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NEW YORK TO ANTWERP.
Berlin, Wednesday, Jan. 26, noon.
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s are away down. S. J. SHARP, 65 Yonge-street.

OWEST RATES TO ENGLAND BEAVER S.S. LINE—LIVERPOOL, Gallia, Jan. 12. Lake Winnipeg, Jan. 12. ake Ontario, Jan. 26.
ANCHOR S.S. LINE—GLASGOW. Furnessia, Jan. 15. Ethiopia, Jan. 29. nchoria, Feb. 12.
VILSON & FURNESS-LEYLAND LINE—TO LONDON DIRECT.
Victoria, Jan. 8. Alexandria, Feb. 5. Victoria, Feb. 12. ria, Feb. 12. ROBINSON & HEATH, Custom Housa cokers, 69½ Yonge-street, Agents.

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connection with the Grand Trunk and madian Pacific Railways, going south, ains leave Trenton Junction at 6.25 and .55 a.m., and on Saturdays at 5.15 p.m. have the C.P.R. Junction at 1.45 p.m. hing north, trains leave Trenton Junction 5.50 a.m. and C.P.R. Junction at 7 a.m. 36

LLAN OR DOMINION LINES

DIRECT SERVICE___ ertland, Me., and Liverpool, Eng.

sian Jan. 8,'98. Jan. 7,9 a.m. entianJan. 15, '98. Jan. 14,9 a.m. nidian Jan. 23, '98. Jan. 22,9 a.m. thagenian . .. Jan. 30, '98. Jan. 29,9 a.m. ador Feb. 3, 98. Feb. 2,9 a.m ve Grand Trunk's own wharf at Portafter arrival of connecting train, difor Liverpool. saving time formerly by call at Halifax.

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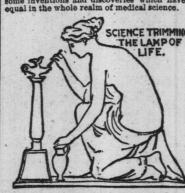
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OTICE IS HEREBY GIVEN THAT Eugenic Ward, of the City of Toron-the County of York, in the Province stario, wife of Eber Brock Ward, will of the Parliament of Canada, at the sion thereof, for a Bill of Divorce of the band, Eber Brock Ward, for-fer husband, Eber Brock Ward, for-fer he said City of Toronto, but now at the City of Paris, France, on nuds of adultery, desertion and big-deCarthy, Osler. Hoskin & Creel-cehold Loan Building, Solicitors for icant.

It is poor economy to buy ordinary hear when Blue Ribbon can be had at a reasonable price.



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from DRAINS, LOSSES, WEAK BACK, IMPOTENCY, VARICOCELE, etc., I say to you as man to man, as physician to patient, DRUGS NEVER CURE. Why not use nature's own simple remedy,

ELECTRICITY With my ELECTRIC BELT and SUPPORTING SUS

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The World About It. by the Local and Dominion if the city builds the road its Would sell to Highest But, proceeding further, a for the present that this estin	miles. That a railway should be built, and assuming with the least possible delay, to con	Athabasca, 1000 Special Lily May, 1000 Alberni Con 2000 7c Mascot, 1500 Moste Cristo, 2000 Monte
APATHY OF THE TAXPAYERS for the present that this esting too high, let us consider gentlemen will do with the robuilt. Will they operate it aldent line or will they sell highest bidder? This road will be the self of the present that this esting to high the present that the present the present that the present that the present that the present the present that the present the present that the present the present the present that the present that the present that the present the present the present that the present that the present the present that the present	what these every citizen in the city, as it would ad when it is a means of not only building up Toro s an independant to ut to the more good than any other scheme all cross three brought before the public new in yield.	Dec Colonna, 5000 22½c Northern Belle, 400 22½c
of which will have the gree	Poronto, each within reach, and the explanations test interest revelations made by Mr. Tyrrell at aking it any to this city.	and the Evening Star, 1500
Public-Spirited Citizens Should Come to the Front Now—The Wealth of an Ocean the Front Now—The Wealth of an Ocean biggest price for it. But we	west of us, should all be duly weighed in the m leage. What per do under to get to Hudson Bay it is not neces	But Great Western, 5000. Call St. Keverne, 1000 Gold Bluff, Dividend payer, 5000 30c Two Friends, 2500 and 200 the Homestake, 2000 Call Victoria Texada. 4000 Call Victoria Texada. 4000 Call Victoria Texada. 4000 Call Victoria Texada. 4000 Call Victoria Texada.
Toronto Off the Main Line—Another biggest price for it. But we that such safeguards will be it the project, both in the cont the company and the city, for the Proposed Road. The Company which is all those biggest price for it. But we that such safeguards will be it the project, both in the cont the company and the city, for the Proposed Road.	shall be told arown around and from which point the line has air port between been located, ready to build for a dist	arts, 170n Mask, 200 and 200 35c White Bear, 500 and 200 100 Colt, 5000 (pooled) 12c War Eagle, 500 to 10,000 100 Colt, 5000 100 100 100 100 100 100 100 100 10
promote the growth of the City of Toronto and to raise it from the slough of despoud the which it has been struggling so long.	has fegurads in timber, minerals, fish, etc., before ting to the Bay at all. The promote this railway has frequently told me of too sangulne limmense riches to be found in that re	A rich strike has been made in both these mines, and both are except of the good buys. War Eagle also maintains its figures. If you want to realize quickly, or buy at the lowest quotations, write or with the control of the contro
way appears the most promising. It is suggested that the construction of this guarantee can we have that	are for the of the same by the building of a fail' licient, what He also informs me that there are no the Legisla- gineering difficulties of any moment	on his his
a great tract of virgin country, whose halls of Parliament from yea	lobby in the r to year to By looking at the Ontario Government of the band.	Bon't Blame The World if Names are Spelled Wrongly-Blame the De-
To appreciate fully how inviting this proposal must be to the citizens of Toronto, one has only to consider frankly for a one has only to consider frankly for a conclude that if we desire to	over to Par- as vital that urselves. therefore, to acquire and that country, as it starts at once fro	Below will be found results of the Normal 10,000 Smuggler
especially as contrasted with its great rival, the City of Montreal. Elirstly, then, Montreal is possessed of the head offices of both the great railway companies who control the carrying trade of the commerce of this city.	ay and the new country and has no rallway to be city must to get to the starting point, the total and operate it tance being about 350 miles. This is the interests line that was first subsidized by both Local and Dominion Governments, is common-sense line, which, on reaching	distributed by the department of the department. The certificates of successful Normal School students and of such successful Normal Coldents and of successful Normal
speak, of these great corporations are situate there, and we may be sure that the situate there, and we may be sure that Montreal gets the best of their thought the advantages. The first o and the best of their enterprise at all be to municipal control of a restriction.	t yet so are bjection will allway. Upon the merits one way or the other. rel	tory evidence of age, length of the lessued tory evidence of age, length of the lessued of the lessued within two weeks: 9 Toronto-Strong and the length of the lessued of the length of the lessued of
said of our geographical position in relation to these two roads? Toronto is simply a wayside station between their terminals, if a carload of merchandise leaves Mont-	d against it, schemes on hand. Let Toronto pe solition of the carefully examine this Government the City of and not be led astray by those who ha dozen other routes ready to put upon	Pass Candidates. Messrs. Aird, Bartle, Barton, Burns, Car. the ors. Chadwick. Clarke. Coleman, Corkill,
Toronto if the company can get the mileage of it for a further, haul of 500 miles, more or less? Oreif, on the other hand, a carblead is sent from the west, it is equally show their hand openly, their hand openly, their hand openly, their hand openly.	region which heed be said of the Missinable, the I burton, the Sudbury, the Sault Ste. M too willy to and other suggested routes. It is q plain to my mind which road should the total state.	Dempsey, Doran, Damdall, Driscoll, Dun- lop, Echlin, Billott, English, Eyre, Fergu- uite son, Freming, Fretts, Gallagher, Gordon, be Harper, Harris, E. E. Hartgan, Jamieson, Harper, Harris, E. E. Hartgan, Jamieson, to purchase and develop
panies that it does not stop until it reaches Montreal. On the Main Line of C. P. R. But, while this is our position with reference to the G.T.R. and the Detroit and that these gentlemen will that these gentlemen will be more the less left in the press and in the low worm we are accustomed with the control of the second of the second of the control of the less left in the press and in the power of the less left in the press and in the low worm we are accustomed to whom we are accustomed that these gentlemen will be more than less left in the press and in the low worm we are accustomed to whom we are accustomed to whom we are accustomed to whom we are accustomed in the low worm with the low worm worm worm worm worm worm worm worm wo	nkewarmness! "Femiscaming and Hudson Ba	velle, Rhodes, Riopin, Rowe, H. L. Smath, R. Smyth, Stevenson, A. Taylor, E. A. Taylor, Trudgeon, Tweed, Wallace, Misses Anderson, Barror, Blain, Blair, Blair, Blair, Blair, Blair, Blair, Bror full particulars a
not be forgotten that the main line of the C.P.R. gives us the go-by entirely. We are not even directly connected with it by any branch line of the C.P.R., the road to of civic ewnership. If our citi were a part of the first support support of the first support	y that there most perfect railway system in Ame nion in favor zens, forsak-be being, only Hot Springs of Arkansas. Old Mex	rica Cribb, Cronin, Doncaster, Dimlop, Ford, Fuser, French, Graham, Grier, Gribs, Fuser, French, Graham, Grier, Gribs, Hamshaw, Harper, Howson, Hughes, Inglis, Johnston, Kells, Lang, Lawrence, Ledfard, McGrahamshaw, Harper, Howson, Hughes, McGrahamshaw, Harper, Howson, Hughes, McGrahamshaw, Harper, Howson, Hughes, Ledfard, McGrahamshaw, Harper, Howson, Hughes, McGrahamshaw, Harper, Howson, Hughes, McGrahamshaw, Harper, Howson, Hughes, McGrahamshaw, Harper, Howson, Hughes, Howson, Hughes, Hughes, Howson, Hughes, H
is, therefore, the interest of the Canadian Pacific that all shipments to and from go them altogether), and clea points west of North Bay should be unded this business fad, will unite to or from Montreal, as against Toronto, that the city build and own it units recently, this city had, through the trusting its construction and Northern and Midland divisions of the a commission of our best citized.	and California, the lands of sunsh his road, en- operation to ens, we may in advance of other routes. Wab	ine Noonan, Owens, Powell, Ramssy, Roberts, the Robertson, Rose, D. E. Ross, L. E. Ross, tion Sheppard, M. I. Stewart, O. F. Stewart, alsh Smith, Springstead, Thompson, Tomson, Smith, Smith, Smith, Springstead, Thompson, Tomson, Smith, Smi
3.T.B., control of the trade of the timber yet see Toronto a great city. Ind agricultural lands of that portion of our midst, I believe, men, so he Province lying south of the main line of the C.P.R. and east of the Georgian in railway matters and who say, but the construction of the Farry	We have in trains now reach more large cities to me of whom any other railroad in the world. The are not now any railroad agent, or J. A. Richs any railway. On Canadian Passenger Agent. N.	Winters, L. Winters, Vanderburgh, Suther- land, Campbell, Ballantyne, Phoenix. Honor Candidates. Misses Cielland, Macgregor, Sanderson, Saw Bill
that. It is obvious, therefore, without go-the position of commissioners ing further into the matter, that Toronto's struction of the road without fe sphere of influence, so to speak, is being relying upon the honor and repidly contracted, and not enlarged. Our would come to them in carryin trade is not so much continental as local, terprise of such benefit to their	for the con- ee or reward, glory which g out an en- mark of Mrs. Hattie Shelly of New Y	waite, E. G. Brown, M. Brown, Picturel, Hanahoe, A. L. Hanris, Mitchell, McGeach, Tel. C. Phillips, Reed, Tait, Topping, Trinder, Waters, White, A. E. G. Wilson. At Meser: Barid Blue, Brackerridge, Bran-
We are limited largely to supplying the wants of a comparatively small area of agricultural country, which may be denominated a finished country; that is, one no longer inviting capital for its development, either in connection with its lumbering operations or in the construction of th	she had had "a lovely time." Monday meing she sald she felt tired and would main in bed. Her husband found her to dead when he came home.	Oombe, Carrigill, Creba, Dawe, Good, re- re- foot, Kidd, Liniey, Lloyd, Macdonald, Mc- firlane, Marshall, Mattice, Moore, anott, McCulley McCullede, D. McKenzie, D. C.
Notwithstanding this, we shall, as a city, notwithstanding this, we shall, as a city, no doubt experience a decided improvement entrusted to immortalize these in our business from the general revival in trade throughout the Dominion, but it is	cil might be commissions of the new milition ask?	McKenzie, Remmer, A. G. Sintul, Traver, Wheeder, Wilcox, Wilson, Yost. Messrs. Adshead, T. E. Clark, Dwyer, Pratt, G. F. Smith, Whiting, Blacklock, Pratt, G. F. Smith, Whiting, Blacklock, Practice Description of Parry Sound, Lim
unless we can secure the trade of a much larger slice of our great national heritage than we now possess. The Wealth of an Ocean. The Wealth of an Ocean.	in the World in the Cure Weak Men Makes this Offer ent to them,	Merry, Andrew. Medallists—Mr. T. E. Clarke, Mr. L. H. Taster. Misses Andrews, Beamish, J. A. Brown, Misses Andrews, Beamish, J. A. Brown, Misses Andrews, Comban Course, Davis
Under these circumstances, the proposal to endow us with the wealth of an ocean, for such the Hudson Bay is, and to give us the trade of a tract of country equal to a good-sized kingdom, with natural resources, the exploitation of which will give the execusion of which will give the success of the enterprise, it	HAPPY MARRIAGE, GOOD ions for such jeopardize t were much	ner, Morris, Mott, Mogan, McLachlan, Poynter, Pullen, R. H. Thompson, Wood, Galbraith, Deacon, Hicks.
employment for years to labor and to capital, is peculiarly welcome and opportune, and if the gentlemen who are now approaching the city for a bonus can "deliver the goods" promised, their demand for the goods" promised, their demand for the goods proposition of this railway proposition of the surface of the consideration thereof would	ing. I fear world—no doctor nor institution has treated the part of restored so many men as has the famed EI more rests, to get beyond the solution rests, to get beyond	Messrs, Anderson, John Brown, Beecroft, Sales yesterday: 2000 Ban
the academic stage in face of the cardemic stage in face of the ca	in powerful against it. Blackstock. TE. SCIENCE TRIMMING THE LAMP OF	Brown, Brunton, Bolton, Case, T. E. Clark, M. N. Ckark, J. W. Day, Downing, Denny, Dix, Dwyer, Dunbar, Froates, J. Graham, Hutchinson, F. A. Jones, W. S. Jones, C. G. Kelly, Langs, Luck, Moore, Manning, Mac- Lutyre, A. B. McNabb, O'Brien, Ramsan, Mining Stock of which I have
the continental traffic? I venture to think an examination of the facts will show not only that it is possible we may be side-tracked, but that it is probable we will, for it is almost certain this trade will be liverted to the east and west of us before	title amused	Robson, Saundens, Sherldan, Shler, Tasker, Information will realize \$50, Theobald, T. M. Wilson, Williams, D. Wright, R. T. Hodgson, Misses Albin, S. E. Dobbie, Freleigh, Fyle, Fraser, Hanahoe, Holmes, Jeckell, Johnston, Jamison, Moir, Mallony, E. O. Smith, 34 Adelaid
and owned by the city. Now, what are the facts? Gentlemen counting a charter for a railway from Totonto to James Bay ask the city for \$300.	as edined at advanced by the thirty in the remoney or know what	Shaver, White, Waters, Weir. Special Examination. The following have passed the specialist approximation: TRON MASK
tion of that part of the road between To- ronto and North Bay, or the intersection of the main line of the C.P.R. For the remaining portion of the road, lying be-	tion at once	English and History—W. G. Armstrong, H. W. Brown, C. Brown, F. H. Clark, L. Norman, J. H. Putman, M. F. Libby, H. B. Mills, C. Smith. Science—P. W. Brown, J. F. Hutchison, R. T. Hodgson, W. S. Kirkland, W. R. Liddy, L. Might, J. R. Moore, J. J. Morgan, J. MoNleec, T. M. Wilson. ad. gan, J. MoNleec, T. M. Wilson. Full information regarding a
Province and from the Dominion bonuses the extent of \$6200 per mile. The road it the self, we are assured by the promoters who are among our best and most enterprising citizens, will have ample traffic to make it diverging lines to and from a citizens, will have ample traffic to make it.	substituted sometimes of them that substituted substitute subst	the Forcas, W. E. Macpherson, F. Weidenham er, W. B. Weidenhammer, A. A. Armour, E. Henstridge, M. C. Mills, I. J. Macdou-
railway construction and equipment is a comparatively cheap matter compared with what it was when most of our present the public generally give a man well-known corporation the conds were constructed, and, with little or	expense to any honest and reliable man! expense to any honest and reliable man! Not a dollar need be advanced—not a per paid—till results are known to and acknowledged to the paid—till results are known to and acknowledged.	Mathematics—J. L. Hogg. Classics—L. H. Tasker. ORES ASSAY
company for a sufficient amount to build the road, leaving the bonuses as a profit of the cholers of the charter. I do not nention this by way of criticism of these could govern themselves according to the charter of the charter of the could govern themselves according to the charter of the	remedies nave been taked about an write any bare the about all over the world, till every man has he the people of them. They restore or create strength, vigor, healt tissue and new life. They captely stop drains on the system that it is the content of the system that it is the content of the system that it is the content of the content of the system that it is the content of	ten and Le Roi 7.85 2000 Ibex make offer to the following the f
Cook's Cotton Root Compound wheel to a carriage. Teconic getting its fair share of freight getting its fair share of freight	the first the first the energy. They cure nervousness, despondency and passent the effects of evil habits. excesses, overwork, each of the particular they give full strength, development and transfer they give full strength, development and transfer they give full strength.	all 500 Hansard
your druggist for Cost. Cotton Root Com- gound. Take no other as all Mixtures, pills and tion think another railway is ab	solutely ne- by the company to a short time, and applicate	1000 Iron Colt
box, No. 2, 10 degrees stronger, 85 per box. No. lor 2, mailed on receipt of price and two 8-cent stamps. The Cook Company Windsor, Ont. 187 Nos. 1, and 2 soid and recommended by all responsible Druggists in Canada. Sold in Toronto by all wholesale and re- Sold in Toronto by all wholesale and re-	money for their of for their on by these shows at this grand of their offer in this paper.	Above quotations subject to previous sale. CURRIE & KITELEY, Brokers, 52 Yonge-street, Toronto. CURRIE & KITELEY, Brokers, 52 Yonge-street, Toronto.

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