THE TORONTO WORLD

AN INDEPENDENT AND FEARLESS

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ADDRESS

THE WORLD,

TORONTO.

The Toronto World.

TUESDAY MORNING, FEBRUARY 21, 1882.

POINTS ON THE RAILWAY QUESTION.

The principal points which we have endeavored to make on the railway question may be recapitulated as under:

1. The present position stated. From twelve to thirteen million dollars given to Ontario local railways by the province and by municipalities together, nearly three-fourths of the whole to railways within the western peninsula. These millions were voted in the belief that it was for the public interest to do so, and that competition would be established and maintained all over the province. Result: the local roads unable to run themselves, their bonds bought up by speculators at from ten to fifty cents on the dollar, and the roads themselves handed over to the control of the great through line companies. The failure of competition by these roads shown to be complete and decisive beyond all denial. This point—the failure and collapse of that competition which the local roads were expected to maintain, is proved so conclusively that no opening for even a pretence of denial is left.

2. As to railway competition and the balance of power. Competition by the local railway, having vanished before our eyes like a dissolving view, or "the baseless fabric of a vision," what next? This answer is offered: Let it be our policy now to establish, to secure, and to perpetuate competition between the great through lines. This is positively our *only* resource, short of buying up all the railways and making them the property of the commonwealth. As the latter proposal is certainly not now within the domain of practical policy, in Canada, the former is really "Hobson's choice" for us—either this or none. Besides the secured and sustained competition of the great through railways, what other plan of competition *can* anybody suggest?

3. But, whatever view may be taken of this or the plan for se maintaining competition that it shall be fair both to the companies and the public, one thing is clear enough. We must have the competition before we can regulate or maintain it. We cannot regulate what does not exist: if the thing be not *there*, it is labor lost to sit contriving how we shall keep it up and make it work. The point having been settled that competion kept up between the great through railways is practically our *only* resource, the question—between what railways? presents itself at once.

4. There are just three great lines that need be named: the Grand Trunk, the Great Western, and the Canadian Pacific. The latter is not yet a through road, but soon will be; we may take that as a thing settled. The Grand Trunk is already a through road on Canadian soil, from Lake Huron to Quebec, with American connections east and west besides. That the Canadian Pacific will also have its American connections both east and west is certain. The Great Western does a large through traffic by means of its American connections, but on Canadian soil it stops short at Toronto. Give the road an eastern Canadian extension through to Montreal, and to natural deep water at Quebec, joining rails also with the Intercolonial and other eastern roads leading down by the sea, and we should then have three roads through to the Canadian seaboard on Canadian territory, instead of two only. Once the Great Western had this new eastern Canadian outlet, it would be strong enough to keep it.

5. With the Grand Trunk and the Canadian Pacific in perpetual competition we would have only two roads to carry through for us; with the Great Western added we would have three. What idea can we form of the difference it would make to us to have the three great lines through to our own seaboard, instead of having two only? It is keeping quite within the mark to say that for the interest of Canadian trade and traffic generally three roads would be, not merely a little better, but immensely better than two roads only. A request to make moral estimate of a certain difference was once met by Dr. Johnson with the reply that the difference was "boundless." It was of such magnitude that he refused to define its limits. We might almost say the same of the difference it would make to Canada to have the Great Western as a third competing party, instead of trusting ourselves wholly to the Grand Trunk and the syndicate together. Though not exactly "boundless," the difference would certainly be immense, and that in a very large sense of the word. Let the vast importance of having this *one more road* through on Canadian soil be well weighed by our statesmen, and by business men generally.

6. But, to get this one more road, how to proceed: on what conditions can we obtain it? We need not wait an instant for the answer; it is dictated by circumstances so clearly and distinctly that there can be no mistake whatever about it. The first condition of making the Great Western a thorough competing road, east of Toronto, is soon stated. It is that the separate identity and independence of the Great Western. "must and shall be preserved." If the people of Ontario, east as well as west of Toronto, but once rightly grasped the importance of the occasion, they would be as determined in the matter as our neighbors of the northern states were during the war for the maintenance of the union, when the above famous expression came into use and fired the popular heart. But, important as Ontario's interest is, the matter does not end here; for there is a large Dominion interest besides, in competition for through traffic.

7. But the independence of the Great Western is threatened; the efforts of many years back to force this road into amalgamation with the Grand Trunk are still continued. It can be most distinctly affirmed that efforts towards amalgamation have ALWAYS come from the Grand Trunk side, never from the side of the Great Western. Such efforts were renewed with great vigor only last year, London board meetings furnishing occasions for placing the matter before shareholders, and before the public generally. Now the Ontario local house is made the arena of the attack; within its halls the same old game of aggression against the Grand Trunk's most inconvenient rival is continued. Both in England and in Canada the desperate effort to get the Great Western out of the way is kept up. That once accomplished, the Grand Trunk would be unchecked and uncontrolled in this province, and in more than one sense we would be ruled with a rod of iron. As we have already said, the Grand Trunk would speedily enter into sole possession, and would proceed to administer on the estate of the province of Ontario, lately deceased! How do the people of Ontario, and their representatives in the legislature, like the prospect? How does it present itself to Mr. Mowat's government, who have the power to stay destroying hands, and who for the use which they make of the power, on this most momentous occasion, will be held responsible? Certain innocent-looking little railway bills, professing to create new competition, are in reality attacks on Great Western outworks, intended to force surrender of the citadel, in which event competition would be extinguished at once, from Windsor and Sarnia in the west to Montreal in the east.

8. The illusory offer of new competition along forty miles distance between Toronto and Hamilton is the merest bait for gudgeons. If we swallow it, then for the sake of a promised forty miles competition, we not only put at hazard the competition we already enjoy along a thousand miles of railroad, east of this point with present western connections maintained, which we are sure to have soon if only mischievous hands be held off. For a penny's worth of competition we are asked to put a pound's worth at risk; and we should be penny wise and pound foolish to do so. It would be the old story of the dog and the shadow over again.

9. It is a most extraordinary fact that some of the men who are now trying to gull the country with promises of new competition going west from Toronto, or round to Buffalo, are the very men who have before the House a bill for combining together six local roads, the intention being to put the whole concern under the control of the Grand Trunk, and thus wholly to extinguish competition east of Toronto, down to the foot of the lake or further. Their game is—competition west, combination east. Give them their way, let the Great Western be forced into amalgamation, and competition would quickly disappear west of Toronto, as it is now vanishing to the east of this city. The cool audacity of professing to offer competition between Toronto and Hamilton, while before our eyes engaged in crushing it out between Toronto and Kingston, is positively outrageous. Are our legislators dummies, to let even the attempt be made thus to impose on public credulity, without sharply questioning the promoters as to what they mean by professing to offer competition westward, while doing their best to strangle it altogether to the eastward?

PUBLIC OPINION.

On the 14th inst. we published extracts from the Brockville Recorder, St. Catharines News, Belleville Ontario, Guelph Mercury, and Thorold Post; and on the 16th others from the Hamilton Times and St. Thomas Journal, all in substantial agreement with the views expressed by The World as to the present crisis in railway legislation. In this issue we follow up with articles from the Guelph Mercury, Arthur Enterprise, Victoria (Lindsay) Warder, Chesley Enterprise, Milton Champion, Napanee Beaver, Forest Free Press, Woodville Advocate, and Port Hope News. We are glad to see The World so well sustained on this question by the provincial press.

BREVITY AND POINTEDNESS are commendable qualities in the charge of a judge to a jury. The main object of a charge is to define the law to the jury, and show them how to frame a verdict in accordance with the law from the testimony. When judges go beyond this they exceed the strict letter of their duty, and expose themselves to the danger of being caught in the snares of clever counsel ready with exceptions. A large percentage of the reversals of judgments, both in civil and criminal practice, is based upon exceptions to portions of the judge's charge in particular cases.

THE YOUNG MAN who occasionally writes for the Telegram is not powerful on facts though he may have a powerful mind. He speaks of Dr. Ryerson as "one who spent the best years of his life in promoting the educational interests of *his adopted country.*" If Canada was his adopted country will the Telegram tell us what was his native country.

THE BOUNDARY QUESTION

Mr. Mowat's Answer to the Dominion Government's Contention—He Refuses to Go to the Supreme Court.

Further correspondence and papers respecting the disputed territory on the northerly and westerly sides of Ontario was laid before the legislative assembly last night. It includes (1) Award of arbitrators, 3rd August, 1878; (2) despatch from the honorable the secretary of state, Ottawa, to his honor the lieutenant-governor; 27th January, 1882; (3) reply of his honor the lieutenant-governor, 18th February, 1882. The first two of these documents have already been printed; the third one is the most important and fullest presentation of the case of Ontario that has yet been made and is undoubtedly a strong one. It is dated the eighteenth of February, and is an answer to the despatch of the Dominion government, dated Jan. 27.

This reply of Mr. Mowat's government covers thirteen pages of printed matter and goes over the whole question. It begins by declaring that the Ontario government regrets to find the position of the Dominion government so unsatisfactory.

It takes the despatch of the federal government as an intimation that the latter intend to reject and disregard the award of the boundary commission. Mr. Mowat then goes on to shew why he thinks that award should be received and how, according to the ethics of nations, it is the recognized and bounden duty of the government to give that award parliamentary sanction, or do their best to obtain it; nor are changes in the personnel of either government allowed to affect the obligation.

Mr. Mowat next cites that many circumstances give exceptional force to his contention that the federal authorities should accept the award. Among these are the facts that though the award was made on Aug. 3, 1878, and though a change of government took place on Oct. 17 following, the new government gave no intimation of their intention of repudiating the award till 1880.

But even if the parliament of Canada withholds its sanction, Mr. Mowat still refuses to admit that the award has no legal force. He thinks that the powers incident to executive authority are of sufficient extent to settle the question.

He next contends that the award made was really the true legal boundary and not a mere conventional one.

In answer to the proposition of the federal government that the question be left to the supreme court of Canada for adjudication, Mr. Mowat declines point blank on the grounds that it would create years of further delay and involve great additional labor and expense. Another proposition for inviting some eminent English legal functionary to come to Canada for the purpose of settling the question is also declined on the ground that the decision of one English judge would not command that general assent that the decision already given of the three arbitrators is entitled to.

The despatch concludes by hoping that both the federal parliament and the legislature of Manitoba will pass acts recognizing the award as a final adjustment of the boundaries of Ontario.

WANTED—A COFFEE HOUSE OPEN ALL NIGHT.

EDITOR WORLD: Permit me to call the attention of the coffee house association to the good opening there is for a coffee house to be kept open in a central locality, if possible on Adelaide, King or Colborne, or Melinda, between Bay and Church streets, or on Yonge between Adelaide and Colborne. I am one who works during the night and would become a regular patron, and from my knowledge, though not a printer, there are at least 300 working on the World, Globe and Mail, who would regularly take lunch there at nights in preference to eating cold lunch or such stuff as an aged Ethiopian brings around at nights. The reason I make this suggestion is because of the intention of the association to spread its branches to the different parts of the city, and I believe no better place could be selected, in regard to the financial success of the venture. Besides the custom derived from those who work at night, a large business would be done during the day, as many working in the central stores would prefer a lunch to having to take the street cars or walk home in a hurry for dinner. Hoping the association will see fit to adopt the suggestion and establish its second coffee house in a central locality, I am, with best wishes,

A WOULD-BE CUSTOMER.

REST AND COMFORT TO THE SUFFERING

"Brown's Household Panacea," has no equal for relieving pain, both internal and external. It cures Pain in the Side, Back or Bowels, Sore Throat, Rheumatism, Toothache, Lumbago, and any kind of a pain or ache. "It will most surely quicken the Blood and Heal, as its acting power is wonderful." "Brown's Household Panacea," being acknowledged as the great Pain Reliever, and of double the strength of any other Elixir or Liniment in the world, should be in every family handy for use when wanted, "as it really is the best remedy in the world for Cramps in the Stomach, and Pains and Aches of all kinds," and is for sale by all Druggists at 25cents a bottle

Mothers! Mothers!! Mothers!!

Are you disturbed at night and broken of your rest by a sick child suffering and crying with the excruciating pain of cutting teeth? If so, go at once and get a bottle of MRS. WINSLOW'S SOOTHING SYRUP. It will relieve the poor little sufferer immediately—depend upon it; there is no mistake about it. There is not a mother on earth who has ever used it, who will not tell you at once that it will regulate the bowels, and give rest to the mother, and relief and health to the child, operating like magic. It is perfectly safe to use in all cases, and pleasant to the taste, and is the prescription of one of the oldest and best female physicians and nurses in the United States. Sold everywhere. 25 cents a bottle.

—Captain Jacob Schmidt, of Tompkinsville, Staten Island, New York, suffered with severe rheumatism for many years. He used St. Jacobs Oil with splendid effect and adopted it as a family medicine.

—A POPULAR REMEDY.—Hagyard's Pectoral Balsam is one of the most deservedly popular remedies for the cure of coughs, colds, sore throat, asthma, whooping cough, croup, bronchitis, and all pulmonary complaints. For sale by all dealers.

—A REAL NECESSITY.—No house should be without a bottle of Hagyard's Yellow Oil, in case of accident. There is no preparation offered to suffering humanity that has made so many permanent cures, or relieved so much pain and misery. It is called by some the Good Samaritan, by others the Cure-all, and by the afflicted an Angel of Mercy.

—WHEN DOCTORS DISAGREE WHO SHALL DECIDE?—Nothing is more variable than the different opinions of medical men; but when they fail to agree, or to perform a cure in a chronic disease, the patients often decide for themselves, and take Burdock Blood Bitters, and speedily recover. It is the grand key to health that unlocks all the secretions, and liberates the slave from the captivity of disease.

MONEY AND TRADE

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FARLEY & MARA,

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Stock Brokers, Commission & General Agents.

MEMBERS OF THE TORONTO STOCK EXCHANGE

Buy and sell on commission Canadian and American stocks; also grain and provisions on the Chicago and Toledo Board of Trade for cash or on margin.

Toronto Stock Market.

TORONTO, Feb. 20.—Banks—Montreal, 206 and 205½, transactions 1 at 205; Ontario, 61½ and 61, transactions 75 at 61½; Toronto, 168 and 168; Merchants, 128 and 128¾, transactions, 25 at 128¾; Commerce, 143 and 142¾, transactions, 20 at 142¾, 20 at 143; Imperial, 137½ and 136, transactions, 10 at 136, 10, 15 at 136½; Federal, 163½ and 162, transactions, 10, at 161½, 10, 161¾, 50 at 162; Dominion, 196½ and 196¼, transactions, 20 at 196½; Standard 115 and 114½, 20 at 114½; Hamilton, sellers, 132½; Hamilton do, 50 per cent, buyers, 113; British America, sellers, 127½; Western Assurance Company, 180 and 178; Canada Life, buyers, 365; Confederation Life Association, buyers, 250; Consumers' Gas Company, 156½ and 154¾, transactions 28 at 155½; Dominion Telegraph Company, sellers, 93; Montreal Telegraph Company, sellers, 125½; Canada Permanent Loan and Savings Company, 230 and 225; Freehold Loan and Savings Company, buyers, 176, transactions, 1 at 175; Western Canada Loan and Savings Company, 188 and 185, transactions, 7 at 186; Union Loan and Savings Company, buyers, 130; Canada Landed Credit Company, sellers, 132; B. & Loan Association, sellers 107½; Imperial Savings and Investment Company, 114 and 111; Farmer's Loan and Savings Company, 120 and 125¾; London and Canada L. and A., sellers, 148½; National Investment Company, 111 and 110, trans, 40, 290 at 115; People's Loan Co, buyers, 115½, Real Estate L. & D. Company buyers, 99; London and Ontario, buyers, 116; Manitoba Loan, 120 and 115; Huron and Erie Loan Company, buyers, 156½; Dominion Savings & Loan Company, sellers, 122; Ontario Loan & Debenture Company, sellers, 133; Canadian Savings and Loan, sellers, 131½; London Loan, sellers, 111; Hamilton Provident, sellers, 142½; Brant Loan and Savings Society, buyers, 101½; Ontario Investment Association, 135 and 133.

Montreal Stock Market.

MONTREAL, Feb. 22.—The stock market was firm this morning, but there was little doing so far as marketing of stocks at present high prices is concerned. Montreal Bank, it is true, advanced ¼, Montreal Gas ¼, and Richelieu ¼. Except in the first-named two there was no business to speak of. Montreal Bank sold at 205¾ for 70, 205¾ for 15, 205¾ for 50, 205¼ for 25, 205¾ for 125. Ontario at 61½ for 50, 61½ for 275. Molson's at 127½ for 17. Merchants' at 128¾ for 25. Montreal Telegraph sold at 124 for 30, 124½ for 50. Richelieu and Ontario at 58¾ for 4. Montreal Gas opened at 167 for 100, 167½ for 25, 167¾ for 275, 167½ for 25, 167¾ for 75, 167½ for 125, 168 for 300. Royal Canadian sold at 51 for 49, and St. Paul at 110¾ for 100.

E. STRACHAN COX

STOCK BROKER,

No. 86 King St. East, Toronto,

Buys and sells Canadian and American Stocks strictly on Commission.

Also represents the Grain and Provision House of Messrs. D. H. Denton & Co., Chicago, through whom orders are executed on the Board of Trade either for cash or on margin.

Receives telegraph quotations of the New York, Chicago and Montreal markets, daily reports and financial papers.

Grain and Produce Markets.

CALL BOARD, TORONTO, Feb. 20.—No. 2 fall wheat was wanted at $1 27½, for May delivery, with sellers at $1 30, and No. 2 spring at $1 30½, without sellers. Two cars of No. 2 spring offered at $1 28 cash. Two cars of No. 1 barley offered at 88c; 5000 bush No. 2 April delivery at 86c, four cars of No. 3 offered at 73c, and two cars of No. 3, extra at 79c, without bids. Forty-one cents bid for choice western oats.

The street market to-day was quiet, the receipts of produce generally being very small. Some 200 bush of wheat offered and sold at $1 19 to $1 21 for fall, and $1 67 for goose; spring would bring $1 22 to $1 26, but none offered to-day. Barley steady, with sales of two loads at 83c and 85c per bushel each. Oats firm at 43c to 44c for 100 bush. No peas, rye, or clover seed offered. Hay was steady, with sales of 40 loads at $9 to $11 for clover, and $11 to $13 for timothy. Straw higher at $8 to $9. Butter and eggs unchanged.

Wheat, fall	$1 16 to $1 21	Apples, brl	1 50 to 3 00
do spring	1 22 to 1 26	Cabbage, dz.	0 75 to 1 00
do goose	1 05 to 1 08	Turnips, bag	0 40 to 0 45
Barley	0 78 to 0 83	Beans, bu	2 15 to 2 25
Oats	0 43 to 0 44	Onions, bag	1 15 to 1 20
Peas	0 78 to 0 82	Cauliflr, doz	0 75 to 1 00
Rye	0 83 to 0 84	Chickens, pair	0 60 to 0 80
Clover seed	5 15 to 5 30	Fowls, pair	0 60 to 0 85
Beef, hd qrs	6 50 to 8 00	Ducks, brace	0 70 to 0 90
do fore qrs	5 00 to 6 00	Partridge	0 00 to 0 60
Mutton	8 00 to 9 00	Geese	0 80 to 1 10
Venison	00 00 to 00 00	Turkeys	1 00 to 2 00
" carc	0 00 to 0 00	Butter, lb. rls	0 22 to 0 27
Lamb	8 50 to 9 50	do dairy	0 20 to 0 21
Hogs, 100 lbs	8 00 to 8 80	Eggs, fresh	0 22 to 0 28
Beets, bag	0 60 to 0 70	Wool, per lb	0 00 to 0 24
Carrots, bag	0 60 to 0 70	Hay	11 00 to 13 00
Parsnips, bg	0 65 to 0 75	Straw	8 00 to 9 00
Potatoes, bg	1 10 to 1 25		

MONTREAL, Feb. 20.—Flour—Receipts 2400 brls; market quiet, steady; prices unchanged. Quotations: Flour—Superior $6 30, extra $6 15, spring extra $6, superfine $3 60, strong bakers' $7 75, fine $4 75, middlings $4, pollards $3 75, Ontario bags $2 90, city bags $4, wheat, red $1 42, white $1 35, spring $1 40, corn 85c, pease per 60 lbs 79c, oats 37c, barley 70c, rye 93c, oatmeal $5 10, cornmeal, nominal; butter, western 16c to 23c, eastern township 21c to 26c, Brockville and Morrisburg 20c to 23c, creamery 28c to 34c, cheese 11c to 13c, pork $21 to $22, lard $14 to $15, bacon 12c to 13c, hams 13c to 14c, ashes, pots $4 75 to $4 85, pearls nominal.

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Ontario Steam Dye Works,

334 YONGE STREET, Opposite Gould, TORONTO

THOMAS SQUIRE, Prop.

The only house in Toronto where employs first-class PRACTICAL MEN to press Gentlemen's Clothes.

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From Pullar & Sons, Perth, Scotland

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STEAM DYE WORKS,

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Silk and Woollen Dyers, Scourers, &c

Gents' clothing, kid gloves and feathers a specialty; Silks, velvets, damasks, repps, shawls, table covers and waterproofs, lustres. Mc. inoes cleaned, dye and pressed.

Toronto exhibition, 1879, awarded first extra prize for dyeing silks, etc. 1880, diploma—highest award possible. 246

SHIRTS.

THE PARAGON SHIRT

First Prize.)

HAVE NO OTHER

LEADER LANE, Toronto.

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W. H. INGRAM, Undertaker.

418 King Street East, corner of River. Funerals conducted on liberal terms.

M. NOLAN, 537 Queen street west. Funerals supplied in First-Class style at the Lowest Rates. The best Hearse in Toronto. Telephone communication with all parts of the City.

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Night calls promptly attended to.

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THE LEADING

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TELEPHONE COMUNICATION.

RAILWAYS.

MANITOBA SOUTH-WESTERN

Colonization Railway.

NOTICE.

Whereas, advertisements have been published stating that the "Town plot of Carman City was laid out by the South-western Railway Company." Notice is hereby given that no town plot at or near Carman City has been laid out, approved of, or endorsed by, either the late or present Board of Directors of the Manitoba South-western Colonization Railway Company.

By authority and instruction of the Board of Directors.

J. H. HAMMOND,

President.

234561

MIDLAND RAILWAY

CANADA.

TENDERS.

Tenders are invited for a term of one, two, or three years for the

TRAIN NEWS AGENCY

Of the Midland railway of Canada, and also for the privilege of placing advertisements in the stations of that company, covering the following divisions:

TORONTO AND NIPISSING,

MIDLAND,

WHITBY,

GRAND JUNCTION,

TORONTO AND OTTAWA.

Tenders for the above should be addressed to A. WHITE, general traffic agent, Midland railway, Peterboro' on or before FEBRUARY 28th, 1882. The company will not necessarily bind themselves to accept the lowest or any tender.

12 GEO. A. COX, general manager.

SOMETHING NEW AND STARTLING.

FREE TICKETS

TO

MANITOBA

And the Golden Wheat Fields of the Great Northwest.

The Western and Northwestern Land and Immigration Association represented at Winnipeg by G. A. Winks, banker; Emerson, Hon. Thos. Carney, M. P.; Bismarck, Dak., S. D. Heywood & Co.; Fargo, Dak., Wm. Fry; Grand Forks, Dak., D. J. Tallant; Jamestown, Dak., Van Cleve & Wadsworth; Minneapolis, Minn., Hamlin & Brown; Fergus Falls, Minn., Robt. Miller; Crookstown, Minn., Chas. E. Hamilton; St. Paul, Minn., S. D. Heywood, is composed of Real Estate men, all being entirely reliable, no others being admitted to membership, who pay particular attention to location of Colonies and can furnish land adapted to every kind of agriculture. Any of our agents will personally show you the lands offered for sale free of charge, and on presentation of Rebate Receipt will direct you to an hotel with which we have arrangements for half fares.

5,000,000 ACRES

Of the finest agricultural land in the west and northwest, consisting of fine improved farms, railroad lands, unimproved lands, and houses and lots in the best towns. Terms of purchase—Unimproved lands, $1.25 to $6.00 per acre. Improved lands, $6.00 to $15.00 per acre, on long time, at low rate of interest, or liberal discount for cash.

NOW IS YOUR OPPORTUNITY

as your entire ticket fare from all points in Canada to Manitoba will be unconditionally free to all who purchase land through our Association. For further particulars write or call on W. R. CALLAWAY, City Passenger Agent Credit Valley Railway, 20 King street West, or 25 York street, Toronto. Or to C. R. COOK, General Manager, 18 and 20 Franklin street, Chicago, Ill. 123456

GREAT WESTERN RAILWAY

MANITOBA.

THE FIRST OF A SERIES OF SPECIAL Colonist trains this season for FARGO, GRAND FORKS, EMERSON, WINNIPEG, PORTAGE LA PRAIRIE, BRANDON, and points in the NORTH-WEST, will leave the line of this Railway on

WEDNESDAY, MARCH 1st, 1881.

(TORONTO, AT 1 P. M.),

And will be accompanied by a responsible agent of the Company through to Winnipeg. These trains, which have been specially arranged for the convenience of intending settlers in the Northwest, will be continued during the months of March and April, leaving on Wednesday of each week, and will be run through on express time, reaching Winnipeg, it is expected, on the following Saturday. Freight train for general merchandise, and settlers' effects will leave Windsor on Fridays during the same months previous to the starting of passenger trains. For further particulars as to passenger and freight rates, time tables, maps, etc, apply to any of the Company's station masters and agents.

WM. EDGAR, Gen. Pass. Agent. F. BROUGHTON, Gen. Manager

MEETINGS.

THE ANNUAL MEETING

Of the members of the Phœnix Mutual Fire Insurance Company of Ontario will be held at its offices No 17, Front street West, Toronto, on WEDNESDAY, the 28th inst., at 2 p.m.

ROBT. F. WILLIAMS, Secretary.

td

THE SECOND ANNUAL MEETING

Of the members of the Trade and Commerce Mutual Fire Insurance Company of Ontario, will be held at the office of the Company, 17 Front street west, on WEDNESDAY, the 28th inst., at 2 p.m.

J. BRANDON, Secretary.

td

COFFEE HOUSES.

THE

St. Lawrence Coffee-House,

JARVIS STREET,

(East side Market Square.)

NOW OPEN TO THE PUBLIC.

☞ Ladies' room upstairs. 1-6

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SAIL BOATS! SAIL BOATS!

I have now on hand a lot of sail boats (chaloupes 18 and 22 feet long, 2 feet 9 inches deep, 5 feet 6 inches broad. They are guaranteed safe and finished in galvanized iron. Address for price,

JEROME JACQUES,

BUILDER, ST. LOUIS DE LOTBINIERE, Quebec

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NOTICE.

If you want a First-class Fall Suit, at a reasonable price, go to G. & J. Fawcett's, 287 Yonge St., where you can get a first-class fit without the trouble of trying on. 246

Messrs. Kennedy & Co.,

TAILORS

91 KING STREET WEST,

Have on hand a full assortment of

FALL TWEED,

Worsteds, Serges, &c.,

and are turning out the finest work at the

Lowest Prices in the City.

Remember the Address:

KENNEDY & CO.,

246 91 King St. West.

JAMES NOBLE

MERCHANT TAILOR,

No. 100 Yonge Street.

TEAS AND COFFEES.

CONSUMERS'

Wholesale Tea Co.,

REMOVED TO

52 COLBORNE STREET.

Teas and Coffees wholesale to families Fine India Teas a specialty. Coffee roasted on the premises and ground when sold.

CONSUMERS' WHOLESALE TEA CO.

BREAD

WANTED,

A few more Customers to

BUY BREAD

At Crumpton's Bakery,

171 KING STREET EAST.

DELIVERED DAILY.

The New Confectionery Store

AT

No. 90 Queen St. west,

is fast growing in popularity and is already doing a first class business. All orders promptly attended to. Entire satisfaction guaranteed in all instances. We invite the patronage of the public

CHARLES SCUMI . 90 Queen St. west

EXPRESS LINE.

9 ADELAIDE STREET EAST

CENTRAL OFFICE OF

T. FISHER'S EXPRESS LINE

CHEAPEST EXPRESS LINE IN THE CITY

5 Cent Parcel Delivery in Connection.

Arrangements made with merchants for delivery of parcels in large quantities.

T. FISHER, Proprietor.

CARRIAGES.

CARRIAGES.

Call and examine Large Stock of Fine

CARRIAGES!!

AT 246

WM. DIXON'S.

63 & 65 Adelaide st. west, Toronto

HARDWARE.

WEST END

Hardware House

313 QUEEN STREET WEST.

JUST RECEIVED,

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