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### History of Canada, Vol. VI.

THE HISTORY OF CANADA. By William Kingsford, LL.D., F.R.S. (Canada.), Vol. VI. (1776-1779, with maps. Toronto: Rowsell & Hutchison. London: Kegan Paul, French, Trubner & Co., 1893.

The course of events in Canada was brought down by volume V. of Dr. Kingsford's history to the year 1775. In that year, it will be remembered, the American colonists declared their independence and sought by persuasion to win Canada to follow the same policy. When the emissaries sent by Congress found it impossible to succeed in this attempt it was decided to try the fortune of war. Accordingly, as was related in volume V., Montgomery advanced into Canada at the head of a large force by way of Lake Champlain and Arnold by way of the Kennebec. The close of that volume left the Americans in possession of the whole of Canada, except the city of Quebec. That place was vigorously defended by Carleton. He had in garrison about 1600 men, of whom 900 were militia. An assault was made on Dec. 31, 1775, by the joint forces of Montgomery and Arnold, who had met before Quebec. It was an attempt to take the city by surprise, but was repulsed, Montgomery being killed and Arnold severely wounded. The incidents of the siege and the final relief of the place by the arrival of ships from England are fully narrated by Dr. Kingsford.

While the Americans had been thus besieging Quebec they had held Three Rivers and Montreal in force. All the winter they remained in Canada. At Three Rivers they remained till May 21; Montreal they abandoned on June 15. They thus gave the French-Canadians ample opportunity to make their acquaintance. Those habitants who at first sided with the Americans did not take long to change their minds. The invaders found on the whole little sympathy and a great deal of passive opposition, which developed into active hostility as soon as reinforcements arrived.

While the Americans were being assailed from the east at Montreal an attack was also made upon them from the west. Captain Forster had a detachment of the 8th (now the Liverpool) Regiment at Oswego. With this force of forty officers and men and eleven white volunteers and two hundred Indians he descended the St. Lawrence as far as the Cedars. There he encountered a Major Butterfield with four hundred of the Congress troops. Forster attacked and after some firing Butterfield surrendered. A Major Sherburne, sent to reinforce Butterfield, being attacked on the way by De Lorimier with some French-Canadians and Indians, also surrendered, with ninety-seven men. Forster had some difficulty in controlling his Indians, but did succeed in so doing. Finally a convention was signed by the commanding officers on both sides agreeing to an exchange of prisoners. The Americans taken at the Cedars were to be released and a regular exchange was to be made. Arnold, who had been forced back to Montreal from Quebec, advanced towards the Cedars to assist Butterfield and Sherburne. When he found he was too late he also signed the convention. Congress ultimately refused to ratify the agreement. It was a breach of public faith not warranted by anything that had occurred on the part of the King's forces. To this day it is alleged by some American historians that there was a massacre at the Cedars. There was no massacre. The Indians did plunder some of the prisoners, but there seems to have been nothing serious. No doubt the prisoners were badly frightened, but there was no excuse for a breach of the convention. The real reason was that the party in Congress determined on hostilities wished to continue the bitter feeling and if they had no real occasion fabricated one.

The Americans, having left the north shore of the St. Lawrence by June 1, an attempt was made on June 8 by the American General, Thompson, to re-cross the river and re-occupy the territory on the north shore. By this date large reinforcements had arrived from England and Thompson's attempt was defeated. He himself and his second-in-command were taken prisoners with 200 men. This attempt was the last one made in this war by the Americans in Canada. They were driven out of the country and were followed by the royal forces up the Richelieu River and up Lake Champlain as far as Crown Point. Carleton took possession of this place on the 13th October. An attack on Ticonderoga was contemplated, but as it was late in the season and as Ticonderoga was strongly garrisoned, Carleton judged it best not to attempt any further extensive operation until the next season.

The reinforcements which had been sent out to Carleton included twelve British regiments 6500 strong and 3000 German auxiliaries — of the regiments sent out to Canada on this occasion we have had three successively in Toronto in the sixties: the 29th, the 47th and the 53rd. The general sent out in 1776 with the reinforcements was Burgoyne. Surprise has been expressed that with such a large force Carleton did not effect more in 1776 than he did. Dr. Kingsford examines this question and, we think, explains sufficiently Carleton's difficulties. They were caused by the want of shipping necessary to transport so large a force up Lake Champlain. Congress had a large flotilla on the lake carrying ninety guns. Carleton eventually provided a fleet, which overcame the Congress vessels and their flotilla was annihilated. It was these operations which caused delay. It appears fully accounted for.

Mention has been made of three thousand German auxiliaries which formed part of the reinforcement sent from England. These troops are some of the famous Hessians we have read so much about. There is no part of Dr. Kingsford's history more instructive than his treatment of this topic. American writers have dwelt upon the employment of these troops as a fresh instance of the tyranny of George III. It has been referred to again and again as the attempt of a cruel tyrant to enchain a free nation by means of foreign hireling mercenaries. Dr. Kingsford shows that this view of the matter is quite false. George III. was King of Hanover. German and British troops had fought side by side throughout the whole century. The German princes who were neighbors of Hanover were allied in blood to the Royal Family of Great Britain and their countries were allied to England by their dread of French invasion. The interference of France on behalf of the American colonies was already foreseen, and it was held good policy to prevent that interference by quelling the rebellion. The system of subsidies had been followed by England all through the Seven Years' War and the employment of the German troops in America was only an extension of that system. There was nothing special in it applied to America for the first time. A great deal of the odium caused by the employment of these German soldiers was caused by Englishmen themselves. A strong party in the House of Commons jealous, and justly jealous, of the arbitrary tendencies of the Court party threw themselves on the opposite side. They applauded the resistance of the most factious opponents of the Government, whether in England or America. To see the authority of the crown reduced they were even prepared to see the Empire dismembered. Their unpatriotic conduct led to the commission of extreme acts by many colonists, who regretted when it was too late that they had gone so far. This party in the House of Commons led the way in inveighing against the employment of the German soldiers, just as they did against the employment of Indians. The most conclusive answer to these complaints was furnished by the colonists themselves. They threw themselves into the arms of France and also did all they could to employ Indians themselves. The manner in which this subject is presented by Dr. Kingsford is deserving of the greatest attention. Our forefathers in this country clung to British connection. It is our policy this day. It is therefore a serious matter for us if the charges made by Americans against England are true. We know that there were faults and blunders, and we do not seek to deny the fact. But the contention of the men who settled this Province was that the tyranny was not on their side but on the other. Their very presence here and our existence this day as a separate people is a testimony of a profound belief in the justice of the cause for which they suffered exile, and for which we have made many sacrifices. Therefore it is that this volume and the preceding one of Dr. Kingsford's History should be welcomed. They place once for all the record of the American Revolution in its proper light. No Canadian or Englishman need feel any shame in reading these pages. A fair and impartial account is given of what happened, and the worst that can be said is that England lost her colonies through the blunders of her generals—not a pleasant reflection, but far better than the charge made against her so loudly and persistently that she lost them through her oppression and tyranny.

Carleton returned to Quebec for the winter, and the troops remained in quarters ready for the operations he intended to carry on. Unfortunately for the cause he represented he was displaced. Lord George Germain was the Minister in London, in charge of the war. The correspondence between the Minister and Carleton shows how unfair was the treatment of the latter. Like a great deal of injustice it was bad enough in so far as it affected the person suffering, but in its results it was disastrous. Carleton, who knew and did his work well, was set on one side for Burgoyne, who, if he knew his work, did not do it. The bright prospects with which 1777 opened in Canada were ended by Burgoyne's surrender at Saratoga on the 14th October of that year. The whole campaign is thoroughly investigated by Dr. Kingsford. It is most interesting reading done in the author's best style. It is a painful record for an Englishman to read, the only redeeming feature about it being the courage which was shown to the last.

Dr. Kingsford supplies an account of the general course of the revolutionary war which is necessary in order to understand the general trend of events in Canada. The memory of General Howe, as well as of Burgoyne, and of two admirals, Arbuthnot and Graves, will not shine with increased lustre by its resurrection. Their sins of omission and commission stand as a warning to their successors.

The present volume is closed by a description of a little-known event—the expedition undertaken by Hamilton, the Lieutenant-Governor of Detroit, against Vincennes on the Wabash. It was a failure, and Hamilton was taken prisoner. He suffered greatly. But Dr. Kingsford states that his expedition was important, as it really determined which power should possess the country of the Illinois and the territory north of the Ohio to Lake Erie.

It is impossible to dismiss this volume without adding a tribute to Dr. Kingsford's evident love of truth and desire to do justice. The whole history will be a matter of national pride. The story of this country has been told once for all in a manner which leaves nothing to be desired.

### Local Jottings.

Mr. Gallagher, barrister, Canada Life Building, left yesterday for a week at the World's Fair.

Daniel Sheahan was arrested by P. C. Saunders yesterday charged with breaking into a house at 44 Shaw-street.

James Spence, 20 St. Albans-street, was arrested yesterday afternoon charged with picking the pocket of Mrs. Fraser, 229 Bolton-avenue.

An alarm from box 325 at 4.25 yesterday afternoon called the fire brigade to a burning stable in the rear of 1351 King-street west. Damage, $75. Cause, incendiary.

A lad named Robert Carruthers was arrested yesterday charged with breaking into a house at 145 Adelaide-street and stealing a quantity of lead pipe.

A social event of more than ordinary interest will be the St. Basil's garden party in St. Michael's College grounds to-morrow (Wednesday) evening. Those attending may expect an evening of pleasure.

The Dominion Millers' Association will meet on Wednesday in the rotunda of the Board of Trade and hold their annual dinner at Niagara Falls on Thursday evening, going over on the Niagara River Line and thence taking the electric road.

The Mayor yesterday instructed the City Clerk to call meetings of the Executive Committee for this afternoon and of the council for Wednesday afternoon, for the discussion of the track allowance pavement report as adopted by the Board of Works on Friday.

### Personal.

Mr. Peter Small, Mr. A. Small and Miss Camilla Small have gone to the World's Fair. The other Peter will follow in a few days.

Commissioner Percy Sherwood of Ottawa is at Niagara-on-the-Lake staying with Mr. Charles Hunter, secretary of the Anglers' Congress.

Major and Mrs. J. J. Stuart and family of Hamilton are at the Queen's Royal Hotel, Niagara-on-the-Lake, for the remainder of the summer.

Mr. Henry Watters of Ottawa, member of the College of Pharmacy yesterday told The World that he was heartily in favor of Sunday cars, both in Toronto and Ottawa.

### To Columbian Exposition

Via the Wabash vestibuled trains running to Chicago every day in the year, are the finest known to the railway service. They are complete and solid vestibuled from end to end, the entire train being a moving palace of connected apartments. All Wabash trains stop at Englewood, near 60th-street entrance to the World's Fair; electric cars direct to grounds every five minutes. Get your tickets via Detroit and the banner route. J. A. Richardson, Canadian Passenger Agent, northeast corner King and Yonge-streets, Toronto.

### At Hanlan's.

Manager Conner's program this week is an excellent one, and a large crowd was present at the Point last night to enjoy it. The performance commenced with a very clever act on the slack or floating wire by Master Sammy Jessop, in which he performed many pleasing features, such as sitting on an ordinary chair, undressing himself, etc., while the small wire used by him was in full motion, after which the 48th Highlanders' band gave a fine selection, which was followed by Zamora, well named the dare-devil Mexican, with a display of gymnastic skill which has seldom been equalled in Toronto. The same program will be presented each afternoon and evening this week. The 48th Highlanders' band again to-night.

## THE SUNDAY CAR QUESTION.

(Continued from first page.)

What the world suffers from to-day is overproduction. Five days is sufficient to produce all that is necessary for the world. I believe we can have Sunday cars and still have only five working days in the week.

Whatever promotes the physical and moral well-being, the comfort, happiness and convenience of the people is not wrong. Rev. Mr. Macdonnell says the enjoyment of these things is not wrong, but he says the price we have to pay for them is too much. He does not say that the running of cars is wrong from a Biblical standpoint. [Hear, hear.]

There is no doubt Sunday street cars will promote the convenience of the people.

It will promote the comfort of the people.

I believe it will promote the moral welfare of the people, and I will tell you why. There are people who prefer a particular preacher from whom they get more spiritual good than from any other preacher, but they cannot always attend the minister of their choice through the want of cars, and as a result they often do not attend any church. Let every one be allowed to go to the church he wants to. I know a man 76 years of age who had to walk four miles to hear the preacher he most desired.

There is no doubt about Sunday cars promoting the physical well-being of the people, and there is no use discussing that point. I think every man who has been working hard all week will be benefited by a visit to the parks on Sunday, even if he has nothing to eat. I think the clergymen who are taking such a severe attitude on this question are making a mistake. They are estranging their friends. A minister ought to be content to say, "There are my opinions, but I recognize your right to have a different opinion from me, and if you honestly believe you should vote for Sunday cars go and vote for them." The ministers are taking up too extreme an attitude. They are trying to make out that they are right and everyone else is wrong. I say liberty is a jewel. Give it to every man. I will not think less of any man because he votes against Sunday cars. I will respect him. All I ask is that others will do the same thing to me. Give me the same respect that I give you. I believe in Sunday quietness. But we cannot all enjoy our Sundays in the same way. I believe in trusting the people of Toronto. They will not go astray. I believe with Sunday cars we will maintain as high a character in the future as we have enjoyed in the past. [Loud applause.]

### Why Working Women Need the Cars.

Miss Marie Joussaye, President of the Working Women's Protective Association, was called for and received an immense ovation. Cheer after cheer rent the air. Her speech was one of the best of the evening and was notable for its simple exposition of the inestimable benefits of a Sunday car service to working women.

"I'm not going to discuss the matter from the moral or religious standpoint," she said. "I want to speak from a working woman's standpoint. We ought to know whether Sunday cars would be beneficial or not. A lady who has taken an active part against Sunday cars told me I ought to be ashamed of myself because I was the first woman to stand up and speak in favor of them. Well, I'm not ashamed. [Cheers.] The time may come when that lady will look back and be ashamed that she spoke against Sunday cars, just as a certain religious sect is ashamed to look back 30 years and remember that it upheld slavery as a righteous institution.

"The working women of this city work from 7 a.m. to 6.30 p.m. Very few of them get a Saturday half-holiday as the men do. They have no chance of getting fresh air on week days. Many have twitted the W.P.A. the newspapers have twitted us with being in favor of Sunday cars. I'm glad they can't twit us with the money they gave us. [Cheers and laughter.]

"Many women were like myself brought up beside green fields and groves and running waters. They can have the delights that these things bring no longer. They say that the parks are within five minutes' walk of everybody. I must be a poor walker. It took me a good deal longer to get to them. What can the girls do? They can go down to the boarding house parlor and share it with 30 other boarders in the large houses. They are so busy all week they have not time to get homesick, but on Sundays they think of home and are heartsick. If they could get out to the country and the woods it would do them good. They're only working girls, they don't own carriages. Doubtless those who have votes will get a ride in a carriage on election day if they want to vote against Sunday cars, but afterwards I guess they'll have to take shanks' mare. If any class would feel the benefits of Sunday cars it is the working-women."

Robert Glockling, ex-president Trades and Labor Council, said: "Any movement that has as its object the benefit of the laboring classes, moral or physical, comes within the scope of the Labor Reformer. There are others besides the bookbinders in favor of Sunday cars, but it is from my ranks I speak. We are cautioned against Sunday cars as the thin edge of the wedge that would lead to greater evils. Any evidence on the subject is in direct contradiction of this. I deny that Sunday cars have that effect. Every city in England that I ever heard of has Sunday cars, and the result has been a direct tendency to shorten the hours of labor and an increase of the sentiment against working men working more than 60 hours a week. Workingmen are in no danger from Sunday cars, what with the guardianship of all the good people who claim to be their friends on one side—[cheers]—and us on the other. It is not true that Sunday cars mean the depletion of the Saturday half holiday. In a great many American cities which now have Sunday cars they have of recent years a Saturday half holiday; they formerly had not. I don't believe that it means increase in the hours of labor. It means only a change in conditions which civilization all over the world is demanding.

The speech closed amid great applause.

### Mr. Maclean's Address.

At this stage there were loud calls for "Maclean, Maclean!" The editor of The World said: I congratulate you, gentlemen, on this grand meeting—one of the very best ever held in Toronto. It shows that the people of this city have an opinion of their own which they are prepared to express as soon as they get an opportunity of doing so. The Sunday car question interests a great many people in this city. Anything that tends to increase the common comforts of existence is desirable. These comforts are mighty few, and if Sunday cars will make life easier for the average man and the average woman, then let us have them. I have given considerable study to the question of ethics—as to what actions of men constitute ethical value, and I see nothing wrong from an ethical point of view in favoring Sunday cars. And not only is the running of Sunday cars right as a question of ethics, but it is also right as a question of law. In England, in Ireland, in Scotland, in Australia and in Canada the people have a perfect moral and legal right to have Sunday cars. [Hear, hear.] The highest courts in the land have upheld the right of the people to have Sunday cars. To quote Shakespeare, "The law allows it and the court awards it." But the law says it must be cases of mercy and necessity where the Lord's Day regulations may be over-ridden. Our opponents pick out exceptions which they tell us should be allowed—the use of telephones, of livery rigs, of private vehicles, of electric light for churches—[cheers]—electric power to provide the same current that will drive these cars, to drive the church organs, paid singers, paid caretakers who remove the snow on Sunday. [Laughter and cheers.] The only case in which a man has come to me and said that he worked seven days per week—and I hope my mentioning it will not injure him—is the caretaker of the Metropolitan Church. Some of those who oppose Sunday cars do not object to hot meals and fresh milk on Sunday—[a voice: Roast lamb and green peas]—nor do they fail to make use of the conveniences of hotels—[voice: Tapioca pudding]—at summer resorts on the Sabbath day.

There are two classes of labor, and our opponents refuse to draw a distinction. I don't say brickmakers should be employed in making bricks, or that machinists should be at work on Sunday, for the work is not required. But I do say that Sunday cars are a necessity, a mercy and a convenience.

A Voice: What about the printers?

Mr. Maclean: The printers only work five days a week, and they earn good pay at that. Our opponents make exceptions for themselves, but refuse to allow you or us to make exceptions which will benefit ourselves. [Cheers.] Of course, if you use Sunday cars you will have have to flaunt your Sabbath desecration before the public, whereas if you quietly ring up the telephone and say you want a coupe you're all right, that is if you have the $2. [Cheers.] We're going to run the cars after Aug. 26 (1) because we've got the argument, the whole argument; and (2) because we've got the votes. [Cheers.] In the last election the vote was limited to those entitled to vote for mayor and aldermen. On Aug. 26 this class of voters will mark their ballots, and those entitled to vote for the Ontario Legislature will also exercise their franchises. About 10,000 names have been added under the manhood clause, and out of these we will have a majority of 4000 for Sunday cars. [Hear, hear.]

Toronto's future depends upon this vote. We have either got to become a one-horse town or a progressive town. [Loud and long-continued applause.] I know what the verdict will be, and that our people are up to date. Those who have watched the trend of events know that a perfect revolution has been brought about in cities owing to the development of electric power and resultant rapid transit. With this rapid transit people are enabled to remove from congested districts to outlying sections which they can now reach at an expenditure of four or five cents a day. This means that real estate will increase in value if the locality is accessible every day in the week. Again I congratulate you on the success of this meeting. It means that on the 27th of August after you go to church you will be able to take a street car and visit your friends. [Cheers.] And the following Sunday you will find those who are now opposing you riding with you on the cars.

### The Voice of Labor.

Mr. G. T. Beales of the Builders' Laborers' Union, as a laborer reformer, and one who had assisted in the bettering of the condition of his fellowmen, said he was just as honest in favoring Sunday cars as he was in furthering the election of a man favorable to the cause of labor. The establishment of the cars would result in the means being provided for workingmen to reach the suburbs, to purchase lots at a reasonable price and erect cosy houses of their own. He knew plenty of workingmen who had already purchased lots in the suburbs and put up homes in the belief that Sunday cars were going to come. He maintained that the running of cars on six days per week rendered Sunday cars a necessity. In some cities he had visited where Sunday cars are run the Sabbath is just as strictly lived up to as it is in Toronto. He had no fear that any man would be compelled to work seven days per week by the Street Railway Company. Public sentiment in Toronto is too strong to make successful any attempt of this kind. [Cheers.]

Miss Hepburn, Vice-President of the Trades and Labor Council, was received with cheers. She stated that she knew many women voters in Toronto who on Aug. 26 would vote for Sunday cars.

Mr. John Armstrong, President of the Typographical Union, pointed out that the very editors of the denominational organ who were now so solicitous for the working-man and saw in the running of Sunday cars the abolition of the Saturday half-holiday were the very men who signed a cast-iron agreement antagonistic to the half holiday when the speaker and others fought for it. He thought that the workingman had the same right to drop his five-cent piece in the slot of a street car on the Sabbath as any person else had to call up by telephone and order a coupe to take them for a drive. He did not patronize the cars himself, but did not think it would be right on that account to prevent his fellow from having an opportunity of using it.

Rev. Henry Sortly of Swansea said he was not afraid of losing his congregation through Sunday cars. He believed in a limited Sunday car service. Sunday was the only day many people had of visiting the cemeteries where their beloved ones were buried. He held that Sunday cars would diminish the number of whisky dives. The people went to these places because they were debarred from going to the parks. If street cars are those things bring no longer. They say that the parks are within five minutes' walk of everybody. I must be a poor walker. It took me a good deal longer to get to them. What can the girls do? They can go down to the boarding house parlor and share it with 30 other boarders in the large houses. They are so busy all week they have not time to get homesick, but on Sundays they think of home and are heartsick. If they could get out to the country and the woods it would do them good. They're only working girls, they don't own carriages. Doubtless those who have votes will get a ride in a carriage on election day if they want to vote against Sunday cars, but afterwards I guess they'll have to take shanks' mare. If any class would feel the benefits of Sunday cars it is the working-women."

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## IF M'CRYSTAL SHOULD DIE.

### Robert Straiton of Hamilton May Be Prosecuted for Manslaughter.

HAMILTON, Aug. 7.—On Saturday afternoon Daniel McCrystal and Robert Straiton, two laborers employed by the street railway company, got into a row, and it is claimed that Straiton struck McCrystal with his clenched fist. McCrystal fell and struck his head against a rail. He was unconscious when he was picked up, and it is feared he will die, as he sustained a severe scalp wound and partial fracture of the skull.

A warrant was issued against Straiton, but the police have not been able to catch him.


### Can You Believe It?

We know it is hard to believe, and yet it is true, that every day persons who ask for CARTER'S LITTLE LIVER PILLS have handed out to them something which looks like C-A-R-T-E-R-'-S, and yet is not.

They are put up in a RED wrapper, and they closely imitate "C-A-R-T-E-R-'-S" in general appearance. But it is a fraud!!!

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JOHN HOSKIN, Q.C., LL.D., }

The Company acts as EXECUTOR, ADMINISTRATOR, RECEIVER, COMMITTEE, GUARDIAN, TRUSTEE, ASSIGNEE, and in other fiduciary capacities, under direct or substitutionary appointment.

The Company also acts as AGENT for EXECUTORS AND TRUSTEES, and for the transaction of all financial business; invests money, at best rates, in first mortgage and other securities; issues and countersigns bonds and debentures; collects rents, interests, dividends, etc. It obviates the need of security for Administrations, and relieves individuals from responsibility as well as from onerous duties.

The services of Solicitors who bring estates or business to the Company are retained. All business entrusted to the Company will be economically and promptly attended to. 2

J. W. LANGMUIR, Manager.

AMUSEMENTS.

ONLY ONE MONTH FROM NOW

CANADA'S GREAT INDUSTRIAL FAIR

TORONTO

SEPT. 4th to 16th, '93

Will Excel All Others.

All entries and applications for space close on

Saturday Next, 12th Inst.

Tenders for Refreshment Booths and other privileges must be sent in before Saturday next, 12th inst.

For forms and all other information address

J. J. Withrow, President.
H. J. Hill, Manager,
82 King-Street East, Toronto.

ST. BASIL'S GARDEN PARTY

Will be held in the Grounds of St. Michael's College on the afternoon and evening of

WEDNESDAY, AUG. 9.

Good music and an excellent program of amusements are being arranged for.

Gates open at 3 p.m.

BLOOD POISON A SPECIALTY. Primary, Secondary or Tertiary Syphilis permanently cured in 15 to 35 days. You can be treated at home for the same price and the same guarantees; with those who prefer to come here we will contract to cure them or refund money and pay expense of coming, railroad fare and hotel bills, if we fail to cure. If you have taken mercury, iodide potash, and still have aches and pains, Mucous Patches in mouth, Sore Throat, Pimples, Copper-Colored Spots, Ulcers on any part of the body, Hair or Eyebrows falling out, it is this Syphilitic BLOOD POISON that we guarantee to cure. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of the most eminent physicians. $500,000 capital behind our unconditional guarantee. Absolute proofs sent sealed on application. Address COOK REMEDY CO., 1535 to 1537 Masonic Temple, Chicago, Ill.

PURE SODA WATER

is my objective point. Fresh new corks used every time. Rubber stoppered bottles taint the goods and are avoided by all people of taste. My goods cost no more than the commonest trash.

RASPBERRY PHOSPHATE

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Equals in Quality their Celebrated

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THE BEST NATIVE CLARET IN THE MARKET.

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SANDWICH, ONT. 246

MEETINGS.

YOUNG WOMEN'S CHRISTIAN ASSOCIATION ELM-STREET.

Wednesday, Aug. 9, 8 p.m., Mrs. H. H. Booth, Salvation Army, will conduct a ladies' demonstration. Women delegates representing the League of Mercy and Rescue Work will attend and speak. Mrs. Booth will sing some favorites. Pianist, Ensign Agnes Jones.

Salvationists' sea trip to Oakville, Monday, Aug. 14, 7.30 a.m. boat.

Salvationists and Sunday Cars.

Commandant Booth leads public meeting Monday, Aug. 7, at 8 p.m., Y.M.C.A. Large Hall, Yonge-street.

Mr. Spence, Mr. Blakeley and Rev. G. Washington will talk.

Organist—Staff Captain Fry.

Brass Band in attendance.

Salvationists' sea trip to Oakville, Monday, Aug. 14, 7.30 a.m. boat.

BRIGADIER DE BARRITT.

EDUCATIONAL.

UPPER CANADA COLLEGE. (Founded 1829.)

The autumn term will begin Sept. 5th. Staff consists of 13 masters. The curriculum includes a classical, a science, a business and a musical course. 25 acres of playground for cricket, football and tennis, covered hockey rink, quarter-mile track, swimming bath and large gymnasium. For prospectus apply to THE PRINCIPAL, U.C. College, Deer Park, Toronto. 502

BISHOP STRACHAN SCHOOL FOR YOUNG LADIES.

Full English Course Languages, Music, Drawing Painting, etc.

For calendar, etc., apply to

MISS GRIER, LADY PRINCIPAL,

Wykeham Hall, - Toronto

School Re-opens on Wednesday, 6th September. 26

Refrigerators & Cooling Rooms

Lots of summer left yet. It will pay you to get the best. They are always the cheapest. Get the Arctic. Everybody says they are the best made. Get one and see for yourself.

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180 Queen-street east, Toronto.

Claret Emporium

Johnston's Club Claret
St. Macaire
Chateau Cabernet
Capri Rosso
Vin Ordinaire

And many other first-class brands, from $3.50 and upwards per dozen quarts. The following declaration will give an idea of the extensive business we do in claret:

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We, the undersigned, Custom House Brokers of the City of Toronto, doing business for Messrs. Gianelli & Co., 16 King-street west, beg to certify that in the year 1892 we made Customs entries for different kinds of claret, imported from France in cases and in cask, for two thousand six hundred and ninety-seven gallons and one-half (2697½). (Signed) ROBINSON & HEATH.

Call at our office, sample the Wine and judge for yourself.

GIANELLI & CO.,

16 King-street west,

Successors to Quetton, St. George & Co. Established 1869.

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The Wine of All "Bon Vivants"

Now kept in crushed ice at all Leading Clubs, Hotels and Restaurants in Canada.

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Throughout the Civilized World.

Lawrence A. Wilson & CO., Sole Agents, MONTREAL.

Electric Motors from 1-8 to 10 H.P.

Examine our improvements on old hand rope elevators: our one-horse power model lifts 1000 lbs. The cheapest Electric Elevator in the World. See one working at Toronto Salt Works, 128 Adelaide-st. east. Orders promptly attended to and fully guaranteed. Repairing a specialty.

TORONTO ELECTRIC MOTOR CO., 107 Adelaide-street west.

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J. S. HAMILTON & CO. BRANTFORD, CANADA. Sole General Agents.

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The Purest of Table Waters. The only natural Mineral Water supplied to Queen Victoria under Royal Warrant.

Dr. Redwood, Professor of Chemistry and Pharmacy to the Pharmaceutical Society of Great Britain, writes of GODES-BERGER:

"I find Godes-Berger much richer in its important ingredients, and consequently, in my opinion, superior to any other table water at present known."

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NERVOUS DEBILITY

Exhausting Vital Drains (the effects of early follies) thoroughly cured. Kidney and Bladder affections, Unnatural Discharges, Syphilis, Phimosis, Lost or Failing Manhood, Varicocele, Old Gleets and all Diseases of the Genito-Urinary Organs a specialty. It makes no difference who has failed to cure you. Call or write. Consultation free. Medicines sent to any address. Hours 9 a.m. to 9 p.m.: Sundays 3 to 9 p.m. Dr. Reeve, 345 Jarvis-street, 4th house north of Gerrard-street, Toronto. 246

Spauldings 11 King St. W.

To Mothers, Wives and Daughters.

DR. ANDREWS' FEMALE PILLS.—The effect of certain medicines having been clearly ascertained, females are surely relieved from their distressing complaints, the specifics for those being infallible in correcting irregularities, removing obstructions from any cause whatever, and the only safe, sure and certain remedy for all those distressing complaints so peculiar to the female sex. They are, however, nothing new, having been dispensed from his office for 45 years and are not an experiment. Explicit directions, stating when they should not be used, with each box. Pills sent to any address on receipt of one dollar. Circulars free. All letters answered promptly without charge when stamp is enclosed. Communications confidential. Address R. T. Andrews, M.S. 227 Shaw-street, 4 minutes walk from Queen-street west cars, Toronto, Ontario.

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Send at once for sealed direction, FREE of The Common Sense Home Cure for all weakness of men. A certain permanent cure for nervous debility, lost manhood, emissions and varicocele. WEAK ORGANS ENLARGED and complete cure guaranteed. We furnish the best of references. Address

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BARGAINS IN HORSEFLESH

A Tempting Offer

My Farm being Overstocked, to reduce numbers I will sell

1. Three well-bred Brood Mares with excellent sucking foals by their sides—by the thoroughbred sires Dandie Dinmont and Goldfellow. $300 for the six.
2. Bay Mare, by thoroughbred Mikado, rising 5, broken to harness. $120.
3. Five-year-old Bay Gelding, by thoroughbred Sharpcatcher, quiet to ride and drive, up to weight, handsome. $225.
4. Seven-year-old Bay Gelding, 16 hands