements are identical. To plain understanding it is not easy to discern anything more immoral or more profoundly degrading than what we are called on to regard as the struggle of a downtrodden and impoverished tenantry against what is conveniently termed the tyranny of the landlords. The landlords of Ireland with few exceptions are, and have been, an impement in the way of men who, actuated by various motives, continually endeavor to enforce their theories—more or less crude, vague and visionary—to what should be the political relations between England and Ireland. The abolition of the landlords would be a material step towards the attainment of their hopes, and to their removal the efforts of the land league have been chiefly directed. There can be no objection to men, who conscientiously believe in certain organic changes in the government of their country to be desirable, employing their hands, provided that it be not dishonorable; but when the motive power consists largely of falsehood and imposture, it is deserving of all condemnation and censure. It is the habit of the land league and its friends to present the Irish landowners as the embodiment of all that is unjust, extortionate and tyrannous. The proprietors in that country being human include in their number the inevitable even of evil in the shapes of heartlessness, greed and oppression; but apart from the eloquence of fact there is the abundant testimony of their most distinguished opponents to the fact that the great majority of them are "humane, just and even generous." Of facts one or two may suffice. Firstly, land hunger has raged and still rages in Ireland. Secondly, notwithstanding the fact that the average farm rent in that island is and has been lower than any similar rent in Europe. In view of these facts it may fairly be asked: Is it reasonable to suppose that the land proprietors of Ireland are the rapacious tyrants we are so frequently called on to believe them to be? The truth of those statistics upon which the assertion respecting rent is based, is established by the corroborative evidence afforded by the proceedings of the land courts in Ulster, Munster, Leinster and Connaught, reported in the Dublin Freeman and Irish Agriculturalist. Prior to the land act of 1881, the Irish agricultural tenent could not be dispossessed until the expiration of twelve months, six months sufficient for that purpose in England; whilst as many weeks notice in Scotland. Under the Act of 1881 the Irishman is impracticable in his holding for fifteen years if he decently performs the obligations

#### HOW IT WAS REFORMED.

(The Editor of The World.)  
Sir: Your item under this heading in to-day's issue was only partially correct. The Macdonnell sermon was reported jointly by Mr. Horton and myself. We casually accompanied each other into old St. Andrew's church, and as usual we took notes of what was said. At the close of the sermon the conversation of the congregation indicated intense excitement, and newspaper instances we at once decided upon transcribing it. This work was also done jointly, on notes being compared, and a report thus being secured which was pronounced by Mr. Macdonnell himself to be perfectly accurate, when this point was brought into question.

With this exception your paragraph is correct. The interest in the whole matter was Judge exhibited, but, as you set forth the brotherly task of correcting a fellow editor, I was presumed in turn to correct you. Yours fraternally,  
THOS. BENGOUGH.

([Mr. Bengough had made this correction in his own paper—The Shortlander. The interest in the whole matter was Judge exhibited, but, as you set forth the brotherly task of correcting a fellow editor, I was presumed in turn to correct you. Yours fraternally,  
THOS. BENGOUGH.]

#### CANADIAN CLIPPINGS.

The funeral of Mr. Green, late warden of Carleton place to-day.

The Owen Sound Advertiser has got into a new and commodious office.

The Winnipeg hotels are allowed to keep open until eleven o'clock Saturday night.

The reformers of New York will hold a picnic at Holland Landing Thursday, July 27.

S. Ricketts, postmaster at Genoa, is the happy father of his third set of twins in six years.

A new altar and shrine has been erected in St. Mary's catholic church, Newmarket, at a cost of \$500.

Capt. Lee, of the private company of mounted police at Ottawa, has fallen heir to \$34,000 by the death of his uncle in Toronto.

Mr. Meredith the leader of the opposition is still at Ottawa and yesterday had an interview with several members of the government.

The recount in the Muskoka election case so far gives Mr. O'Brien a majority of 2,700, and Mr. Meredith will continue the count at Barrie to-day.

Wm. Brown and wife of Chinguacousy celebrated their golden wedding the other day. The old couple received many presents and congratulations.

The \$5000 out to shorten the water route between Lindsay and Sturgeon lake is getting along speedily. The advantage to the boatsmen of the township will be very great.

Samuel Stowe of the township of Cayvan has met with a serious loss by the death of his stallion, Harry Noble. Mr. Stowe valued the horse at \$1000 and had been offered \$500 for it.

The apple crop will be almost a total failure in the locality of Bowmanville. A small insect is killing the new growth and "scabbing" their apples are falling in thousands to the ground.

Rev. W. H. Wray incumbent of Thornhill is lying very ill, and is not expected to recover, and the churchwardens will be appointed of a new incumbent.

The most of the members of the old Markham band and several other musicians have organized a band and string band to be called the Spiritus manufacturer company organ band and orchestra.

T. L. Saok has returned to Kingston from the Northwest. He reports the land here as being very good, and that the hotel board can be had at \$2 per day with plenty of accommodation at that.

James Neave, old and respected farmer of the township of Humberstone, died yesterday from injuries received while crossing the Grand Trunk railway track, and his body was run into by a mixed train going west.

At Petrolia yesterday a boy named Harry Franklin, while riding on the cowcatcher of a locomotive without the knowledge of its engineer, fell off and was run over, had his left foot completely severed and also received other wounds.

The voters in Fredericton, N.B., are to decide in a few days, probably, whether or not the Scott act shall remain longer in force, the petition for a vote on its repeal having received the necessary number of signatures.

#### The Franchise.

The class legislation which gives to the sons of farmers in rural districts the right of franchise, and denies the same right to the sons of mechanics, artisans, merchants, etc., residing in cities, towns and villages, is a standing violation of old time reform principles and a slur upon a large class of the community who justly feel aggrieved at the disability under which they are placed. The franchise to our mind is a personal right; and while not objecting to the privilege granted to farmers' sons, we maintain that the sons of other classes of the community are entitled to equal privileges in the country. A good deal was said in the legislature last session about the extension of the franchise to the sons of mechanics, towns and villages, and it is quite as much a question of franchise to the other. Every citizen pays his quota of taxation, through the customs and other departments of government, and as a taxpayer of the country has the right, in justice, to a voice in selecting those who make our laws. Manhood suffrage, therefore, so far as relates to electing members of parliament, would be a step calculated to make our young men feel they were being treated as second class citizens, and to a large class in our cities, towns and villages, every way qualified to exercise the franchise intelligently—indeed more intelligently than many who now possess it, from the fact that their calling they are privileged to hear the political issues of the day more freely discussed in all their bearings, by constant contact with the public generally. It is to be hoped, therefore, another session of the legislature will not be allowed to pass over without moving this blot of class distinction from our statute book—at least so far as relates to the extension of franchise to the common and species of gerrymandering. This would be a reform in the right direction.

#### THE TORONTO MORNING WORLD.

25 CENTS A MONTH.

Delivered in Riverview, Leaside, etc., in time for the breakfast table.

Names of subscribers will be published at the office 18 King st. east, at 10 o'clock.

F. J. FAIRBEN, Bolton street, Riverview, and promptly delivered.

#### Tennyson's Home in Surrey.

Some twelve years ago Tennyson built a house on the northern slope of Blackdown, a lordly hill two miles to the north-east of our village, and just opposite Hinchdean, these being the two eminences which guard the valley east and west. The house is a large, imposing stone structure, built in a free treatment of domestic gothic of the Tudor period, the entrance being a large porch with five pointed arches. The last-mentioned can be as solitary here as the most confirmed anchorite, since his is the only residence on the hill. A carriage road winds up Blackdown on the western side as far as Tennyson's, enabling too many persons to come near the house for the poet's pleasure. Very many distinguished men are slowly drawn up that hill, on flying visits to the laureate—the Duke of Argyll and his Scotch gillie being on the ascent when we were just that way. Tennyson naturally dislikes to find persons creeping around his grounds and plucking leaves from his plants as mementos, as they constantly do at Freshwater. Once, seeing a man stooping along the western side of the exasperated poet left the table, exclaiming that he could no longer take his meals in comfort without being watched.

#### A Speculation in Poultry.

Capt. Farrow of Isleboro, Me., was riding in a small vessel along the coast, and at Tampa bay he purchased 20 dozen chickens, paying \$1 a dozen for them. They were of all ages and sizes, some being ready for the pot and others scarcely done with their shells. At Key West a hotelkeeper came along and asked the price of the chickens. The captain answered: "If you pick them out I will charge you \$8 a dozen; but if you will let me pick them out you can have them for \$1 a dozen." "All right," said the hotel man, "you pick them out." The captain selected several dozen of the fowls, expecting every moment to hear the purchaser say enough. But still he said "go on." The captain saw the point at last, but he stuck to his bargain and he sold the entire lot at a net loss of \$120.

#### Sheffield Trade with America.

During the quarter ending the 30th of June last steel has been exported from the Sheffield district to the United States to the value of \$105,929, and cutlery \$23,473, as compared with \$24,925 and \$25,577 for the corresponding quarter of 1881. Steel itself shows an increase of slightly over \$23,000 in the quarter, and cutlery a decrease of \$1994. On the gross export there is a very serious decrease of \$25,147, the total exports for the quarter being only \$232,440, while for the June quarter of 1881 they were \$267,587. It is evident that the decrease is owing to a lessened business in steel rails, Bessemer blooms, and other heavy goods.

#### The merchants of Strathroy have resolved to close their shops at 6 o'clock.

The ladies of the town heartily seconded the motion, and it is believed that the local paper the pleasure this move gives them.

#### TRADE AND LABOR COUNCIL.

### PIONIC EXHIBITION GROUNDS.

## SATURDAY.

Take the Steamers

### QUEEN VICTORIA and St. JEAN BAPTISTE

At 6 O'clock for Home.

Fare 10c. J. H. BOYLE.

### EMPRESS OF INDIA

FROM CUSTOM HOUSE WHARF FOR GRIMSBY CAMP GROUND.

### SATURDAY AFTERNOON.

At 2 o'clock: returning leaves 7 p.m. Tickets 5c. Children 1c. Also on Tuesday and Friday next week, at 9 a.m. WHITBY on Monday at 9 a.m. Returning leaves at 4 p.m. Fare 50c, children 25c. Book tickets 50c for 5.

R. H. VANDUSEN, G. J. McCUAIG, Managers.

### VICTORIA PARK.

### QUEEN VICTORIA!

### 3 TRIPS DAILY

Leaving York street at

11 A.M., 2 P.M., 4 P.M.

Calling at Church street wharf 5 minutes later.

### SATURDAY—Royal Canadian Yacht Club Races, 11 Entries.

Turning Bay at Victoria Park wharf. Adults, fare 5c, children 1c.

J. H. BOYLE, Manager.

### LORNE PARK.

### SATURDAY, JULY 22ND.

### GRAND HOP AND PIONIC.

### TWO BRASS AND STRING BAND.

A splendid program of games—50 prize

### TAKE THE STEAMER RUP IT.

Moore's Wharf at 10 a.m., 5 and 6 p.m.

### TO TORONTO AT 5 P.M.

By York street Baptist S.S. Excursion to-day, Friday

### RAILWAYS.

### MANITOBA.

### HOLBROOK EXCURSION!

### FOR THE SEASON OF 1882

will run via the line of Credit Valley & Canada Southern Railways.

and leaving Union Depot, Toronto, 12:30 noon

TUESDAY, July 18th for Fargo, Grand Fork, Winnipeg, Toronto, St. Paul, Brandon and all points Northwest. Freight shipments made weekly for rates, tickets and full particulars apply to

D. J. HOLBROOK & CO.,

Northwest Excursion, Real Estate, and Ticket Agents, for Credit Valley and Canada Southern railways, 62 King-st. E., Toronto.

### BOATS.

### SAIL BOATS! SAIL BOATS!

I have now on hand a lot of sail boats (chaloupes) 15 and 25 feet long, 2 feet 9 inches deep, 2 feet 4 inches beam; they are guaranteed safe and fast and in galvanised iron. Apply for prices.

JEROME JACQUES,

BUILDER, ST. LOUIS DE LOTBINEUR, Quebec

### CONFEDTIONERY.

### HARRY WEBB

482 Yonge st., Toronto.

### CATERER.

### Ornamental Confectioner!

Special attention given to supplying Weddings, Evening Parties, &c. A full supply of all requisites, including Cakes, Silver Dishes, Centres, Cutlery, Table Linen, Table Napkins, &c., constantly on hand.

Wedding Cakes and Table Decorations

SEE SPECIALITY.

### BILL POSTING.

### WM. TOZER,

### BILL POSTER

AND DISTRIBUTOR,

100 WOOD ST.

Orders left at Hill & Weir's will be promptly attended to.

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TWENTY-FIVE CENTS MONTH,

OR THREE DOLLARS A YEAR.

Or by newspaper in every part of Ontario at the same rate.

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or the cheapest and most readable paper in Toronto

#### TRAVELLERS' GUIDE.

Arranged specially for the Toronto World.

#### GRAND TRUNK.

Union Station foot of York and Simcoe streets.

Leave. Arrive.

Montreal Day Express..... 7:15 a.m. 11:07 a.m.

High Express..... 8:55 a.m. 10:55 p.m.

Bellefleur Local..... 8:07 p.m. 9:57 a.m.

Chicago Day Express..... 12:15 p.m. 6:20 p.m.

High Express..... 1:45 p.m. 6:15 a.m.

Stratford and London Express..... 6:00 a.m. 10:00 p.m.

Detroit & Chicago Express..... 2:45 p.m. 11:00 a.m.

Georgetown Mixed..... 8:40 p.m. 8:20 a.m.

Stations—Foot of Yonge and foot of Simcoe streets.

#### OKEAT WESTERN.

Stations—Foot of Yonge and foot of Simcoe streets.

Leave. Arrive.

N. York Mail..... 8:30 p.m. 6:46 p.m.

N. Y. (Central) & Erie Express..... 9:55 a.m. 4:30 p.m.

London & Detroit Express..... 7:10 a.m. 1:15 p.m.

Susp. Bridge & Detroit Express..... 5:55 p.m. 10:30 a.m.

Detroit & Chicago Express..... 12:40 p.m. 10:30 p.m.

New York & Chicago Express..... 11:45 a.m. 9:15 a.m.

Trains leave Simcoe street five minutes later.

For Minnie, calling at Union Station, Queen's wharf, Parkdale, High Park, and the Harbor, going and returning (every day except Sunday).

Leave Toronto 10:30 a.m., 2:00, 4:15, and 6:50 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 streets.

Leave. Arrive.

Express..... 5:00 p.m. 10:10 a.m.

Accommodation..... 11:45 a.m. 2:45 p.m.

Trains leave Union Station eight minutes and Brock Street Fifteen minutes later.

#### CREDIT VALLEY.

Station—Union depot.

Leave. Arrive.

St. Louis Express, To the North, West, South, and Northwest..... 7:30 a.m.

Express, To the West and South..... 12:30 p.m.

Northwest, West and South..... 12:30 p.m.

North..... 12:30 p.m.

From Ottawa, Toronto, Chicago, Detroit, and St. Paul..... 2:45 p.m.

From Grand Rapids, Detroit, and St. Paul..... 10:50 a.m.

From Chicago, Toronto, and Ottawa..... 6:30 p.m.

From Kansas City, St. Louis, and Chicago..... 10:30 p.m.

TORONTO, GREY, AND BRUCE.

Union Station, foot of York and Simcoe streets.

Leave. Arrive.

Own Sound, Harrison, and Toronto Express..... 7:35 a.m. 10:25 a.m.

Own Sound, Harrison and Toronto Express..... 4:25 p.m. 9:25 p.m.

#### MIDLAND.

Station, Union Depot.

Leave. Arrive.

Through Mail..... 7:00 a.m. 9:15 p.m.

Local..... 4:50 p.m. 10:30 a.m.

#### STAGES.

SOLETRON STAGE.

Leave Bay Horse hotel, Yonge street, 11:30 a.m. 5:30 p.m. and 6:30 p.m.

Arrive 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30.

THORNTON STAGE.







