THE TORONTO WORLD.

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FRIDAY MORNING MAY 8, 1885.

THE WORLD IN DEER PARK.

W. J. Randall, 690 Yonge street, is now delivering The World as far north as Mount Pleasant. Residents of Deer Park, Rosedale, Yorkville can have The World delivered at their doors before breakfast. Send in your orders.

A False Step by the C. P. R.

Commercial opinion here is tolerably unanimous to this effect that in removing Mr. Whyte from Toronto to Montreal the Canadian Pacific authorities have "missed it" most decidedly. After the Great Western road was handed over to the Grand Trunk, Toronto merchants rejoiced to see that the Credit Valley road and the Toronto, Grey and Bruce were retained in other hands; and the opening of the Ontario and Quebec was hailed as a boon too long delayed but come at last. Ever since the opening the Ontario and Quebec road has been gaining in favor with Toronto merchants and shippers, and that for the following among other reasons: The general superintendent being here, on the spot, freight arrangements could be promptly completed when wanted; whereas in dealing with the Grand Trunk there were frequent references to Montreal, with much delay and uncertainty in consequence. Mr. Whyte's personal competence as a railway man has counted for a good deal all along, but scarcely any less to the purpose was the simple fact that he was *here*, instead of being at Montreal. And now a growing Ontario business, and an arrangement that worked well not only for the Queen City, but for all Ontario, is knocked on the head or at all events seriously injured by a new arrangement, which, while it continues, will be a serious cause of dissatisfaction in the west.

Mr. Whyte was emphatically the right man in the right place here, why then remove him to Montreal at all? The change appears to be regretted by all friends of the Canadian Pacific in Toronto, who have yet expressed themselves on the subject. Admitting the necessity of putting the whole road from Montreal to Port Arthur under one general superintendent, it is held that Toronto is still the best point from which to direct. A grave error has been committed, but a suggestion as to a way of conveniently amending it is talked of. When the Gravenhurst and Callender link has been completed, and western Ontario's connection with the main line west ward has become an accomplished fact, then would be a good time to send Mr. Whyte back again to his old quarters in Toronto, and permanently establish the control here, where it ought to be. There is money for the Canadian Pacific in this course. Why, the removal even of the Grand Trunk headquarters to Toronto has been talked of during years past, and may yet be carried into effect some of these days—who knows?

Referring yesterday to a prevailing misapprehension, we pointed out that the Canadian Pacific was really more an Ontario road than anything else from any provincial point of view. A further and very important consideration is that it is Ontario money that mostly pays the cost of it. Toward this undertaking, as indeed toward everything else that is sustained out of the dominion treasury, Ontario pays a great deal more than all the other provinces put together. For the fiscal year 1883-84 the totals of customs duties and other revenue collected at the custom house were as follows, in the several provinces:

Quebec	$ 8,223,057
Ontario	7,034,409
Nova Scotia	1,913,665
New Brunswick	1,386,611
British Columbia	892,092
Manitoba	673,519
Prince Edward Island	173,641
N. W. Territories	70,110
Grand total	$20,395,189

The total of inland revenue receipts for the same year was $6,387,505, of which $5,589,411 was from excise. Revenue from these two sources foots up to some twenty-seven millions, of which Ontario contributes the far greater part. Of Quebec's eight millions odd from customs, Montreal collected $7,086,013, most of it being on goods bought by Ontario customers of Montreal houses. Montreal's collection of customs and excise would make a very poor show were the duties on goods by Ontario customers left out. It is safe to say that Ontario really pays somewhere from two-thirds to three-fourths of all the dominion revenue from customs and excise.

The Canadian Pacific Railway was originated by the dominion government, and has been subsidized, and is still sustained, out of the dominion treasury. All this is done for *national* purposes, and, as we have all along contended, for the good of the country. But Ontario contributes the greater part of the money, and has a right to demand due consideration in consequence, both from the government and from the company. In the present case Ontario's business is with the company only. Against all unpatriotic and anti-Canadian growlers and grumblers we back the company's demand for whatever government aid may be necessary to push through to a success Canada's greatest national undertaking. But we must at the same time give voice to the unmistakable public opinion of Toronto, which we feel quite sure is that of all central and western Ontario as well—to the effect that Toronto should be headquarters for the operations of all the Canadian Pacific main line and connections lying within the province and through to Montreal, the ocean port which lives on Ontario's custom. To this consideration Ontario is clearly entitled, not only because she contributes the far greater part of both subsidies and loans to the C. P. R. company, but also because she furnishes the most of the company's paying business. Let us hope that the completion of the Gravenhurst and Callender link, now near at hand, will be found fitting occasion for retracing the false step recently taken.

Cremation in New York.

The yearly meeting of the New York cremation society took place on the 4th instant, and was most successful except in so far as the failure of the society to illustrate their principles by an individual example of being cremated. It is not perhaps, strictly speaking, matter of condolence with the society that none of its members have in the past year become

"Two handfuls of white dust shut in an urn of brass."

But common sense and sanitary science are strongly in favor of the method of disposing of the dead advocated by the society. For all effete matter, for all dust and refuse, fire is the one purifying and destructive agent. Modern sentiment is against cremation, as antique classical sentiment was emphatically in its favor, as witnessed by such phrases as "the ashes of the brave." With cremation would come the treasuring in every home of these no longer harmful relics of the departed, in cineray urns. But a greater benefit would come, the abolition of the pestilential exhalation which with the increase of every great city threaten the living from their immense acreages devoted to sepulture.

The Martini-Henry Rifle.

The inquiries instituted regarding the occasional "jamming" of the Martini-Henry rifle, used in the Soudan campaign, have resulted in the conclusion that the desert sand is not so much the cause of it as the defective manufacture of the cartridge metal. The latter is altogether too thin and "papery," and in too many pieces, and when the charge is fired the metal expands, and thus sometimes jams in the chamber. The case of the cartridge is so thin that it often bends and breaks in the men's pouches, where it is carried loose, as it must be. If kept well greased it does not jam, but this is not always practicable. The general opinion is that the case should be "solid drawn," thus obviating the necessity for so many component parts.

With the rifle itself no fault is found. It has proved itself to be a thoroughly effective weapon, but it would be much improved if a solid drawn cartridge case were used with a little more powder and a little less lead.

As we learn from the London Times another lesson taught by the Soudan campaign is the absurdity of arming mounted infantry with long Martinis, which are most unsuitable on horseback in the dense bush. A short repeating carbine would unquestionably be the best weapon.

This entirely accords with our own opinion and applies to the circumstances of the country at present. Our mounted infantry scouts and sharpshooters engaged in the Northwest rebellion should be armed with the Bullard repeating carbine. It is sharp and handy and has swivels and sling straps attached so that it can be easily carried by mounted men. It is in every respect the best weapon now available for the use of our men at the front.

The Philosophy of Housecleaning.

The dark hour of the father of the household is upon him! The day of housecleaning has arrived. The dusting-storm and cyclone of pails and ladders, which inevitably precedes the calm of summer, has set in. There are two methods by which approved strategists are in the habit of meeting it.

One is to side with the insurrectionary forces, or with the best grace possible pretend to do; to wield a mop, flourish a paint brush or whitewash brush in an amateur, inadequate sort of way; to attempt to "ride on the whirlwind and direct the storm." But this is apt to fail from its transparent insincerity. No *man* can feign any more than he can feel the feminine interest in the revolutionary disintegrating process of "putting things to rights." Egalite Orleans made a poor business of fraternizing with the mob!

The other and more prudent course is to retreat in as good order as possible, after a hurried meal on the stairs in presence of the enemy. The dusters and kalsominers, the sweepers and floorscrubbers, the shampooers of chairs and tables, will have it all their own way in your absence. "Let them rave," as Tennyson says. In a week at most the domestic cataclysm will have spent itself, and the majesty of the bona dei be satisfied.

It would be a subject of not uninteresting philosophical specialities which might advantageously be undertaken by Mr. Haultain or other of our metaphysical writers, whence comes this peculiarly feminine passion for "putting things to rights." It appears to be periodic, occurring simultaneously with the spring and autumnal equinox. It is perhaps a consequence of the monotony and uniformity of the average feminine life, especially of the married, as distinguished from the celibate lady whose household is *always* in apic and span order and needs no setting to rights. But to the married lady invariably these are the same incidents, the same conversation of the same worthy gentleman, the same going down town at 8.30 a. m., the same returns at 6 p.m.; every day some room in the house gets more or less demoralized by the habits and ways of the masterful, tiresome, well-meaning creature. After long self suppression comes reaction. The housecleaning week sets in!

The cable continues to give us on the whole very cold comfort with regard to Gladstone's surrender to Russia. That is what they call it, both in England and on the continent of Europe. If a general election were to take place now the "grand old man" would be nowhere. Explanations of the government's course must be forthcoming in parliament within a few days, but meantime the situation is a humiliating one for old Britannia.

In Montreal the season's prospect for building contracts is reported good. St. Catherine street, formerly a residence street only, has had many of its dwellings converted into stores during recent years, and it is said that now the idea of leading estate owners is to make it a great business thoroughfare. Several new business establishments of imposing architecture are soon to be erected in the heart of the city.

The Canada Gazette announces that as the 24th falls on Sunday her majesty's birthday will be kept on Monday, the 25th. This will gladden the hearts of the executive committee of the Ontario jockey club and the lacrosse boys.

We must congratulate our sprightly contemporary the Buffalo Telegraph on its improvement. With the spring it has set the fashion by coming out in a completely new dress. Long may it live to continue its sphere of usefulness and entertainment. It is a credit to the noble army of centers.

What Shall We Do With Our Indians?

From the McLeod Gazette.

The whole object of the government has been, and we presume still is, to make the Indians self-supporting, and to do this they propose to make them a race of farmers. Individual Indians may develope into fair grangers, but that every mother's son of an Indian in the Northwest is a natural born farmer is an assumption not supported by experience or common sense. The Indian who will plant his potatoes one day, dig them the next to see if they have grown, and want to lick the instructor because they have not, is more fit for the legislature than the potato patch. The same applies to the aborigine who fences his place every summer, and burns the rails in the winter. No, the assumption that every Indian can be made a farmer is a poor one to start out with, and dismal failure can be the only result of following it up. Among the whites, different men follow different trades and callings, and who knows but that there is abundance of latent talent among the Indians, which if encouraged would produce excellent tradesmen of all kinds. A single instance is called to mind by an incident which was told us only the other day. The Indian in question was evidently a natural born jeweller, for our informant told us that he could make rings of various designs, of silver and brass, quite as good as any that he had ever seen, and this only with the roughest tools. Can any one suppose for a moment that nature intended that Indian to be a farmer? Has the government any definite idea what thousands of Indians will do with their surplus grain crop, supposing such an impossible thing as the Indians all peaceably farming were eventually to happen? Certain it is that even the white men in the country who grow crops cannot find a market for all their produce, and last fall Indians who brought potatoes into town for sale gave them away rather than carry them back to the reserves. If this is the case now, when the farming among them practically amounts to nothing, what will it be when the fond hopes of the government are realized regarding them all? And then the government have themselves said that the country of the Blackfeet is not an agricultural country, and it seems a mockery to try and make Indians do what they say a white man can't.

As the scheme for the ultimate self-support of the Indians, farming must be considered only as an integral part of the whole system. The Blood reserve is an excellent stock range, capable of carrying a large number of cattle. The same applies to the other reserves in treaty 7. If it is found that some of the Indians prefer stock-raising to any other occupation, let the government give them enough cattle to give them a good start. The majority would probably take to this. At the central part of the reserves, which can be called the towns, let workshops of various kinds be erected, with competent men to teach the younger Indians the trades they might prefer, and establishments where the girls would be taught sewing and cooking. When this work had been advanced a certain stage, some of the younger fellows could be initiated in the mysteries of business life.

The Algoma Branch.

Relative to the Algoma branch of the C. P. R. the Mail's Ottawa correspondent gives us the following points:

The Globe professes not to be able to see the use of the government retaining the Algoma branch, under the conditions of the mortgage from the Canada Pacific railway last year. Independent of its intrinsic value at the present time, its prospective value is very great. It will at no distant date become one of the greatest feeders of the Canada Pacific railway because of its extension to the Sault Ste. Marie and connection at that point with the railway from St. Paul now under construction. When these roads are both completed the great wheat fields of the Northwestern States will find the shortest way to Great Britain via the Algoma branch of the Canadian Pacific railway to ocean ports of Canada. This transport trade will be of great advantage to Canada. It will be seen by the last paragraph of the Canadian Pacific railway resolutions that the government take power to themselves to release and discharge the Algoma branch from last year's lien upon such terms and conditions as they may determine, in the event of the United States system of railways extending to the Sault. It may be confidently assumed that the release will not be made by any government if the loans secured on the other parts of the Canadian Pacific railway and on the land grant are not satisfactorily settled. While in view of the value to the Canadian Pacific railway of the business to be done with the northwestern states by the extension of the branch, the company will be ready and willing to make satisfactory settlement of the whole loan. The hold on the company by means of the Algoma branch is a very serious one.

An Imperial Highway.

From the Montreal Gazette.

We learn that the British war department have asked the Canadian Pacific railway company whether they could undertake to transport forthwith to the Pacific coast a quantity of torpedoes and material for coast defence, and that a reply has been cabled to the effect that the company can undertake the service immediately if required. In this fact there is brought home to the people of Canada and to the people of Great Britain the vast importance of the Canadian Pacific railway as a means of cementing and promoting the interests of the empire. The British government in the event of war with any important European power, will require to make a base of supplies on the Pacific coast, and that can be had only in British Columbia, where a coaling station is already established and where a fleet to protect and to police the Asiatic possessions of Great Britain can most expeditiously and most conveniently be provisioned, supplied and equipped with naval stores. The home authorities have not been slow to realize the value of the Canadian Pacific railway, over whose line troops and supplies can be transported from Halifax to Vancouver in less than a fortnight by the close of the present month, and the fact that the route is already sought for imperial purposes ought to convince the opponents of a transcontinental railway through Canadian territory of the incompatibility of their attitude with the maintenance and the promotion of the interests of the empire.

FINANCIAL AND COMMERCIAL.

THURSDAY, May 7.

A cable to Cox & Co quotes Hudson Bay shares in London £15⅞, and Northwest Land 35s.

Oil opened at Petrolia (Ont.) to-day at 76½, closed 77, highest 77½, lowest 76½. At Oil City petrolium opened 78⅜, closed 77½ bid, highest 78½, lowest 76⅞.

Consols opened higher at 98⅞, touched 98⅞, closed 98 7-716.

Canadian Pacific shares in London were 37⅞. 100 shares sold in Montreal at 37½ and 400 in New York, where it opened ½ higher at 38, closed 37⅞.

A meeting of the new "Toronto Petroleum exchange" was held in Pellatt & Pellatt's office this afternoon. The only business transacted was the appointment of a committee to draw up a code of rules. The entrance to the new exchange will be $100.

The amount of wheat on passage to the United Kingdom is 3,225,000 qrs., an increase of 25,000 over last week's statement. To the continent 280,000 qrs., a decrease of 70,000 qrs. Net decrease in bushels, 360,000.

This was another slow day on the local stock exchange. The sales amounted to 183 shares, all but 30 being bank shares.

The day closed with another indication of spring being at hand. A little seasonable weather would be a good thing for business now.

There is a great demand for eggs at the present time in Toronto. One firm is advertising for 25,000 doz. at 12 cents.

In New York the bears had another field day. New York Central opened ½ lower, at 88½, touched 86⅛ closed 86⅛; sales 23,900. Canada Southern opened ½ lower at 27, touched 23, the lowest ever recorded on the stock exchange, and closed 25; sales 1200. Delaware and Lackawana opened unchanged at 103¾, touched 102⅞, closed 103⅜; sales 24,200. Erie opened 1 higher at 11⅞, touched 10⅝, closed 10⅞; sales 700. Lake Shore opened ½ lower at 53⅜, touched 53⅜ and 51⅞, closed 52⅛; sales 41,200. Northwest opened ½ higher at 92⅛, touched 92⅛ and 90⅞, closed 91⅞. Omaha preferred opened unchanged at 70⅞, touched 69, closed 70; sales 1900. This stock sold over 86 last month. St. Paul opened ½ higher at 68⅛, touched 68⅛ and 66⅞, closed 67; sales 50,700. Union Pacific opened ½ higher at 48⅞, touched 48⅞ and 47⅞, closed 48⅜; sales 13,200. Western Union opened ½ higher at 58, touched 58⅛ and 57⅞, closed 57⅞. West Shore bonds opened unchanged at 30⅞, touched 31 and 29⅞, closed 30⅞.

Cox & Co. received the following message from Chicago to day at the close of business over their private wire: "4.30 p.m.—Whole list higher, wheat taking the lead. Cables firmer, crop reports bad, consols declined eight points. Weather unseasonable, very cold. On the whole decided bullish advices but no exports wheat. The crowd are less bearish and several of our large shorts covered; very uncertain, nervous market, probably safe purchase on breaks, particularly later on in wheat. Decided falling off to-day in demand for cash corn, very little wanted, but options firm; some fear manipulation. Shorts covered freely in pork, but do not see anything as yet that indicates packers taking hold. Closing firm through list—89⅞c June wheat, 47⅞c June corn, $11.20 June pork."

Wheat sold on the streets to-day at 96c. to 98c for fall and spring, 84c to 85c for goose. Barley sold at 50c to 64c. Oats brought 44c to 47c and wanted; peas, 70c; rye, 67½c. Timothy sold at $19 to $25. Clover at $15 to $18. Straw, $9 to $11. Potatoes are selling by the load at 40c, single bags 50c. Apples may be had at $1.50 to $2 per barrel.

At the grain dealers' regular daily meeting at the board of trade rooms to-day the following cereals were offered: No. 3 fall wheat at 95c, No. 1 spring wheat at 99c, No. 2 choice spring wheat at 98c, 4000 bushels No. 3 extra barley at 63c, oats on track at 43c. One car load of No. 2 fall wheat was sold at 95c.

CHICAGO, May 7 [*Press despatch*].—The severe cold wave throughout the west and northwest made a strong market at the opening. The latest reports from Illinois, Indiana and Ohio do not indicate more than half an average crop. The government's report from Kansas reported only 45 per cent. of last year's output.

Toronto Stock Exchange—Sales, May 7.

MORNING BOARD.

11 Merchants' bank (6, 5)	114
50 Bank Commerce (20, 20, 10)	122
½ Federal bank	100
4 "	100½
30 B and Loan association (25, 5)	106

AFTERNOON BOARD.

20 Bank of Commerce. (after board)	122
65 Federal bank (30, 20, 15)	100½

Toronto Stocks at the Close.

Bank of Montreal 202½, 201½, xd. 197½, 196½; Ontario 110½, 109½; Toronto 183½, 182; Merchants 114⅞, 113½; Commerce 122½, 121⅞; Imperial, buyers, 123½; Federal 100½, 100; Dominion, buyers, 183; Standard, 113, 112½; Hamilton 122½, 121; British America, 83, 80½; Western Assurance 91, 90; Northwest Land, buyers, 36s.

Montreal Stocks at the Close.

3.50 p.m.—Bank of Montreal 202, 201½, xd. 196½, 196½; Ontario 110, 109½; Molsons, 116. 111; Toronto 183½, 182; Merchants 114⅞, 114, xd. 111½, 111; Commerce 122½, 121½; Federal, offered, 99; Montreal Tel. Co. 121, 119½; Richelieu 57, 56½; City Passenger 115½, 115; Gas 180½, 180½; Northwest Land 37s 6d, 35s; C.P.R. 38, 37.

Grain and Produce Markets by Telegraph

MONTREAL, May 7.—Flour—Receipts—800 barrels. Sales, none reported. Market is quiet and buyers are holding off. No transactions were reported. Rates are nominally unchanged.

LIVERPOOL, May 7.—Flour, 10s to 11s 6d; spring wheat, 7s 3d to 7s 6d; red winter, 7s 9d to 8s 0d; No. 1 California, 7s 4d to 7s 7d; No. 2 California, 7s 0d to 7s 3d. Corn 5s 2d. Barley, 5s 6d. Oats, 5s 5d. Peas, 5s 3d. Pork, 62s 6d. Lard, 35s 6d. Bacon, long clear, 31s 0d; short clear, 32s 3d. Tallow 32s 6d. Cheese, 53s 0d. Breadstuffs—Wheat, quiet and steady, poor demand, offering freely. Corn, quiet, poor demand.

BEERSOHM'S DESPATCHES:—London, May 8—Floating cargoes—Wheat, rather firmer; maize, quiet. Cargoes on passage—Wheat, red winter, very dull; white firmly held; maize, steady. Good shipping No. 1 California, just shipment, etc., 37s 6d, was 37s; do., nearly due, 36s 6d, was 36s. Weather in England, cold. Liverpool—Spot wheat, quiet and steady; maize, inactive, at ⅝ 1d. dearer. On passage to the continent—Wheat, 240,000 quarters; maize, 55,000 quarters. On passage to the United Kingdom—Wheat and flour, 3,225,000 quarters; maize, 430,000 quarters. Paris—Wheat and flour, firm.

OSWEGO, May 7.—Barley quiet; No. 2 Canada at 75c; No. 2 extra Canada at 80c. Lake receipts—Barley, 15,000 bushels.

NEW YORK, May 7.—Cotton quiet; middling uplands 10⅞, Orleans 11⅛. Flour—Receipts 16,000 brls., dull, in buyer's favor; sales 10,000 brls.; superfine $3 80 to $3.90. Minnesota extra $3.25 to $3.75, rest unchanged. Rye flour and cornmeal unchanged. Wheat—Receipts 28 000 bush.; spot ¼c to 1c higher, options ⅛c to 1½ higher, closing steady; sales 4,080,000 bush. future, 168,000 bush. spot; exports 80,000 bush; No. 2 Chicago 98⅞c, No. 2 red, $1.01 to $1.02 cash, $1.00½c May, $1.01⅛ June. No. 1 red state $1.08. No. 1 white $1.02. Rye, barley and malt unchanged. Corn—Receipts 54,000 bush.; ⅛c to 1c higher, closing firm; sales 1,248,000 bush. future, 195,000 bush. spot; exports 108,000 bush.; No. 2 57c to 57½c for cash, 56½c May, 56c June. Oats—Receipts 54,000 bush.; quiet; sales 140,000 bush. future, 85,000 bush. spot; No. 2 40½c for cash, May, mixed western 41c to 43½c, white state 46c to 52c. Hay, hops, and coffee unchanged. Sugar firm. Standard A 5⅞c, cut loaf and crushed 6⅞c, granulated 6⅛c. Molasses stronger at 18½c to 19c. Rice, petroleum, Dikow, potatoes and eggs unchanged. Pork dropping, mess $12 to $12.50. Beef, cut meats and middles unchanged. Lard weak at $7.05. Butter quiet. Cheese easier, new at 8c to 10½c.

CHICAGO, May 7.—Flour dull, unchanged. Wheat active, opened shade higher, influenced by cold weather and bad crop reports; advanced on good buying, fluctuated and closed ⅜c higher; May closed at 87⅞c, June 89½c, July 89½c. No. 2 spring 87½c to 87½c. Corn firm, higher; cash 47½c May closed at 47½c, June 47½c. Oats dull, lower; cash 34½c to 34⅝c, May 34⅝ to 34½c, July 25c. Rye firm; No. 2 at 71½. Barley nominal. Pork stronger; cash $11.15 to $11.20, June $11.17½ to $11.20, July $11.27½ to $11.30. Lard quiet; cash $6.77½ to $6.80, June $6.82½ to $6.85. Boxed meats steady, shoulders $4.25 to $4.40, short ribs $5.52½ to $5.55, sides $6.15 to $6.20. Whisky firm. Receipts—Flour 30,000 brls., wheat 77,000 bush., corn 2,163,000 bush., oats 147,000 bush., rye 4000 bush., barley 31,000 bush. Shipments—Flour 24,000 brls., wheat 83,000 bush., corn 670,000 bush., oats 102,000 bush., rye 30,000 bush., barley 9000 bush.

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A NEW DEPARTURE.
THE CRITERION RESTAURANT AND WINE VAULTS,
Corner Leader Lane and King street.
I am adding to my business a new and complete stock of smokers' sundries.
H. E. HUGHES. 135

AVENUE HOUSE.
HANDSOMELY REFITTED.
The best appointed bar in northern part of city. Choicest liquors and cigars. Billiard and pool rooms.
WM. J. HOWELL, 448 Yonge street. 246

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ARCADE BILLIARD AND POOL HALL.
Yonge street, opposite Temperance street. Fourteen tables. Latest improvements. The Hall is an exhibition of itself, worth traveling miles to see. Second flat of the Arcade. Open from 8 a.m. until midnight. TURNBULL SMITH, Proprietor. 246

KERBY'S RESTAURANT,
81 KING STREET WEST.
This popular Restaurant is now opened by George, (late of Staneland's) and offers every dainty the market affords. Dinners and Luncheons in first-class style at any hour.
GEORGE, (late of Staneland's) Prop.
N. B.—Choice wines and liquor, etc. 246

MARSHALL'S RESTAURANT,
Mrs. Marshall (of the Wiman Baths Refreshment Rooms) has opened a Lunch and Dining Room, 62 King street east, for ladies and gentleman, where she is prepared to give full dinners from 12 to 3 o'clock. Lunch at all hours on the European plan. Tea and coffee always ready. Guests promptly attended to. 246

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OPPOSITE THE HAY MARKET,
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Best Brands of Irish and Scotch Whisky, Bass Ale and Guinness' Stout on Draft. Everything first-class. 246

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197 and 199 King street east.
Importer of Dunville's Irish whisky and Basse's ale. Family liquors a specialty. Finest wines, choicest cigars.
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Late Chief Steward G. T. R. Refreshment rooms and Dining Cars. Choicest brands of liquors and cigars, latest combination billiard and pool tables. 36

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STRICTLY FIRST CLASS, American plan. Graduated prices. Leading hotel in Ontario. MARK H. IRISH, proprietor. HARRY J. NOLAN, clerk.

WELLINGTON HOTEL, COR. YORK and Wellington streets; thoroughly renovated and re-furnished throughout. The best one dollar per day hotel in the city. J. J. JAMESON, Proprietor.

MEDICAL CARDS.

DR. JOHN S. KING, OF 450 YONGE Street, will remove to the house on the southwest corner of Wilton Avenue and Sherbourne Street, on or about the 15th of May.

DR. WATSON, 140 SHERBOURNE. A few doors above Queen. 464d

DR. RYERSON IS ABSENT ON SERVICE with the Northwest expeditionary force, and will return as soon as circumstances will permit.

DR. E. T. ADAMS, 258 KING STREET west. Specialty—Diseases of the stomach and bowels, in connection with the general practice of medicine and surgery; consultation free. Office hours: 9 to 12 a.m., 2 to 5 and 7 to 9 p.m. Sundays 1 to 3.

JOHN B. HALL, M.D., HOMEOPATHIST 326 Jarvis street. Specialties—Children's and nervous diseases. Hours, 8 to 10 a.m., 4 to 6 p.m. Sundays 5 to 6.30 p.m.

BUSINESS CARDS.

ACCOUNTANT—FRED. H. GOOCH, ACCOUNTANT and assignee in trust, is prepared to undertake to post and balance the books of merchants and manufacturers, also the collection of accounts. Charges moderate. Office, 72 King street east.

H. ELTON & CO.,
No. 96 QUEEN STREET WEST, TORONTO,
Designers and makers of the far-famed Indian clock on Yonge street. A fine assortment of Watches, Clocks and Jewelry always on hand. Specialty made in repairing fine Chronometers, repeaters and fly-backs at moderate charges. N.B.—All work guaranteed 246

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MANUFACTURING JEWELER,
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Repairing a Specialty. 246

MOWAT BROTHERS, ESTATE AND Financial Agents, 4, King street East; Properties sold on commission; Estates managed; money to loan, etc.

T. MOFFATT, 195½ YONGE STREET. Fine ordered Boots and Shoes. As I pay the highest wages in the city, customers can rely on getting first-class hand-sewn work. No team or factory work. 35

25 CENTS PER DOZEN PIECES—COLLARS and Cuffs—Toronto Steam Laundry, 54 and 56 Wellington street west, or 65 King street west. G. P. SHARPE.

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T. R. GRAHAM, L. D. S., SURGEON-Dentist, 244 Queen street west. Over 13 years' experience. Satisfaction guaranteed. Teeth extracted without pain.

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MEN'S, BOYS', YOUTHS', CHILDRENS',
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THE NOTED TAILORING HOUSE
For Perfect Fitting Pants is
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2nd door north of Adelaide street. The Finest Assortment of Beautiful Trowserings in the Dominion. Over 500 different patterns to choose from. Gentlemen wishing Ease, Style, Comfort and Fit, will do well to give us a trial. 46

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The Great Canadian Route to and from the Ocean for Speed, Comfort and Safety is unsurpassed.
Pullman palace day and sleeping cars on all through express trains. Good dining rooms at convenient distances. No custom house examination.
Pullman cars leaving Montreal on Monday, Wednesday and Friday run through to Halifax, and on Tuesday, Thursday and Saturday to St. John, N.B., without change. Passengers from all points in Canada and Western States to Great Britain and the Continent should take this routes, as hundreds of miles of winter navigation are thereby avoided.
Importers and Exporters
Will find it advantageous to use this route, as it is the quickest in point of time and the rates are as low as by any other.
Through freight is forwarded by fast special trains, and experience has proved the Intercolonial route to be the quickest for European freight to and from all points in Canada and the Western States.
Tickets may be obtained and also information about the route and about freight and passenger rates from
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D. POTTINGER,
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Railway Office, Moncton, N.B., Nov. 27th, 1884. 715

SPRING HAS FULLY OPENED!
So has W. Simons fully opened out his
NEW STOCK OF SPRING GOODS,
Neat in Pattern and Style, and care is taken that everything in the shape of Clothing is carefully made and cut. Fit Guaranteed or no sale at the 136
Yonge Street Bargain House
W. SIMONS,
MERCHANT TAILOR, 816 YONGE ST. N.

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ORANGES
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A consignment of celebrated
MAPLE SYRUP
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R. RAWLINSON, 548 Yonge St.

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ROCKFORD WATCH
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See Them at
DAVIS BROS.,
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THE LATEST ENGLISH AND AMERICAN STYLES
JUST TO HAND.
J. & J. LUGSDIN,
Direct Importers, 101 Yonge street,
TORONTO. 246

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14 & 16 ALICE STREET.
J. P. SULLIVAN
Manufacturer of first class Carriages and Wagons in the latest styles. All work warranted for one year. Superior material used in all branches. Call and examine our work before purchasing elsewhere. All orders promptly attended to. Special attention paid to repairing. Terms cash and prices to suit the time 46

GAS CHANDELIERS
FOR
CHURCHES, PUBLIC BUILDINGS.
We are manufacturing special designs to order at much lower prices than importations. Send for estimates. We refer to the principal churches in the city as well as many outside.
KEITH & FITZSIMMONS,
109 King Street west. 246

Cheapest and Best.
In the literature of assessment life insurance societies will generally be found a comparison showing the difference between their cost for the first few years and the highest with profit rates of some old line company. But the comparison ought always to be with the lowest short-term rate.
THE ÆTNA LIFE'S
RENEWABLE TERM PLAN
Furnishes very cheap life insurance for a ten-year term, and the policy can be renewed each ten years without medical re-examination, and has always been so renewed for seven years past, at the same low rate originally paid. No assessment, or mutual benefit, or society insurance can be had of so reliable and durable a character at so low a cost.
The following shows the cost per $1000 of the mere death calls in five of the most carefully conducted benefit societies of the United States and Canada, ten years in existence:

Name.	Address.	1874.	1878.	1883.
Temp. Mut Ben. Easton, Pa		$4.27	$13.08	$20.40
Oddfel's Mut. Montrose, Pa		6.51	15.27	46.09
Uni. Bro. M.A. Lebanon, Pa		8.24	18.51	28.15
Sou Tier Mason. Elmira, N.Y.		6.50	11.90	16.70
Mason. Mut. B., London, Ont.		8.04	12.40	17.40
Average of the 5, per $1000		6.72	14.22	25.75
Adding $3 for expenses		9.72	17.83	28.75

The Ætna's premium, age 35, is $17.36, but the return value at the end of 10 years has reduced the net cost to

	9.47	9.47	9.47
Ætna policy holder saving	0.25	7.76	19.28

As compared with having been in the five societies.
Drop a postal card to the undersigned for table of rates and other information respecting life insurance.
WM. H. ORR, Manager,
TORONTO.

SPECIAL NOTICE.
CANADA LIFE
Assurance Company.
As the Lists of the Company have to be kept open until the 18th of MAY for business arriving from distant branches and agencies, applications for assurance received before that date can share in the profits about to be divided.
A. G. RAMSAY, President. R. HILLS, Secretary.
246
ALEX. RAMSAY, Superintendent.

A. T. KERR,
Member of Toronto Stock Exchange,
British America Assurance Buildings,
Buys and sells on commission Stocks, Bonds and Debentures. Orders from the country will receive prompt attention.

LOWNSBROUGH & CO.
Exchange & Stock Brokers,
22 KING STREET EAST.
Deal in Exchange on New York and London, American Currency, Gold and Silver, etc. Buy and Sell on Commission Canadian and American Stocks. 246

THE LAND GRANT
OF THE
CANADIAN PACIFIC RAIL'Y
Consists of the Finest WHEAT MEADOW and GRAZING Lands in MANITOBA and the NORTHWEST TERRITORIES.
Lands at very low prices within easy distance of the Railway, particularly adapted for MIXED FARMING—Stock raising, dairy produce, etc. Land can be purchased
With or Without cultivation Conditions
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When the sale is made subject to cultivation A REBATE of one-half of the purchase price is allowed on the quantity cultivated.
TERMS OF PAYMENT:
Payments may be made in full at time of purchase, or in six annual instalments, with interest. Land Grant Bonds can be had from the Bank of Montreal, or any of its agencies, and will be accepted at 10 per cent. premium on their par value, and accrued interest, in payment for lands.
Pamphlets, Maps, Guide books, etc.,