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THE WORLD,

TORONTO.

THE TORONTO WORLD

THURSDAY MORNING, AUGUST 16 1883.

CONSPICUOUS POWER.

"There's a difference to be seen 'twixt a beggar and a queen," so runs the old song. Other lines of the same old song explain the difference to be this—that the beggar can, without exciting remark, indulge in such freedom of conduct as would, if indulged in by a queen, give rise to no end of scandal. Substantially the same idea has been expressed in classic language by Tennyson, where he speaks of the fierce light that beats upon the throne. Kings and queens being conspicuous in power must expect to be made conspicuous in public criticism of their conduct. If Mr. John Smith happens to remark to a friend that he thinks the consumption of spring lamb a needless and injurious waste, the thing passes without much exciting that particular force which we call public opinion. But if Queen Victoria says the same thing all England is stirred to debate on the subject, and the opinions of able editors thereupon are given in words sometimes of "learned length and thundering sound," apparently beyond the real literary requirements of the occasion. Upon the throne political a fierce light beats, as Tennyson rightly says.

But the times change, and the way the light is turned on, to use the prosaic expression most suitable to this mechanical age, changes with them. On this continent of America, and in these times, we have railway kings, who for conspicuous power follow hard upon old world kings, as represented both in vulgar song and classic poetry. What wonder if under the circumstances of our times a very fierce and inquisitive light indeed should beat upon the thrones—or office chairs—of Gould and and Vanderbilt? Or, to come nearer home, of Sir Henry Tyler and Mr, Hickson—of Mr. Stephen, Mr. Smith and Mr. McIntyre?

Great men must accept the penalties as well as the powers and the pleasures of greatness. By the confederation act two destined powers were established—the dominion government for the nation; and the provincial governments for the provinces respectively. A third power has arisen, the railway government of the country, divided between the Grand Trunk and the Canadian Pacific. Of this power we may say, copying an old Whig form of words—that it has increased, is increasing, and ought to be diminished. The actual importance to the country of a tour made by Sir Hector Langevin, our dominion minister of public works, is eclipsed by that of the progress over the Grand Trunk's domains now being made by Sir Henry and Mr. Hickson. Were Sir John himself, premier and Canada's greatest statesman, as he undoubtedly is besides, to make a tour of the Northwest now, the press would almost exhaust itself in chronicling his progress. Yet a visit by Mr. George Stephen, Mr. Donald A. Smith and Mr. Duncan McIntyre, with its possibilities and all that it might imply would be of more real importance to the thousands of people than a visit by Sir John. Where the political king of the dominion holds a nominal power, the railway kings hold a real power over the fates and fortunes of thousands or millions of people, subject always to this proviso, let us add—the real power of the commonwealth of Canada to right itself against all railway kings, any day it so determines. That right dates back to centuries of British law and usage, and it is not going to lapse either.

A fierce light beats upon the throne—the railway throne we mean just now. If Sir Henry Tyler, Mr. Hickson, Mr. Stephen, Mr. Smith and Mr. McIntyre find that it has a tendency now to beat upon them more than even upon ministers of the crown let them consider that it is because of their conspicuous power. Let them reflect also that the light is only now beginning to be turned on, and that it is certain to be turned on more and more with every month that passes. The eyes of the country must be fixed very attentively upon the railway kings.

WHAT SIR HENRY TYLER SAYS.

Several Canadian papers have already given us varying versions of what Sir Henry Tyler has to say on the railway situation. It is worth while to add to the rest what the New York Herald gets from its correspondent at Ottawa. Every line of it is worth reading, and clever "mind readers" may also find something between the lines, who knows:

Sir Henry Tyler, president of the Grand Trunk railway, who arrived in Ottawa this evening (Aug. 12) to interview the acting minister of railways, denies the rumor to the effect that he visited Canada for the purpose of renewing negotiatins with a view to bringing about an amalgamation between the Grand Trunk and the Canadian Pacific railways. He states, however, that a friendly arrangement between these two great corporations would have been arrived at before were it not for the fact that it was impossible for the Canadian Pacific to consummate previously made promises. In the future Sir Henry believes that the Grand Trunk will connect with the Northern Pacific by way of Sault Ste. Marie, but in the meantime the scheme for making an entrance into Winnipeg will not be pushed forward. It is understood that the co-operation of the Western railway and the lines by way of Milwaukee will satisfy the Grand Trunk authorities for the present.

Not the least among important acquisitions the Grand Trunk railway has made since 1876 was the securing of a direct route between Ottawa and Montreal via the Canada Atlantic railway; another important move was the leasing of the North Shore railway for fifty years, virtually giving it control of the traffic between Montreal and Quebec; but the latest and perhaps the most important transaction was the purchase of the Great Western railway, a rival corporation. Other alliances, of an equally important character, have taken place at the west end of the line. The company controls a line to Milwaukee, another to Chicago, and a second line to Chicago will shortly be constructed via the through route between Chicago and New York over the Great Western division. By means of an alliance with the Baltimore and Ohio, the Wabash and the Delaware, Lackawanna and Western railways another line to Toledo will be completed in a short time. The company have also entered into agreements with the new Delaware, Lackawanna and Western company and with the West Shore road, thus securing two new outlets to New York by way of Buffalo. Although the Grand Trunk has at all times maintained a friendly spirit toward the Vanderbilt system, still the acquisitions and working arrangements above referred to will make it independence of that magnate.

WORTH WATCHING.

The advisability of settling the poor peasantry of Ireland by tens of thousands together in the unaccustomed climate and circumstances of the Northwest is fairly open to question, to say the least. Are these people likely to master at once the ways and means of getting along through a Northwest winer, and with the small means that can be furnished them? On first view we doubt it; but we are open to hear statements of facts showing the thing to be feasible. Aside from the bare practicability of the proposal, however, it is to be observed that the Irish press is mostly opposed to it. The British government takes the view that by this emigration movement much good for the Irish people would be done; but those who claim to speak for the Irish people denounce the scheme as an outrage. This much we would say, that if it be at bottom a scheme to relieve Irish landlords of their liability to support those whom their rapacity has impoverished, it had better get further consideration before being adopted. It is not yet forgotten in Canada that when our Parliament voted $100,000 to relieve famine in Ireland the money was expended, not for this specific purpose, but in other ways, the expenses of which should have been borne either by the government or the landlords, or both together. Canadians have cause to be watchful of schemes for the benefit of Irish landlords, advanced under the guise of popular benevolence. This particular scheme *may* be all right, but its working will require to be well watched on both sides of the Atlantic.

The people of St. Paul, Minnesota, are probably not very well disposed towards Winnipeg for the reason that the existence of the Canadian gate city and the national policy together shut them out of an immense business which otherwise they would do in our Northwest. We may therefore take with a grain or two of allowance the following, which is telegraphed from St. Paul to the Boston Herald:

The wild boom which Winnipeg experienced a year ago is now having a compensatory offset in a most ruinous depression of trade. Auction sales, sheriff's sales, sales of bankrupt stock, and sales on retirement from business are the order of the day. Everywhere can be seen the flag of distress, announcing clearances below cost, and an inspection of goods, such as clothing, boots and shoes, jewelry, hoisery and fancy goods, and a reference to the prices to which they are marked down will show that the sales are not bogus. They are the efforts of unlucky dealers who want money and of still more unlucky eastern houses which supplied the stock. Boots ordinarily sold at $5 are marked down to $3.75; shoes legitimately worth three sold for $2 and $1.50; suits of clothing worth $20 are sold for $12. A Montreal merchant recently sold $23,000 worth of bad debts for $2500. Last week the Potter house went under the hammer. Lots that sold twelve months ago for $50,000 can be had now for $500. The Winnipeggers got it into their heads that a big city makes a big country, and they kept pegging away at the idea till they made even the cooler heads of eastern Canada believe it. All branches of business are vastly overdone.

Over the border the telephone companies are consolidating, somewhat on the Western Union plan, which may be thus described. Three or four or half a dozen companies, averaging say a quarter of a million dollars capital each, join together, the quarter million being put down as two or three millions on the books of the consolidated. They are hurrying up the thing now so as to be in position before the hurricane comes which is surely coming in the United States. But such bogus "vested rights" as those indicated, manufactured to order for immediate use on the present occasion, will almost certainly be swept away whenever passed upon by the supreme court of the United States.

The Montreal Witness of Aug. 14 publishes, without comment, a note from Messrs. Stephen, Smith and McIntyre, denying the existence of any arrangement by which they, along with Mr. Barlow and Mr. Chaffee, were to have received a large commission on the sale of the Southeastern railway. As we copied the Witnesses' statement, we publish the denial too. The same statement, word for word, appears in the New York Tribune of Tuesday, and is mentioned as having been sent to the Boston Journal from St. Albans, Vermont, whence also the despatch to the Witness came. It therefore appears that the story was started on its travels on the other side of the border and not on this side.

It is affirmed that nearly all the fish eaten in America as sardines are really small herring caught off the coast of Maine and put up in that state. The actual cost per box, including all expenses, is said to be five cents. There is a gigantic darkey in the fence somewhere in this sardine business. But why shouldn't a herring be as good as a sardine?

AN EMPHATIC DENIAL.

To the Editor of The Witness.

SIR: We observe in your paper of yesterday an article headed, "The Southeastern Railway," in which, after describing an alleged agreement with the Canadian Pacific railway company, you state that it was further agreed between us and Messrs. Barlow and Chaffee that the Southeastern railway should be sold to the Canadian Pacific for $5,000,000, the difference between the price paid Mr. Barlow and that sum to be divided between us, Mr. Barlow and Mr. Chaffee.

Without discussing the correctness or incorrectness of the other portions of your article, we have to state as to this, that it is absolutely false in every particular, and that we never either made or contemplated any such arrangement or any arrangement by which any profit would have accrued to us from the Canadian Pacific railway company, out of any transaction in connection with the Southeastern railway.

We have also to request that you will publish this contradiction of the libellous imputation contained in your article.

GEO. STEPHEN,
DONALD A. SMITH,
DUNCAN McINTYRE.

Montreal, August 14, 1883.

DEAR FISH.

To the Editor of The World.

SIR: As I perceive from your journal that you are down upon high prices, I wish to draw your attention to the matter of dear fish.

I asked a barrow man to-day why a small fish—salmon trout or white fish—should cost more than butcher's meat. His reply was he did not make much on them. Three wholesale men get all the fish that come to market, and made hucksters pay high and they had to charge high prices to the public.

Now, Mr. Editor, is there no way of the public being protected against these monopolists, a few men of capital buying up everything, making a whole community of consumers the slaves of their wealth?

If agitators who are so fond of writing and spouting about what they call general ities and what they call principles and patriotism would tax their energies to lessen these burdens of detail in every day life they would do some real service to mankind.

HOUSEKEEPER.

Toronto, Aug. 15, 1883.

YORK CHAMBERS.

To the Editor of The World.

SIR: The remarks of Engineer in your issue of the 11th are somewhat in error. Those who remember the stirring times of 1837-8 when Lount and Matthews were executed for their acts in the rebellion of 1837 in the centre of the block formed by Church, King, Toronto and Adelaide stracts, when the only buildings there at the corners were the jail, court house, the methodist church and old St. Andrew's. Osborne shortly after erected the first store at the corner of King and Church; and in 1853-4 Californian Dickson bought the old jail, and built up the front some twenty feet in line with Toronto street, as it new stands. It was then considered one of the finest buildings, but the stone front being mere ashlar work, without proper or sufficient land ties, when the weight of the roof came on to it from shrinkage of the inner wall it began to bulge, and in less than ten years (1862) it was pronounced unsafe by the late Mr. Kaufman the architect, who employed Mr. Wagner to put those bolts in which are seen in the front at a cost of $600. It was then considered safe, that is now twenty years ago. No doubt since that time moisture and frost with its immense power has been gradually thrusting it off from the inner wall until it has reached its present condition, which is in no way improved by the the immense weight of the additional superstructure.

When the present proprietors bought the building of Mr. Pears paying $51,000 for it had they been rightly advised they would have pulled the front part down to the ground and rebuilt it raising the height of the ground floor three feet and making it a building worthy of the site. The cost would not have been much larger than the present outlay, about $45,000, and the building would then have been worth its cost, but its present value is very questionable. In the way in which the front is being dealt with I am of opinion that the iron girder is useless—that the foundation is good and that they must accept the inevitable, the front must come down, it is but a matter of time either in its being taken down or portions falling on some unfortunate passer-by.

The subject is not abstruse but practical. Mr. Galley was of opinion that it should be taken down. Mr. Yorke agreed to the girder, but I do not think it was his honest conviction. As at present decided upon, covering the girder with galvanized iron (a sham) the building will be an incongruous botch, a disgrace to the profession.

To a certain extent the onus probandi so far as regards safety rests on Mr. Costsworth. Had he consulted the following old experienced and practical gentlemen: Mr. Smith (of the late firm of Smith & Macintosh), Mr. Peter Scott, Mr. Galley, Mr. Wagner and Mr. Yorke, presided over by a competent engineer, they would I think have been of an unanimous opinion that the front be taken down and rebuilt, but they should have been consulted before the alterations were began.

The north wall is very shaky, and in the near future Rice Lewis's building will come down. How will the south wall be found?

ANOTHER ENGINEER.

Toronto, Aug. 15, 1883.

The Queen's Dinner Party.

People are vastly mistaken if they suppose that a visit to Windsor signifies confidential intercourse with the royal hostess. The guests and such of the household as are included in the dinner party assemble in the grand corridor, and the queen enters from her private apartments just as the repast is announced, and accords a formal greeting to each person. The company then goes into the dining room (the oak room), and during dinner conversation is, of course, of a very vapid sort—"Shakspeare and the musical glasses." After dinner the party again meet in the corridor and her majesty goes round the circle, speaking perhaps for two minutes to each person, after which she retires and the guests adjourn to one of the drawing rooms to finish the evening with music or cards. Next morning they leave without having again seen the queen, so that very little political capital can be made out of a visit.

Advice to Consumptives.

On the appearance of the first symptoms—as general debility, loss of appetite, pallor, chilly sensations, followed by night sweats and cough, prompt measures of relief should be taken. Consumption is scrofulous disease of the lungs; therefore use the great anti-scrofulous or blood-purifier and strength-restorer, Dr. Pierce's "Golden Medical Discovery." Superior to cod liver oil as a nutritive and unsurpassed as a pectoral. For weak lungs, spitting of blood, and kindred affections it has no equal. Sold by druggists. For Dr. Pierce's treatise on consumption send two stamps. World's Dispensary Medical Association, Buffalo, N. Y.

Koch's Theory Disproved.

Dr. Spina claims to have disproved Prof. Koch's theory concerning the Tubercle Bacillus. Regardless of the many directly opposite theories of the ablest pathologists of the world, the surgeons of the International Throat and Lung Institute using the spirometer, the wonderful invention of Dr. M. Souvielle of Paris, an ex-aide surgeon of the French army, are curing monthly hundreds of cases of bronchitis, consumption, asthma, catarrh and catarrhal deafness. Physicians and sufferers are invited to try the Spirometer free. Call or write, enclosing stamp, for list of questions and copy of International News, to 173 Churchstreet, Toronto, or 13 Philips square, Montreal, P. Q.

Catarrh—A New treatment.

From the Weekly (Toronto) Mail, Aug. 3.

Perhaps the most extraordinary success that has been achieved in modern medicine has been attained by the Dixon treatment for catarrh. Out of two thousand patients treated during the past six months fully ninety per cent have been cured of this stubborn malady. This is none the less startling when it is remembered that not five per cent of patients presenting themselves to the regular practitioner are benefited, while the patent medicines and other advertised cures never record a cure at all. Starting with the claim now generally believed by the most scientific men that the disease is due to the presence of living parasites in the tissue, Mr. Dixon at once adapted his cure to their extermination—this accomplished, he claims the catarrh is practically cured and the permanency is unquestioned, as cures effected by him two years ago are cures still. No one else has ever attempted to cure catarrh in this manner, and no other treatment has ever cured catarrh. The application of the remedy is simple and can be done at home, and the present season of the year is most favorable for a speedy and permanent cure, the majority of cases being cured at one treatment. Sufferers should correspond with Mr. A. H. Dixon, 305 and 307 King street west, Toronto, Canada, and enclose stamp for his treatise on catarrh.

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The time to insure is when you are safe and uninjured. To-morrow may be too late. Read the list of accidents in the daily papers and convince yourself of the necessity of procuring an Accident Policy from this well-known British Company, which, through its liberal dealings with its insurers has attained unrivalled popularity and success.

Head Office for Canada:

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ALEXANDER CROMAR, City Agent. A. T. McCORD, Resident Sect

Grange Trust (Limited) Notice.

A meeting of the shareholders of the Grange Trust (limited), a company incorporated under the laws of the Province of Ontario, will be held on the 12th day of September, A. D. 1883, at one o'clock afternoon, in the Temperance Hall, in the city of Toronto, to take into consideration an act passed at the last session of the Legislature of the Dominion of Canada, entitled "An act to incorporate the Grange Trust (limited)," and for the purpose of ratifying and adopting all the provisions of the said Act, if the meeting should so decide by a vote of two-thirds in value of its shareholders. This notice is given by direction of the directors of the company pursuant to section 8 of the said Dominion Act.

Signed, R. J. DOYLE,
Secretary.

Dated at Owen Sound, August 2, 1883.

CONFEDERATION LIFE

ASSOCIATION.

President—SIR W. P. HOWLAND, C.B., K.C.M.G.
Vice-Presidents—HON. WM. McMASTER and WM. ELLIOT, Esq.

The profits for the five years to the 31st Dec., 1881, were distributed during 1882, and were eminently satisfactory to our policyholders.

The surplus over all liabilities at the 31st Dec., 1882, the first year of the current quinquenium, was as follows:

Surplus under the Company's own valuation of the Policy and Annuity obligations	$ 62,389.87
Surplus under the valuation of Prof. Cherriman, Superintendent of Insurances	75,053.07
Surplus under the valuation of Mr. S. Homans, on the standard for the State of New York	102,633.83

If policy holders are safe in the companies which merely conform to the requirements of a fixed standard, it is evident that the policyholders of this association are most thoroughly protected.

This association holds the highest reserve of any Canadian company.

R. S. BAIRD, City Agent. J. K. MACDONALD, Managing Director

THE CELEBRATED

"KIDNEY-WORT"

THE SPECIFIC FOR KIDNEY DISEASES, LIVER TROUBLES, CONSTIPATION, PILES, FEMALE WEAKNESSES AND RHEUMATISM.

PHYSICIANS ENDORSE HEARTILY.

"I have found Kidney-Wort to work like a charm, doing all that is claimed for it. After using it several years in my practice I, a 'regular physician,' can endorse it heartily. It has done better than any remedy I ever used." K. L. Clark, M.D., South Hero, Vt.

DANGEROUS KIDNEY DISEASE.

"A stroke of paralysis prostrated me, also dangerously diseasing my kidneys. The doctors failed, but Kidney-Wort cured me."—Michael Cobo, Montgomery Center, Vt.

KIDNEY DISEASE AND RHEUMATISM.

"Two of my friends had my trouble," says Mr. Elbridge Malcolm of West Bath, Me. "I was given up to die by my physician and friends. We all had kidney disease and rheumatism. Mine was of 30 years' standing. Kidney-Wort has entirely cured all three of us."

"I had kidney troubles for many years. Kidney-Wort cured me."—J. M. Iowa, of Diebold Safe Co., 28 Canal street, New Orleans.

CURED AFTER 20 YEARS.

"I devoutly thank God that I found out the virtues of Kidney-Wort," writes C. P. Brown, of Westport, N. Y. "It has cured me of a 20 years' case of terrible kidney disease."

KIDNEYS, LIVER AND CONSTIPATION.

"The most satisfactory results," writes James F. Reed of No. Acton, Me., "in cases of kidney and liver troubles and constipation, have followed from the use of Kidney-Wort, by members of my family."

Kidney Troubles and Rheumatism.

"My attending physician gave me up. I'd had rheumatism and kidney troubles for 20 years. Many doctors and numberless remedies did me no good. My friends, too, thought my death was certain. Kidney-Wort has entirely cured me," so writes Elbridge Malcolm, West Bath, Me.

LIVER DISORDER.

"Please tell my brother soldiers, and the public, too," appeals J. C. Power, of Trenton, Ill., through the St. Louis Globe-Democrat, and Home and Fireside, "that Kinney-Wort cured my liver disorders, which I'd had for 20 years."

RHEUMATISM.

"I have tried a great number," truly remarks Mr. W. N. Gross, of Scranton, Pa., under date of Dec. 12, '82, "but there is no other remedy like Kidney-Wort, for curing rheumatism and diseased kidneys."

INFLAMATION OF BLADDER.

"Chronic inflammation of the bladder, two years duration, was my wife's complaint," writes Doctor C. M. Summerlin, of Sun Hill, Ga. "Her urine often contained mucus, pus, and was sometimes bloody. Physicians prescribed—may own included—and domestic remedies palliated her pains. Kidney-Wort, however, entirely cured her."

INTERNAL PILES.

"I had internal piles for several years," said J. B. Moyer, of Myerstown, Pa. "Nothing helped me except Kidney-Wort. It cured me."

LADIES' TROUBLES.

Respec' the confidence reposed in you by ladies. "It has helped me in intricate diseases," writes Mrs. Annie Rockhold, of Arnettsville, Md. This lady correspondent wrote us about Kidney-Wort's curative effects.

RHEUMATISM.

"Nothing else would," tersely says Justice J. G. Jewell, of Woodbury, Vt., "but Kidney-Wort did cure my three years' rheumatism."

DYSPEPSIA.

Our correspondent, Mr. Josiah Kenney, of Landisburg, Pa., says: "Kidney-Wort cured my dyspepsia. I had it in its worst form, too."

A WILLING OATH.

"I will swear by Kidney-Wort all the time," writes Mr. J. R. Kauffman, Lancaster, Pa. (All its patrons do the same, Mr. K.)

DELICATE COMPLAINTS.

Another lady, Mrs. J. B. Clark, Amitee City, La., writes us: "Kidney-Wort has cured me of habitual constipation, pain in the side, as well as some other delicate complaints."

A NOTED BUT UNTITLED WOMAN.

[From the Boston *Globe*.]

Messrs. Editors:—The above is a good likeness of Mrs. Lydia E. Pinkham, of Lynn, Mass., who above all other human beings may be truthfully called the "Dear Friend of Woman," as some of her correspondents love to call her. She is zealously devoted to her work, which is the outcome of a life-study, and is obliged to keep six lady assistants, to help her answer the large correspondence which daily pours in upon her, each bearing its special burden of suffering, or joy as release from it. Her Vegetable Compound is a medicine for good and not evil purposes. I have personally investigated it and am satisfied of the truth of this.

On account of its proven merits, it is recommended and prescribed by the best physicians in the country. One says: "It works like a charm and saves much pain. It will cure entirely the worst form of falling of the uterus, Leucorrhœa, irregular and painful Menstruation, all Ovarian Troubles, Inflammation and Ulceration, Floodings, all Displacements and the consequent spinal weakness, and is especially adapted to the Change of Life."

It permeates every portion of the system, and gives new life and vigor. It removes faintness, flatulency, destroys all craving for stimulants, overcomes weakness of the stomach. It cures headaches, Nervous Prostration, General Debility, Sleeplessness, Depression and Indigestion. That feeling of bearing down, causing pain, weight and backache, is always permanently cured by its use. It will at all times, and under all circumstances, act in harmony with the law that governs the female system.

It costs only $1, per bottle or six for $5., and is sold by druggists. Any advice required as to special cases, and the names of many who have been restored to perfect health by the use of the Vegetable Compound, can be obtained by addressing Mrs. P., with stamp for reply, at her home in Lynn, Mass.

For Kidney Complaint of *either* sex this compound is unsurpassed as abundant testimonials show.

"Mrs. Pinkham's Liver Pills," says one writer, "are *the best in the world* for the cure of Constipation, Biliousness and Torpidity of the liver. Her Blood Purifier works wonders in its special line and bids fair to equal the Compound in its popularity.

All must respect her as an Angel of Mercy whose sole ambition is to do good to others.

Philadelphia, Pa. (3) Mrs. A. M. D.

Agency at Stanstead, P.Q. Norton & Lyman Toronto, general agents for Ontario

Midland Railway.

PARRY SOUND ROUTE

During the season of navigation, the steamer *MAGANETAWAN* will leave Midland, weather permitting, every Monday and Friday upon arrival of 7 a.m. train from Toronto, reaching Parry Sound same evenings. Returning, will leave Parry Sound at 7 a.m. on Tuesdays and Saturdays, passengers reaching Toronto at 9.15 p.m. On Wednesday the Maganetawan will leave Midland for Parry Sound and Byng Inlet at 6 a.m. Returning, will leave Byng Inlet at 6 a.m. on Thursdays, and Parry Sound at 12 noon, reaching Midland the same evening. Through tickets at low rates, to be had at all Midland railway stations. Special fast freight trains will be run with freight consigned to Georgian Bay ports. Rates as low as by any other route.

A. WHITE, Traffic Manager.
GEORGE A. COX, General Manager

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Between King and Adelaide streets, Toronto.
A. DORENWEND.

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NOTICE

Is hereby given that the Council of the Corporation of the City of Toronto will, in pursuance of the provisions of the consolidated Municipal Act, 1883, pass a By-law for the construction of a Cedar Block pavement and Wood Curbing on Oxford street, from Bellevue avenue to Lipincott street, and for assessing and levying the cost thereof on the real property benefited thereby, unless the majority of the owners of such real property, representing at least one-half in value thereof, petition the Council of the said Corporation of the City of Toronto against such assessment within one month after the last publication of this notice, which will be on the 17th day of August, 1883.

ROBERT RODDY, City Clerk.

GRATEFUL—COMFORTING

EPPS' COCOA

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

Made simply with boiling water or milk. Sold in packets and tins only (½-lb. and lb.) by Grocers labelled thus

JAMES EPPS & Co., Homœopathic Chemists, London, England.

FARMS FOR SALE.

To those about going to Manitoba to settle: For sale, the northwest quarter and the west half of the northeast quarter of Section 33, Township 14, Range 1 east; 240 acres in all. Only seven dollars an acre; terms easy. First-class soil. About 25 miles from Winnipeg and 6½ from Stonewall and 2½ from Balmoral. This property will be disposed of at a bargain. Apply or write The World office.

Also south half of section 33, township 1, range 3 east, 320 acres, about six miles north of Emerson. First-class soil, A 1 farm, railway runs through next section. Price only $8 per acre. Terms, easy. Apply or write to THE WORLD office.

NEW PAINT STORE,

498 YONGE STREET.

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Dealer in
Paints, Glass, Brushes, Machine Oils, etc. Sign Writing a Specialty.

RAIL COAL!

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