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NEW ADVERTISEMENTS.

Selection Sale of Property—Hector McLean. Auctioneer and Day School, Toronto.

Situation Wanted by a Book-keeper. Stationery, Chronos, &c.—Canada Gazette Office.

Steamer "Prince of Wales"—A. Bowie.



Office 34, Sparks Street.

TUESDAY, NOVEMBER 3, 1888.

For Ottawa Markets see Fourth Page.

There was a meeting of the Privy Council yesterday afternoon...

It is understood that the location of the route of the Intercolonial Railway was under consideration...

The Hon. Messrs. CHATELAIN and DEXIN did not leave for Toronto yesterday...

Messrs. WELSH and BROWNE, representing New Brunswick, are also still in town.

It is understood that the latter will accompany the Quebec Ministers to Toronto...

Notwithstanding these important measures, we believe it is generally understood that the Local Legislature will be able to complete its duties for the year before the Christmas holidays...

A CORRESPONDENT OF YESTERDAY'S Montreal Herald supplies an answer to Mr. JOHNSON's pamphlet...

The Democratic party in the United States were permitted to demonstrate on the issue...

The Democrats have made very grave mistakes. They have sullied their platform with an implied threat of reprobation...

Perhance the Democrats will be beaten. If so, as respects to their tickets...

Furthermore the roadway rolling plant and even that of the Grand Trunk has run so low that it appeared to every one...

Mr. Nelson has not yet heard his bill through the Legislature...

Mr. NELLE has sent us another copy of his letter on emigration...

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country to all the consequences of an election...

price; to "green" or "yellow," or any other color dyes...

and instead of securing, as the unprejudiced opinion...

to believe an unprejudiced opinion, it exposes the people to be carried away by...

demagogues, that might, perchance, be passing through...

and controve, holding the elections on the old British model...

Every, it is the people's own fault if they permit themselves to be deceived...

we have very little to say against the proposed reform, except—and we say it emphatically—that we don't like it.

Other measures are indicated, such as a further liberalisation of the free grant system and a complete reform in the mining law.

The latter measure is, we think, of much more importance than the former...

Our wild lands are worth anything matters very little whether they are given away or sold for a few cents an acre.

We should, of course, provide that with respect to the mining law, we believe there are far more urgent reasons why the Ontario Cabinet should advance upon its last year's programme...

with respect to the settlement of its policy on the settlement of wild lands.

It is rumored also, as we have already stated, that important reforms will be suggested in the constitution of the Provincial magistracy.

There is certainly room for a change, which will be an improvement in this direction, as our columns have recently given ample proof...

we have confidence in the Hon. the ATTORNEY-GENERAL of Ontario sufficiently understands the working of the system heretofore...

and the requirements of the country now, to frame such a measure as will command general approval.

Notwithstanding these important measures, we believe it is generally understood that the Local Legislature will be able to complete its duties for the year before the Christmas holidays.

There will, doubtless, be questions connected with the municipal and assessment laws brought up for discussion, but not for definite action, during this session of the Ontario Legislature...

and we expect that the Legislature will not be allowed to separate without carrying out at least some of the reforms suggested upon these subjects during last session.

Upon the whole we think that the session which opens to-day will prove to be one of very great importance; but it will, doubtless, prove to be one also in which the local ministry will show its strength and its capacity to fulfil the expectations of the public.

A CORRESPONDENT OF YESTERDAY'S Montreal Herald supplies an answer to Mr. JOHNSON's pamphlet, to the following extracts from which we beg to direct the particular attention of our readers.

The Herald is no special friend of the present Grand Trunk management; and, therefore, we may fairly assume that unless the writer of the letter from which we extract the following, were a man of some reliability, we should hardly expect to find his letter published in the Herald.

We may remark, before asking the attention of our readers to the extract which follows, that Mr. NELSON has secured insertion in the Leader of a letter from himself, representing him as a magnificent personage.

Possibly all that Mr. NELSON claims for himself may be true; yet we venture to assert that any man who represents the bulk of the passengers travelling by the Grand Trunk, as being murderers, cut-throats and swindlers, will hardly find any body on this side of the Atlantic to believe what he says.

If any demagogued or deluded (or stock) holders in England come to a different conclusion, we, on this side, cannot help it.

Here is what the Herald's correspondent has got to say:—

Furthermore the roadway rolling plant and even that of the Grand Trunk has run so low that it appeared to every one merely a question of time till the road would have altogether to stop and a grant collapse take its place.

At the same time the Grand Trunk has a very large amount of unpaid bills, and has a very large amount of unpaid bills, and has a very large amount of unpaid bills...

Mr. Nelson has not yet heard his bill through the Legislature, and he has not yet heard his bill through the Legislature...

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and it should not be forgotten that the Grand Trunk Railway has encountered a very keen competition between Montreal and Toronto...

the wood merchants, who ship to the United States and to the cities and departments of the Atlantic coast, which are situated on the banks of the river and lake.

I am aware of a fact touching upon the question, viz: During the past summer a very extensive and well organized party was formed by the Montreal and other people at Point St. Charles, for the purpose of relieving themselves from the heavy price of fuel, which is caused by the high price of fuel.

Accordingly, when the high price of fuel was made, or if it was not, it was made, and every possible means taken to reduce the price of fuel, yet, although they succeeded in effecting a reduction below the regular price paid in Montreal, yet the regular price paid in Montreal was not reduced at all.

The Grand Trunk Railway manufacturer, who delivered on the tender, and when the inevitable cost of hauling, stowing, and piling is added, it would be several per cent in excess.

The unproductive foreign loans of the Great Western Railway, that Mr. Nelson, who went to the building of the Detroit and Milwaukee Railway, and who went to the building of the Detroit and Milwaukee Railway...

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