RAILWAY TIME TABLES.

CORRECTED TO NOV 18, 1889.

GRAND TRUNK—Southern Division.

MAIN LINE—Going East.

	ARRIVE.	DEPART
Limited Express (A)	4:15 a.m.	4:35 a.m
Mail	.....	6:00 a.m
Atlantic Express (A)	11:05 a.m.	11:30 a.m
Erie Limited	.....	1:25 p.m
Day Express	10:50 a.m.	2:20 p.m
St. Louis Express (A) (D)	4:20 p.m.	4:25 p.m
Mixed—No. 28 Freight (C)	5:45 p.m.	6:50 p.m
Mixed (A)	11:55 p.m.	.....

MAIN LINE—Going West.

Chicago Express (A)	5:10 a.m.	5:30 a.m
West End Mixed	.....	6:45 a.m
Erie Limited	11:05 a.m.	.....
St. Louis Express (A)	11:20 a.m.	11:25 a.m
Accommodation	12:30 p.m.	2:15 p.m
Pacific Express (A)	6:50 p.m.	7:10 p.m
Mail	9:45 p.m.	.....
Accommodation	.....	7:20 p.m

Sarnia Branch.

Chicago Express (B)	.....	5:30 a.m
Accommodation	.....	7:35 a.m
Erie Limited (B)	.....	11:10 a.m
Accommodation	.....	2:30 p.m
Pacific Express (B)	.....	7:00 p.m

Sarnia Branch.

Limited Express (B)	4:30 a.m.	.....
Atlantic Express (B)	11:25 p.m.	.....
Erie Limited (B)	1:20 p.m.	.....
Accommodation	2:15 p.m.	.....
Accommodation	8:45 p.m	.....

London, Huron & Bruce.

Express	10:15 a.m.	8:05 a.m
Mail	6:45 p.m.	4:25 p.m

London & Port Stanley.

Mail	.....	6:40 a.m
Accommodation	7:20 a.m.	9:30 a.m
Mail	2:10 p.m.	2:50 p.m
Accommodation	5:35 p.m.	7:00 p.m
Mixed	6:50 p.m.	.....
Mail	11:15 p.m.	.....

St. Marys and Stratford Branch.

Mixed—Mail	11:20 a.m.	7:35 a.m
Express	5:35 p.m.	2:15 p.m
Express—Mixed	9:20 p.m.	6:00 p.m

Toronto Branch.

Hamilton—Depart—							
a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
7:00	9:15	10:45	12:25	4:10	5:40	B*7:00	9:25
Hamilton—Arrive—							
a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.
12:30	8:45	†9:00	B†1:45	4:00	6:25	9:30	12:30

* These trains for Montreal.
† These trains from Montreal.
(A) Runs daily, Sundays included.
(B) Runs daily, Sundays included, but makes no intermediate stops on Sundays.
(C) No. 38 carries passengers between London and Paris.
(D) This train connects at Toronto for all points in Manitoba, the Northwest and British Columbia via North Bay and Winnipeg.

E. DE LA HOOKE, City Passenger and Ticket Agent, No. 3 Masonic Temple.

MICHIGAN CENTRAL RAILWAY.

LONDON TIME.

Canada Southern Division—Going East.

	Leave London.	Leave St. Thomas.
Special N. Y. Express (except Sundays)	8:40 p.m.	11:45 a.m.
N. Y. Express (daily)	8:40 p.m.	3:05 a.m.
American Express (except Monday)	9:50 a.m.	11:15 a.m.
Atlantic Express (daily)	9:50 a.m.	1:50 p.m.
Mail (except Sundays)	2:25 p.m.	3:15 p.m.
N. Y. and Boston Express (daily)	2:25 p.m.	4:30 p.m.
Accom'd'n (except Sunday)	8:40 p.m.	7:00 a.m.

Canada Southern Division—Going West.

Chicago Express (daily)	8:40 p.m.	5:00 a.m.
Chicago Ltd Exp. (daily)	9:50 a.m.	11:00 a.m.
American Express (except Mondays)	9:50 a.m.	1:25 p.m
Mail (except Sundays)	2:25 p.m.	3:10 p.m
Pacific Express (daily)	2:25 p.m.	6:40 p.m
Accom'd'n (except Sunday)	8:40 p.m.	7:30 a.m

[NOTE.—No trains to or from London on Sundays.]

THOS. R. PARKER, City Ticket and Passenger Agent, No. 1 Masonic Temple.

CANADIAN PACIFIC RAILWAY.

Going East.

DEPART.			
London	.....	8:00 a.m.	5:00 p.m.
Woodstock	6:19 a.m.	8:45 a.m.	5:35 p.m.
Galt	6:57 a.m.	7:37 a.m.	6:53 p.m.
Guelph	10:20 a.m.	.....	8:10 p.m.
Toronto, Un. Stn	8:50 a.m.	11:45 a.m.	9:00 p.m.
Peterboro	11:43 a.m.	7:50 p.m.	11:41 p.m.
Kingston	4:40 p.m.	.....	4:40 a.m.
Ottawa	6:45 p.m.	.....	6:55 a.m.
Montreal	8:15 p.m.	.....	8:15 a.m.
Quebec	6:30 a.m.	.....	9:30 a.m.
Portland, Me.	.....	.....	9:45 p.m.
Boston	8:30 a.m.	.....	8:47 p.m.
Halifax, N. S.	.....	.....	12:05 p.m.

The train leaving London at 5 p.m. makes connection for North Bay, Port Arthur, Winnipeg, Vancouver, B. C., Victoria, B. C., and all intermediate points.

Going West.

DEPART.			
Halifax, N. S.	.....	1:50 p.m.	.....
Boston	.....	7:00 p.m.	9:00 a.m.
Portland	.....	.....	8:40 a.m.
Quebec	.....	10:05 p.m.	1:30 p.m.
Montreal	.....	9:10 a.m.	8:30 p.m.
Ottawa	.....	11:30 a.m.	11:00 p.m.
Kingston	.....	12:40 p.m.	11:45 p.m.
Peterboro	.....	5:50 p.m.	5:10 a.m.
Toronto	.....	8:00 p.m.	8:00 a.m.
DEPART.			
Toronto	4:15 p.m.	.....	7:45 a.m
Guelph	.....	.....	8:15 a.m
Galt	6:08 p.m.	6:07 a.m.	10:10 a.m
Woodstock	7:35 p.m.	8:45 a.m.	11:17 a.m
London	8:20 p.m.	10:20 a.m.	12:00 a.m

Owen Sound Branch—Going North.

DEPART.		
Toronto	7:55 a.m.	4:40 p.m.
ARRIVE.		
Owen Sound	1:15 p.m.	10:00 p.m.

Owen Sound Branch—Going South.

DEPART.		
Owen Sound	5:50 a.m.	3:25 p.m.
ARRIVE.		
Toronto	10:55 a.m.	8:30 p.m.

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INDUSTRIAL INTERESTS.

Meeting of District No. 138, Knights of Labor.

Practical Suggestions by Practical Men.

Good Results of "Grumbling"—Worth, Not Wealth, the Standard of Moral Greatness—Officers Elected—General Business.

An important session of District Assembly No. 138 was held in the United Labor Hall yesterday afternoon. Delegates were present from Port Burwell, Aylmer, Stratford, St. Thomas, London, Woodstock, Clinton, Seaforth, Petrolea, Ingersoll, Oil Springs, Sarnia, Point Edward, Wyoming and other parts of the district. Several new delegates were introduced and instructed in the work of the district assembly.

The meeting was called to order at 2:30 p.m. by Mr. A. B. Ingram, M.P.P., who, in a stirring speech urged all to give their best attention to the business of the session, and especially welcomed the new delegates.

Bro. Joseph Thomas made a pointed speech in explanation of a scheme he had to start a labor paper, under the direction of District Assembly 138.

Bro. McKay, of Woodstock, strongly supported Bro. Thomas' proposal, and the following were appointed a committee to take the necessary steps to start the enterprise: J. T. Marks, O. E. Light, Joseph Brent and W. J. McKay.

The District Master Workman was instructed to submit a series of questions of importance to labor organizations for discussion in local assemblies, so as to get a simultaneous discussion. After the vote is taken the result is to be sent to the Secretary-Treasurer.

The District Secretary was instructed to correspond with the General Secretary of the Farmers' Alliance with a view to get the farmers of the district to organize in that society, as the Farmers' Alliance is now working in co-operation with the Knights of Labor.

The eight-hour question also received special attention, a resolution being passed to do all that was possible to advance the movement. Co-operation, female suffrage and female organizations were discussed and referred to the local assemblies for an expression of their views.

The commissions of organizers having expired new selections were made, giving one to London. The following officers were then elected for the year: J. T. Marks, D. M. W.; J. W. McKay, D. W. F.; W. J. Shaw, Sec.-Treas. (re-elected).

London, St. Thomas, Woodstock and Port Burwell were named for the next place of meeting, with the chances in favor of London, it being the most central.

THE EVENING MEETING.

A fair-sized audience composed of members of the Knights of Labor and their friends assembled in the Labor Hall last evening to discuss matters pertaining to the interests of labor organizations. Mr. Joseph Brent, local master of Council No. 3,305, occupied the chair. In the course of a few remarks he said that the Knights were complained of by some people and called a set of grumblers, but they lost sight of the fact that all the improvements that have taken place in years past by which the laboring class were bettered were achieved by grumblers. The Knights have much to grumble at in this city. The condition of things as they would have them is vastly different from what they are now. Suppose a man works 26 years, he should have enough to keep him the remainder of his life, but as he did not receive sufficient funds he must go to the poorhouse or be supported by his friends in his old age.

Mr. A. J. McKay, of Woodstock, was the next speaker. He claimed to be a champion of the laboring class. He was not in sympathy with the people that were always croaking about the good old times, because in his opinion the position of the working classes was much better to-day than ever before. Every champion of the laboring people was sure to be blackguarded, and such had always been the case in the past. He thought that every man going on the downward road of life should be in a position to rest without laboring. Some men will make light of the organization, even when they themselves have been made to suffer from the tyranny of the employer. He reviewed all the benefits that attended properly organized labor, and hoped when he came back to London again he would be able to see the laboring classes in still better position.

Mr. J. T. Marks followed with a short pithy speech, in which he recommended the organization of labor in view of the organization which capital has secured. He invited attention to the class of men that made the most objection to the existence and operations of the Knights of Labor; and then in contrast to look at the ones that support and speak in favor of the Knights. If you cannot find out from comparing these two classes that organization is a proper thing we cannot be moved by anything in reason. The Knights of Labor were opposed to strikes. That the organization was in a prosperous condition was shown by the fact that they had ceased to be persecuted by the press. It has been decided to issue a paper for this district to educate all classes on the labor question, and it is thought that the paper will put in an appearance in about a year.

Mr. W. J. Shaw, of St. Thomas, was then called upon. He said there is a great diversity among the people of to-day. We have the abject poor and the immensely rich, and the object of the Knights of Labor is to make industrial worth, not wealth, the standard of moral greatness, which was far from being the case at present. Unfortunately some of the professed Knights will not be guided by this principle, and so they weaken the cause. "To show that we do not have individual or industrial worth as the standard," said the speaker, "we have but to look at the requirements in the municipal election, both as to what is needed to cast a vote and to represent a ward in any city." In the opinion of the speaker the people could be trusted in the matter of electing representatives without the necessity of having $1,000. A man who simply pays his rent has as much interest in any municipality as the man who owns property, because it is a simple matter for any man to dispose of his property and leave the place, and even if he cannot sell he can better afford to leave even his property and go than can the poor man, who has no property. There is no property qualification necessary for a school trustee, yet little or no fault is found with the school trustees. The speaker was in favor of the scheme for shorter hours, because in would result in the employment of more men, and then the job would seek the man instead of the man seeking the position, and because if the short hour principle were adopted it would have a tendency to increase wages. There is another thing that causes as much displacement of the labor of men as does the machine, and this is women, who have entered the field, and because of the cheapness of their labor they drive out male labor. If female labor was organized it would greatly mitigate the evil. Another thing that would help the cause of labor in this matter would be the enfranchisement of women. If a Knight goes into a saloon he is belying his principles and does not keep his obligations. As a workingman the speaker protested against the profits of labor going to support the saloon-keeper, who is a non-producer. Workingmen should never carry any such dead weight.

Mr. A. B. Ingram, M.P.P., of St. Thomas, was then called upon. He stated that in many assemblies in the city they would find men assuming to the leadership, who have not given the question sufficient study, when there are many in the background that have made a life study of the labor problem. You that have sat in the background, said he, are shirking a duty in not coming out and correcting the many mistakes that these presumptuous individuals make, and these men in turn are answerable to the working men at large for the many errors which ignorance with the labor question creates. The speaker was not opposed to labor-saving machinery. He believed God placed the dumb animals on earth to do the heavy work, and not that men should work over long hours, and have their children deprived of proper tuition which they should receive in the schools. He held that if the work is manufactured, it matters not how, the workers should demand the same pay and they should keep up the rate. The constitution of the Knights of Labor does not admit of making a party organization of the order. From his experience the speaker thought that it would be advantageous to the Knights of Labor to nominate a man who earned his living by hard knocks, because it was natural that a man should be alive in the quarter where he was most affected. The only superiority that the speaker was prepared to acknowledge was intellectuality. The knights were not in favor of strikes. Strikes were against the best interests of the employer and the employe. In advocating the labor movement, let all actions be guided by caution and right, and then everything will be done in a satisfactory manner. The action of the farmers in coming into the organization should be a source of much joy, uniting as it does two of the greatest forces of the world. In the matter of railway accidents many of them are directly traceable to the length of service which the train hands are compelled to give without sufficient rest. He called upon them all to endeavor to make this grievance one of those which had unpleasant memories of the past.

At the conclusion of the speeches a collection was taken up to aid in the effort of bringing about a state of amalgamation between the farmers and the workingmen.

Mr. J. Hinn made a few remarks in support of the idea of labor organization, and stated that though he was not a member of the order, still he was in sympathy with the cause.

A Shameful Case.

HAMILTON, Jan. 23.—A shameful case came before the Police Magistrate yesterday morning, in which Wm. Mapham, living on Caroline street north, was charged with an unnatural crime in relation to his step-daughter, Alice, about 15 years of age. The specific charge was that he committed the offense on the evening of Dec. 28, but the girl admitted that the shameful conduct had been going on for two years. The daughter said that she had been afraid to tell, owing to her step-father's threats that he would kill her if she told any one. Mapham was also charged with brutally assaulting his wife. Mrs. Mapman swore that he struck and kicked her severely on Saturday and again Tuesday night, knocking out two of her teeth. The prisoner pleaded not guilty to both charges and elected to be tried by a jury. The Magistrate committed Mapham for trial at the Assizes, and he will stay in jail until next June.

A Legal Decision.

TORONTO, Jan. 23.—At Osgoode Hall yesterday, the following decision was given: Federal Bank vs. Cosgrove—Judgment in action tried at Chatham. Action brought to have defined the boundaries of certain lands in the township of Dover East, conveyed in trust by William Cosgrave, now deceased, to William Jackman, also deceased, and to have the misdescription in another deed rectified so as to confine the boundaries thereby intended to the westerly one-third of the east half of lot 23 in the front or first concession specifically, and for an injunction restraining the defendant from committing waste, and for an account for all waste committed by her. Judgment declaring that the deed should be rectified as prayed for by the plaintiffs, and that the true eastern boundary of the defendant's one-third part of the east half of the lot is a line drawn from the River Thames running parallel to the division line, which divides the eastern half from the western half of lot 23 to the rear of the lot, the division line being the true western boundary of the defendant's one-third part. No costs to either party. Atkinson, Q.C., for the plaintiffs. Pegley (Chatham) for the defendant.

Mr. Job Scales, of Toronto, writes: Ap short time ago I was suffering from Kidney Complaint and Dyspepsia, sour stomach and lame back; in fact, I was completely prostrated and suffering intense pain. While in this state a friend recommended me to try a bottle of Northrop & Lyman's Vegetable Discovery. I used one bottle, and the permanent manner in which it has cured and made a new man of me is such that I cannot withhold from the proprietors this expression of my gratitude."

Some women like a whispered tale of love, but a belle prefers a declaration made in ringing tones.

Children Cry for Pitcher's Castoria.

If you should happen to want your ears pierced, just pinch the baby.

A Dinner Pill.—Many persons suffer excruciating agony after partaking of a hearty dinner. The food partaken of is like a ball of lead upon the stomach, and instead of being a healthy nutriment it becomes a poison to the sytem. Dr. Parmelee's Vegetable Pills are wonderful correctives of such troubles. They correct acidity, open the secretions and convert the food partaken of into healthy nutriment. They are just the medicine to take if troubled with Indigestion or Dyspepsia.

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From half to a teaspoonful in half a tumbler of water will in a few moments cure Cramps, Spasms, Sour Stomach, Nausea, Vomiting, Heartburn, Nervousness, Sleeplessness, Sick Headache, Diarrhœa, Dysentery, Cholera Morbus, Colic, Flatulency, and all internal pains.

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Parisian	Jan. 23	Jan. 25
Polynesian	Feb. 6	Feb. 8
Peruvian	Feb. 13	Feb. 15
Sardinian	Feb. 20	Feb. 22

First cabin, choice of berths, Montreal or Quebec to Liverpool, $60, return $110; or $50, return $100; intermediate, $25, return $50.

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	From Portland.	From Halifax.
*OREGON	Thur., Jan. 30	Sat., Feb. 21
*SARNIA	Thur., Feb. 27	Sat., Mar. 1
*OREGON	Thur., Mar. 13	Sat. Mar. 15

Bristol Service for Avonmouth Dock.

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ONTARIO from Portland about Jan. 29.

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Cabin, Portland or Halifax to Liverpool, $50 to $60; return, $100 to $110; Intermediate to Liverpool or Glasgow, $25; Steerage to Liverpool, Queenstown, Londonderry, Belfast, London or Glasgow, $20. Cabin, Portland to Bristol (direct steamer), $36; return, $80.

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*ADRIATIC	Jan. 1, 2 p.m
*CELTIC	Jan. 8, 6 a.m.
GERMANIC	Jan. 15, noon
BRITANNIC	Jan. 22, 6:00 a.m.
*ADRIATIC	Jan. 29, 1:00 p.m.
*CELTIC	Feb. 5, 5:30 a.m.
GERMANIC	Feb. 12, 11 a.m.
BRITANNIC	Feb. 19, 5:00 a.m.

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From New York to Queenstown via Liverpool. Fast Express Mail Service.

SERVIA	Saturday, Jan. 25, 9 a.m.
BOTHNIA	Saturday, Feb. 1, 3 p.m.
AURANIA	Saturday, Feb. 8, 7:30 a.m.
UMBRIA	Saturday, Feb. 15, 2 p.m.
GALLIA	Saturday, Feb. 22, 7:30 a.m.
ETRURIA	Saturday, March 1, 2 p.m.
AURANIA	Saturday, March 8, 6:30 a.m.
SERVIA	Saturday, March 15, 1 p.m.

RATES OF PASSAGE—Cabin, $60, $80, $100, according to accommodation. Intermediate passage, $35; return tickets on favorable terms. Steerage tickets to and from Liverpool and Queenstown, and all other parts of Europe, at lowest rates. Through bills of lading given for Belfast, Glasgow, Havre, Antwerp and other ports on the continent, and for Mediterranean ports.

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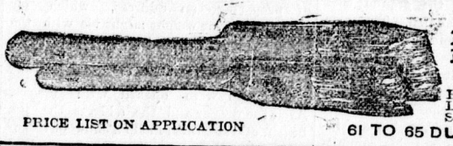

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Trains Leave Depot, corner Clarence and Bathurst Streets, as under:

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