

T. EATON CO. "CANADA'S GREATEST STORE."

EARLY CLOSING. Once more we remind you that during July and August this store closes daily at 5 o'clock and Saturdays at 1 o'clock. To-day we close at 5 o'clock.

Ceylon. These desirable Flannels, fabrics are now in great demand for the making of night gowns, men's shirts and sleeping suits. We have picked up some few 18c to 30c lines, and to make an extra stir in that section on Wednesday morning we'll sell them at **FIFTEEN CENTS A YARD.**

Extra Quality Ceylon Flannels, assorted in very choice patterns, in light and dark colors, with fancy checks and stripes, unshrinkable and guaranteed fast colors, our regular price 18c, 20c and 30c a yard. Wednesday special at **.15**

Things for What weare Housekeepers. doing every day in the Basement is of great interest to Housekeepers. We don't know when so many splendid values were provided at one time. No wonder Housekeepers are always anxious to take a look through before leaving the store. Here's a few of the many things you can find selling to-day:

English China Cups and Saucers, with pretty floral decorations, in natural colors, gold band, at 20c each.
English China Plates to match cups and saucers at 10c each.
English China Cups and Saucers, with gold band and sprig, at \$1.10 a dozen.
Plates to match at 90c a dozen.
6-inch Fruit Plates to match at 70c a dozen.
An assortment of Crystal Glassware, including cream jugs, spoon holders, sugar bowls, butter dishes, etc., your choice for 10c each, on sale Wednesday at 5c a set.
Glass Tumblers at 25c a dozen.
Lemonade Sets, eight pieces, Crystal glass, assorted, regular price \$1.25 a set, now selling at 80c a set.

New Photograph you're in the Gallery. store don't fail to visit the new Photograph Gallery on the Third Floor. (Take Yonge street elevators.) Being in charge of thoroughly experienced operators, and equipped with the best up-to-date appliances, we can assure patrons of every satisfaction at a very moderate cost.

Clothing Helpful Clothing Specials, suggestions, and a seasonal as well. No trouble about busy trade so long as we continue to offer such inducements as these:

Boys' Linen Suits, good washing materials, double breasted coats and short pants, patch pockets, pearl buttons, sizes 21, 22, 23, 24, 25 inch chest, regular price \$1.20, on sale Wednesday at **.95**

Men's Pants, dark blue, grey, Canadian tweeds, top and pocket, well made and good trimmings, sizes 32 to 44 waist, special **1.00**

Boys' 3-piece Suits, short pants, navy blue serge, good Italian cloth linings and trimmings, sizes 21 to 33 inch chest measure, special **2.50**

Men's Ribbed Black Cashmere Hose, double heel, sole and toe, high elastic ankle, regular 25c hosiery. **.15** Wednesday **.10**

Ladies' Ribbed Cashmere Hose, summer weight, full fashioned, double sole, heel and toe, fine soft finish, regular price 40c a pair, Wednesday **.25**

Sheet A choice assortment Music. of popular vocal and instrumental music selling in the Book Department at 5c a copy. A few of the pieces picked up at random:

Vocal Cast Aside, Only a Rosebud, Answer, A Story ever Sweet and True, Won't You Come Out and Play, Where Little Girl Are You, Mother's Apple to Her Boy, Hush My Little Lamb, Good-bye Until We Meet Again, Fallen by the Wayside, Little Golden Ring, Sweet Bunch of Daisies, You'll Never Know, etc.

Instrumental Picking up Shuffles, Nordica, Waltz, Floating Vally, Money Gal, Two Step, Columbia, Two Step, McKinley March, Moonlight Frolic, Good-bye to the Little Girl, The Little Girl, The Little Girl, The Little Girl, etc.

The Olive Vally at 10c a copy. Before buying you may have any selection played on the piano. Sent postpaid on receipt of price.

STORE CLOSING TO-DAY AT 5 O'CLOCK.

T. EATON CO. LIMITED

190 YONGE STREET, TORONTO, ONTARIO.

BIG FIRE IN BERLIN. King-Street Button Factory Completely Gutted—Cause Unknown. Berlin, Ont., July 11.—This morning about 9 o'clock the old button factory of J. Y. Shantz & Son, on King-street, took fire. Unfortunately the horses used by the department were at the fire, and efforts were put forth to save the machinery, stock, etc.

The building has of late been occupied by the Berlin Button Company and Oelschlaeger Bros., foundrymen. It was completely gutted. The fire spread to adjoining properties and demolished a frame dwelling. At this writing there is fear of spreading and taking in I. E. Shantz & Co.'s foundry, as well as the Swedish church on the corner. The loss so far is said to be about \$30,000. The

A Dollar To value it at a Corset dollar is putting a For 50c. low estimate on this Corset. It is well made and finished, of reliable material, and guaranteed to give satisfactory as well as comfortable wear.

Ladies' Corsets, made of fine satin, with 2 side steels on each side, silk flossing, filled with fine steel wire and finished with silk embroidery, your choice of black and drab, sizes 18 to 30, easily worth \$1. Wednesday for sale at **.60**

In the next section you can buy:

Ladies' Corset Covers, made of fine cotton, finished with pointed yoke of insertion and embroidery, sizes 32 to 40 inch, special Wednesday at **.28**

Women's Some days ago Shoes we told you about At \$1. a special purchase of Women's Shoes at greatly reduced prices. On Wednesday a second instalment—nearly 600 pairs—go on sale at

\$1 A PAIR, INSTEAD OF \$1.35 TO \$1.75,

the regular prices. More comfortable footwear for the summer you'd hardly expect to find.

Ladies' Tie Shoes, with six lace holes, also one strap, two button, with medium or pointed toe, turn sole, kid lined, sizes and half sizes, from 2 to 7, in assorted styles and colors, regular \$1.35 to \$1.75, Wednesday to sell at **1.00**

Ladies' Newspaper men-Hosiery. tion does but little justice to the Hosiery stock we carry. The best we can do is to suggest prices and leave the rest for your visit to the Department:

FURNITURE SPECIALS 30 Hall Racks, Birch, Natural and Mahogany Finish, fitted with five hat and coat hooks, regular \$1.50, on sale Wednesday at **1.00**

42 Back or Bed Room Racks, Hardwood, Mahogany Finish, fancy shaped tops, size 24x28 inch, heavy shaped legs and solid, fancy rim, usually sold at \$2.25, on sale Wednesday **1.00**

WALLPAPER REMNANTS 300 rolls gilt and embossed gilt wall paper remnants, choice patterns, in the latest colors, ten to thirty rolls of a pattern, regular price 10c to 35c per single roll, on sale Wednesday **.5**

1,000 rolls odd white, blank and glimmer border, 9 and 18 inches wide, large variety of patterns and colors, regular price 20c to 30c, on sale Wednesday **.5**

CURTAIN SPECIALS 500 Fine Lace Curtains, 54 to 60 inches wide, 31 yards long, in a variety of patterns, regular \$1.50, on sale Wednesday **1.00**

300 Fine Lace Curtains, 54 to 60 inches wide, 31 yards long, in a variety of patterns, regular \$1.50, on sale Wednesday **1.00**

CARPET SPECIALS Brussels Carpets, in olive, bronze, cream and fawn shades, all new designs, with 5-8 borders to match, regular \$1.50, on sale Wednesday **1.00**

Heavy Union Carpets, new reversible patterns, 35 inches wide, regular 40c quality, on sale Wednesday **.30**

SOFA CUSHIONS Sofa Cushions, 18x18 inches, covered in silk or crepe, 3 in. double frill, price 60c, Wednesday **.35**

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Millinery Several lots of Specials. Artificial Flowers will have to be rather scarce on Wednesday evening. These clearing prices will help do it:

Children's Wreaths, in assorted mixed goods, regular 25c goods, Wednesday **.10**

Table of Grasses, green and assorted colors, in oaks, also green and assorted wheat, regular 25c and 50c goods, Wednesday **.10**

Rose Piquets, with foliage in assorted colors, regular 15c each, Wednesday **.10**

Velvet and Muslin Roses, two in a pair, pink and red shades, regular 15c packet, Wednesday **.12**

Bathing You'll find them Suits, in the Men's Furnishing section. These hints of the way prices run:

Men's Fancy Striped Combination Bathing Suits, light and dark colors, fast dye, small, medium and large sizes, at **.50**

Men's Combination Bathing Suits, navy blue or black ground, with cardinal and white stripes, pearl buttons, trimmed with white braid, all sizes, per suit **.75**

Men's Two-piece Bathing Suits, jacket and trunk, separate, navy blue, with cardinal or white stripes around arm, knee and neck, all sizes, per suit **1.00**

Men's Swimming Suits, low neck, with sleeves, trimmed with white braid, pearl buttons, navy blue, with white or cardinal stripes, small, medium and large sizes **.75**

Things for the Home-furnishing side of this business is bigger and better than most people think. We are in a position to supply almost everything needed in the homes. Qualities are dependable and prices attractive, and at times we can offer extra inducements. For example these:

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THE TORONTO WORLD ONE CENT MORNING PAPER.

SLEEPING-CAR EXTORTION. The Pullman Car Company recently declared a special dividend of \$20 per share in addition to its regular quarterly dividend of \$2 per share. The gross sum thus distributed amounts to \$7,200,000, on a capitalization of \$36,000,000. Concurrently the company announces that it has a still further surplus of \$18,000,000, which it proposes to distribute in the form of new certificates of stock against an increased capitalization. These statistics ought to, and no doubt will, establish the contention The World has frequently put forward, viz., that the existing sleeping car rates are exorbitant, are fully double what they should be. One dollar per berth a night would enable the company to run handsome dividends, instead of going half empty, as the cars frequently do. The company would probably make just as big profits at a dollar as at two dollars. The Government is fully justified in forcing the company to lower its rates to such a figure as will prove most in the public interest, and at the same time allow a reasonable dividend on the money invested in the business. If that sum is \$1 that is the rate that should be legalized. It is just possible 75 cents or even a lower figure would produce the largest revenue. During the past twenty years there has been an almost universal tumbling in prices. Why should not the sleeping car rate follow the general tendency? It is surely the duty of the Government to protect the public from the extortion and rapacity of this foreign corporation.

In the session of 1897 the member for East York brought this very question before the Railway Committee at Ottawa, and submitted two amendments to secure better accommodation for the public, viz., that upper berths should be closed when not in use, and that single berths in the state room should be sold after 12 o'clock at night, when such room was not occupied. These amendments were to be followed by another regulating the charges for sleeping car berths, but so little encouragement was offered and so influential were the sleeping car companies that the amendments were shot out of the committee room as if they had been an attack on the liberties of the subject, when, as a matter of fact, they were merely directed towards compelling these avaricious corporations to deal honestly with the people. But the traveling public may keep up their minds that as long as the companies retain the influence and pull they possess at Ottawa there will be no regulation of sleeping car rates.

THE DROP IN ANTHRACITE. Contrary to theories that were in vogue some years ago the price of anthracite is falling instead of rising. The anthracite companies find themselves with large surplus stocks on hand, and the consumption is diminishing from year to year. Last year the production was about one million tons less than that of the preceding year, and a drop in price of 50 cents a ton is now announced. It is believed the reduction will be permanent and that the price may go even lower and stay there. While the production of anthracite is diminishing that of bituminous coal is increasing. In the latter coal is being employed in many fields that were formerly regarded as the exclusive territory of the anthracite companies. The use of gas for cooking and heating has displaced a large volume of anthracite, while coal oil and other fuels are being used much more extensively than heretofore. Greater economy is being exercised in the use of fuels of all kinds, and the tendency seems to be in the direction of

THE FRENCH LINE has been successful and safe of late years. Its vessels have established a record, if not for great speed, at least for regularity. Just as sure as Sunday morning dawned, one of its line was always seen arriving at New York and one at Havre. And its officers and crews were certainly smart and seamanlike in appearance. This terrible disaster wrecks the confidence of the public both in the stability of the ships and in the discipline and humanity of its seamen. This line has for years persistently, in its eastward passages, kept to the track which by almost common consent has been left for west-bound steamers. This fact did not comfort the public to the accident, but it has its uncomfortable side.

The high rate of speed at which La Bourgogne was steaming through a dense fog revived the controversy as to whether it is wiser to go fast or slow. The magnitude of a disaster when an accident happens at a 17-knot rate is before us, and it was illustrated, though without the fog, when the Oregon and the Elbe went down. The chances of meeting vessels in equal degrees the speed be great or small. It is begging the question to assume that the length of the passage has anything to do with it, as in any case the same distance has to be traversed, and one does not meet either more or less ships by going slow or by going fast. Vessels are coming and going all the time, and the sailing across the Atlantic may reach a crossing vessel which would never be seen by a slow steamer just as the latter may escape all that the faster liner sights. If the position and speed of all vessels were accurately known at the start, speed might be used to get over before they could cross the line of transit, but otherwise fast sailing does not give safety.

Not is it necessarily true that a large vessel traveling fast is sure to come out best of it if it strikes a smaller one. La Bourgogne and the Oregon are cases in point to the contrary. It all depends on where and how the vessels come together, and, therefore, there is no infallible rule to be asserted on this point. That weight and momentum are great factors is true, but so is proper construction and ready seamanship. It does not always mean, either, that speed is desirable in order to give power to answer the helm promptly. At great speed turning is more rapidly done, but it takes a wider arc to complete it, and it may not be wisdom to alter the course. And it is impossible to stop when that is desirable.

To tell the truth, maintaining high speed in a fog is after all based on the doctrine of chances. The proportion in which disaster stands compared to the number of vessels crossing the Atlantic is extremely small, and those lines to whom speed is a real and living custom are willing to risk an accident just because it is not likely to occur. But a slow, cautious advance through a bank of fog has solid advantages which no advocate of speed can counterbalance. The ship going at say five knots (half speed) is deluged when some vessel goes 20 and strikes her, it can stop more rapidly, and, what is of incalculable value, it is much more likely to escape such a vital wound as will sink it in a few minutes. Time to think and to prepare for the worst is the most pressing necessity in the case of accident.

The RMS recently struck and sank a large schooner laden with gypsum, but as the steamer was moving slowly it escaped damage, which under similar conditions would have been fatal. The captain of the schooner, the explanation of that vessel, with ready nerve and with time to use his knowledge, put his ship instantly at full speed, so as to try and keep the schooner afloat, filling the gap with his steam instead of allowing the water to enter. It is true that the expedition was not successful, but it shows how careful attention in navigation allows room for the instant application of seamanship.

The French seamen, who seem to have been guilty of deliberate murder, can only be tried in France. La Bourgogne and her rats and boats were for the time French territory, and murder on the high seas is not punishable by an alien power. It is to be hoped that French justice will insist on being vindicated.

The Nurses' Good Work. Senator Cox presided at the committee meeting of the Victorian Order of Nurses yesterday, and others in attendance were Mrs. Treble, Mrs. Cummings, Mr. D. R. Wilkie and Dr. Thorburn. Routine business was disposed of and reports testified that the order is doing a good and fairly extensive work. The superintendent read a statement covering the work from organization up to June 1, showing that 429 calls had been made and that 29 doctors had made recommendations. Two nurses are required, and night calls, as well as day, are being made.

A Pleasant Outing. Through the kindness of Mr. E. W. Day, Manager of the Globe Trust Company, some 50 of the inmates of the Home for Incubables were treated yesterday afternoon to a ride round the city in a special car of the T. & S. Company, under the direction of Superintendent Wallace. The route taken was to High Park, thence by Dundas to College-street, and around the belt line, then proceeding along King-street east to Munro Park, returning via Queen-street to the city limits, and thence home. With the party were Mr. Day and his family, and Mrs. Craigie, lady superintendent, together with nurses and other attendants. All returned home well pleased, and benefited by the outing and feeling that the T. & S. Company was for the enjoyable time spent.

A Hero of the Civil War Dead. Washington, July 11.—Near Admiral Amon, one of the heroes of the civil war, died at the Naval Hospital here this morning at the age of 78. At the reduction of Port Royal in 1861, he held the forts until the army took possession.

EVERY POUND OF LURELLA CEYLON TEA

Is a guarantee of continued satisfaction.

Lead Packages 25, 40, 50 and 60c

BRITISH AMERICAN BUSINESS COLLEGE

Are removing to handsome new quarters specially fitted up for them in the Y. M. C. A. BUILDING, Corner Yonge & McGill-streets, Toronto.

New Term commences September 1st, 1898. For Free Prospectus, address—**DAVID HOSKINS,** - Chartered Accountant, Principal.

WINNIPEG EXHIBITION OPENED.

Joe Martin's Election in Vancouver. Vancouver, July 11.—The Winnipeg Exhibition was formally opened this afternoon. The weather is beautiful and the prospects are very bright. There is every probability that the fair will be largely attended, as crowds are beginning to come into the city. The big day will be Friday, when six or seven thousand Americans are expected.

A great crowd of Winnipeggers hung about the telegraph office on Saturday night awaiting news of the British Columbia elections. When it was announced that Joe Martin was returned a big cheer went up. Judge Lister will arrive here about the middle of the present week. He will spend a couple of days at the fair before going to British Columbia for the benefit of his health.

R. C. Chute, Q.C., Crow's Nest Commissioner, passed through the city yesterday en route to Calgary. Alex. Smith, Liberal Organizer for Ontario, is in the city en route to the west.

AT THE POLICE COURT.

Len Kennedy, the young woman arrested at Stayer for deserting her child, was sent to the Mercer Reformatory for six months.

A conclusion was made in the charge of breaking into the Stearns Bicycle Company's factory against Albert H. Oak, Edward Findlay and Frank Archer. McGinn and Archer were sent to the Central Prison for six months, Oak to jail for 60 days, and Findlay was allowed out on suspended sentence.

William Stradwick was sent to the Central Prison for six months for assaulting Crown Attorney Curry and P. C. Stephenson on the Island bicycle path on Dominion Day. James Brown, who was charged with the assault, got 30 days.

William Stewart was committed for trial on a charge of wounding Edward Bourne in a bicycle accident on College-street. The following were fined \$2 yesterday for riding on the sidewalk: John M. Ward, 50 Lakeshore-avenue; Albert Davidson, 65 Lakeshore-avenue; and John Forgie, 10 Ossington-avenue. Walter, Belcher, 302 Spencer-avenue, Charles Hinde, 102 Tyndall-avenue. The only smoker fined \$2 and costs yesterday was J. J. Falcobridge, Lake Shore-avenue.

Instruction in Mining.

Mr. A. Blue of the Bureau of Mines has received this following letter from Mr. "Mattawa," Ont., July 8, 1898.

"Dear Mr. Blue, I am at last able to send you the report on the school of Mining. The class at Perry Sound has been a decided success, having been attended by 61 students, with an average daily attendance of about 30. Many coming from long distances, could only be present at two or three sessions. The Mayor and Council fitted up for us a comfortable room in a good situation and exerted themselves in every way to make our visit a success. Classes even more satisfactory, with a total of 72 students; the average attendance has been about 40, and there are no signs of slackening. Here, too, the provision of the Government for mining education has been greatly appreciated. A large and airy room has been fitted up and has been spared by the Mayor and Council to aid us in reaching the people. We spent a little time at Collingwood and then return to Kingston. Yours sincerely, 'W. L. Goodwin.'"

Happy Children.

There were tears in the eyes of spectators at the Union Station yesterday afternoon, when a large number of children were going out to the country for the first time in their lives, to spend two weeks in the fields, under the charge of the Fresh Air Fund. The mothers were there to bid them good-bye, but it was evident they found it hard to part with their children. If some of the subscribers to the fund had been there they would have been well repaid for the money they have expended to prevent such separations. These were selected by Miss Sims and Miss Hession, and their circumstances are thoroughly known. In order to prevent any confusion, it might be well to say this is not in connection with the City Mission fund. A carload of mothers and their babies will go out on Wednesday and be brought down to Balmy Beach. Rev. H. C. Dixon has asked The World to acknowledge donations since last week: Mrs. Joseph \$5, Miss Millie Joseph \$5, Mrs. Capt. McMaster \$5, In Memoriam L. F. B. \$1, A. Mite H. \$1, Mrs. B. E. Bull \$5, A. H. C. Jr. \$10, P. O. \$5, "K." \$1, Mrs. T. C. Jeffers \$3, Rev. B. Smith \$3, Miss M. A. Jordan \$1.

Street Railway in Rosedale.

Editor World: As a resident of Rosedale, which district now takes rank with the foremost localities in the city, I write to ask the above-named company for an explanation as to the cause of delay in completing the little belt from Glenora to Hill-street. The slow car which runs from Hill-street to the bridge is of no account, and in such hot weather as we have had business men and ladies and children don't care to walk to Scarborough-street. Could the City Engineer not get a move on and convince the public that there is such an officer? Rosedale.

For the Banquet.

order Mt. Clemens Sprudel Water. H. Howard & Co., agents.

Better Paid.

The coming of the Hon. William Patterson, Controller of Customs, brought about a rise in the salaries of some of the officials in the local customs house. He declared that no new appointments will be made at this time.

When in Buffalo stop at the Fillmore House.

Michigan-street corner of the Erie and Grand Trunk and two blocks from the T. & H. B. depot; rates \$1.50 per day.

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