THE TORONTO WORLD.

TUESDAY MORNING, MAR. 30, 1886.

The Gravity of the Situation.

The London correspondent of the New York Times cables that Gladstone alone sees a clear and safe path through the difficulties of the time. Everybody else is trembling at unknown dangers. Not even the Irish themselves are able to preserve their confidence as the crisis draws near and the bulk of the liberals profess no other hope than that which is based—with a trust almost pathetic in its childish confession of their own weakness—on their belief in Mr. Gladstone's strength. In the memory of man there has been no other such intensity of political doubt, quaking, and apprehension. Old men say that not even the corn laws crisis evoked such a depth of feeling as is now exhibited, while the later suffrage and church agitations were as froth compared with this. It is true that all those crises were accompanied by great popular demonstrations, while this one is approached with a painful—I had almost called it a sinister—hush. The whilom turbulence of nationalist oratory has been stilled as if by magic. The Orangemen who venture yet to declaim are met only by the echo of their own voices. Their windy threats and vehement appeals are alike unheard and unheeded. English politicians hesitate to speak, and look into each others' faces with a kind of awed dumbness, as if in the presence of an overwhelming issue. We could scarcely have regarded the episode of firing on Fort Sumter with more profound seriousness than England now contemplates the necessities which loom up before her. As the magnitude of the occasion grows on the public consciousness, signs increase that men are striving to put partisanship aside and learn that the true dictates of patriotism are that they may follow them for all, whether with Mr. Gladstone or against him. They perceive that the work now in hand affects the very foundations of constitutional government here, and that no lesser question is involved than whether what is to be done will operate to strengthen the governmental structure or to tumble the whole fabric down on their heads.

The New York Herald's "Member of Parliament," evidently much less inclined than Justin McCarthy is to take roseate views of the situation, says: I believe the expectation in ministerial circles is that the government cannot possibly survive beyond June, and that a dissolution will take place early in July. I know that preparations are being made in important quarters for elections about that date. This will be a great blow to the rank and file of both parties, for many now here will not come back. There is really no help for this, as the work of the country cannot be carried on with the present distribution of members. My own opinion is that *the sooner the smash occurs the better;* it will let us all know where we really stand and what the country wants on the Irish question.

The Sun's cable says that the Queen is actively encouraging those liberals who are against Gladstone. Mr. Goschen and his wife dined with Her Majesty on Friday, and it is an open secret that Mr. Goschen is preparing a powerful speech against the premier's policy.

It does appear as if what has lately been cast rank as mere skirmishing compared with the big fight which is just beginning—in public, that is to say.

The recent short debate in the imperial commons respecting the operation of the law in divorce cases brought Sir Charles Dilke to his feet with a protest against an attack which permitted no defence, but it elicited no denial of the popular belief in his guilt. His enemies argue that his failure to deny while upon his feet was of a piece with his failure to take the witness stand during the trial. His position is a most unpleasant one, even as seen by charitable eyes.

The Montreal Post threatens the vengeance of the English-speaking Catholics upon those members of parliament who justified the hanging of Riel. There are eight Irish and four Scotch Catholics in the house. Of these every one except Mr. McIntyre voted against Landry's motion. Their friends will be slow to believe the Post's wild assertion that they are perjurers and traitors who acted as they did for the purpose of pleasing the Orangemen.

The King of Belgium was long regarded as the most personally popular monarch in Europe, but he does not escape unmoved in the labor melee that is going on all over the world. A king whose subjects sing the Marseillaise under his windows, and yield submission only to the bullet and the bayonet, is no longer blest. Since Waterloo, Belgium has been guaranteed against external enemies, but want is a foe that has no respect for treaties or boundary lines.

Philanthropists have for years discussed the advisability of substituting some other form of capital punishment for hanging, which is apparently cruel, although medical men contend that it is about as easy a way as any of snapping the thread of life. The question has been brought up in the New York legislature under a bill for the appointment of a commission to inquire into the whole subject of hanging, guillotining, garrotting, and death by electricity, which latter method has many advocates. The difference between these methods is more apparent than real, and has its existence in the feelings of the spectators rather than in those of the victim. It will be a long time yet before we discover any way of killing convicts with kindness.

We see that there is some dispute as to whether John L. Sullivan ought to be described as an Irishman or as a Yankee. Neither. He is a Hittite.

The Irish peasants and Scotch crofters do not join in the cry of "God bless the Duke of Argyle." His opinions have become strangely altered since the time when he posed as the most liberal of peers, and was Gladstone's right hand man in the north, but the change need not be marvelled at. A man who is the master of over a million and a quarter of acres can hardly be expected to share in the feelings of poor devils who call nothing their own, and whose finest fare is a handful of meal or a dish of potatoes.

The Women's suffrage association of New York denounces the capital punishment of female criminals because women, not being allowed to vote, ought not to be held amenable to a law enacted by the men who do vote. The weak point in this argument is that male foreigners—and other males—who have no votes, are held amenable to the laws, so that there is no distinction of sex made in this respect by the law. Riel was not an elector, but none of his friends had the ingenuity to urge that as a reason for his commutation.

MUST CATTLE MARKET GO?

THE BUTCHERS AND DROVERS MEET AND SAY NO.

The Arguments They Gave and the Motions Carried — Objections in the Way of Costs.

A meeting of butchers and cattle dealers was held yesterday afternoon in the large sitting-room of the Albion hotel to discuss the cattle market question. The meeting was called to order at 3.30, at which time every seat in the house was pressed into service. Among those present were Joshua Ingham, Edward Blong, C. Flanagan, J. Sheridan, G. F. Frankland, Henry Frankland, W. Levack, J. O'Leary, J. Richardson, J. Glanville, L. Coffee, C. H. Dunning, H. Wickson, J. Lambert, W. Chesman, Samuel Hine, James Britton, W. Booth, John Dunn, A. J. Thompson, J. McLennan, James Thompson, Andrew W. Aikins, Mr. Kennedy of Montreal.

Ald. Frankland was appointed chairman, and C. H. Dunning secretary.

Ald. Frankland said that some months ago he had presided at a meeting of cattle men held in the Bull's Head hotel near the cattle market. The agitation commenced then had gone on, and they were called together again to express their opinion. There was no necessity for the people being called to vote upon that $51,000 as the first resolution would explain. The present market had done duty for thirteen years. It had afforded ample accommodation for the greatest business that had ever been done, or ever would be done, in Toronto. The cattle trade was diminishing instead of increasing. Great Britain had 75 per cent. of all the cattle they wanted now, and besides that they had to compete with the United States and territories opening up. The present market would do for all the demands of the next half century. Toronto, with its great plans for trunk sewers, parks and what not, could not afford to undertake any needless schemes. Those who were directly interested in the cattle trade had not asked for any alteration. All they wanted was that the present market should be put in proper repair. An expenditure of about $18,000 would give as fine a market as they had anywhere in Great Britain. The market was called a dirty sink-hole. No person knew that it was this better than the cattle dealers. Who had made it so? The city of Toronto had sent scavengers to fill up the hollows with the worst filth of the city. It seemed as if everything possible was being done to make the present site an eye sore. [Applause.] He had expended a great deal on the cattle trade, and he wanted to see the grandest market that could be procured. He honestly thought the present site by far the best. Even if the $51,000 was appropriated, that sum would not be near sufficient. He asked the press to let the people of Toronto know that cattle dealers, who were the interested parties, were entirely opposed to any removal.

This resolution, by C. Flanagan and Edward Blong, was then laid before the meeting:

"Resolved, That the present market being city property, consisting of about ten acres of land, and capable of having built upon it at least 400 covered pens, and having the Garrison creek sewer, with an eight-foot pipe, running directly through its centre, thereby rendering it easy and convenient to drain, and being situated in a central locality, and at the same time removed from any great body of the population, affords ample accommodation for all requirements of the trade for at least 25 years to come, we consider, therefore, that it would be a gross outrage to remove the market to the proposed site on Dundas street, which is not owned by the city, and for which a large sum will have to be paid, which is not so centrally located, and which does not afford so good railway facilities."

Mr. Flanagan, in supporting his resolution, said that nine-tenths of the cattle dealers were in favor of the site being central, even if removed, they still wanted it to be central. The present market would answer its purpose as long as any of them were alive. They did not meet in the interest of any railway. They were there to advocate their own views. Two or three, who were well known, had spoken of the market as a nuisance, but he noticed that they wanted the nuisance moved right up to their windows. It was urged that the C. P. R. could not get access. He could not tell why the C. P. R. was so anxious about the removal. They did not wish to discriminate against either railway. Cattle men were patrons of both, but they were not going to be under the thumb of any corporation. Had the proposed new site not been bought by Messrs. Mallon, Woods & Co., who had relatives and friends in the council, they would never have heard of the scheme to remove the market. These gentlemen had bought the land for $46 an acre. For a long time it was a drug on their hands, but at last they struck on a great scheme. They would agitate a new cattle market and sell the land to the city for the modest sum of $40,000! After awhile these same gentlemen would want to put a verandah over the city. It wouldn't matter to them, for they paid very little taxes. The markets committee had been persuaded to father the scheme. But they said: "What will we tell the people?" They were told: "Tell the people they will get cheap meat and that will satisfy them." As he was coming to the meeting a certain Yorkville alderman had met him, and had almost thrown his arms around him, he was so fond of him. This alderman said he did not care what the cattle-dealers did in their meeting, they would be beaten in the council. One pen in the market would do for the cattle men who wanted to remove the site. A lot of those who formed the deputation to wait on the aldermen were not cattle dealers at all. They were asked to come along, and they went because they thought it was a grand thing to be on a deputation. He then read this extract from the assessment roll St. Mark's ward, 1886:

"Assessment No. 569. Vacant land owned by John Mallon, Michael J. Woods, Ellen C. Mallon, W. W. Farley and Thomas McIlroy. 21 acres at $40 per acre—Total $8400."

"I do certify that I have set down in the above assessment roll all the real property liable to taxation, situate in the ward of St. Mark, *and the true actual value thereof* in each case, according to the best of my information and judgment.

[Signed] JOHN BAILIE, Assessor."

The resolution was then carried by a unanimous standing vote. The second resolution was then moved by Joshua Ingham and Henry Wickson:

"Resolved, that notwithstanding the fact that the cattle market has for years paid a handsome revenue to the city, this year amounting to $6500, it has been kept in a most filthy and abominable condition, and has been utterly neglected by the city commissioner and his subordinates, who have for years been dumping the city's refuse and garbage in the bed of the Garrison creek alongside the market, thereby creating the nuisance complained of by the citizens, and endangering their lives, and resolved that, although the city has kept the larger part of the market grounds rented as a lumber yard at $800 per annum, there was still ample ground left to have erected the necessary covered pens to afford accommodation for the increasing trade, which has not been done; now, therefore, we call upon the city council to at once proceed to erect such covered pens as are required and to properly drain the market, and if necessary to cancel the present lease of the lumber yard."

Mr. Ingham said it was true the present market was in a poor state. It was the city's fault, and cattlemen would be justified if they indicted the city for a nuisance. About $18,000 or $20,000 would make the present site as good a market as any could be. If the city was bound to purchase Mallon & Co.'s land, it would be better to make it a public park than a cattle market. There was only an 18-inch drain on the property at present. It would take the whole of the appropriation to properly drain the land.

C. H. Dunning said that he had been a retail butcher in this city for the past thirty years, and he failed to see how the removal of the market would lessen the price of meat. The resolution was then voted upon, and passed unanimously.

The third resolution by H. Frankland and Samuel Hine was read, as follows:

"Resolved, that fully recognizing the importance to the citizens of Toronto, and more particularly to the cattle trade of Ontario, of having a union stock yard in a central locality, and accessible to all the railways running into the city, and believing that the present site is the most central, the most suitable, and by far the most convenient that could possibly be selected, and knowing that to attain that end it is simply necessary for the only railway at present partially excluded from the market, viz., the Canadian Pacific railway, to erect a platform alongside of their own track and directly south of the present one now used by all the other railways running into the city, thereby giving that road what we consider as good an entrance as that enjoyed by the others, we therefore call upon the Canadian Pacific railway company to at once erect said platform and thereby give to the trade and the citizens of Toronto all the advantages of having a union stock yard."

Mr. Frankland, jr., thought the citizens should not be called upon to provide stock yards for the railways. In Montreal the Grand Trunk and the Canadian Pacific had cattle yards of their own, and they should have them here.

Samuel Hine stated that he knew a man who came from Oakville to buy his beef, and this was an evidence that retail butchers did not charge too high.

After the resolution was carried, this fourth one was moved by W. Chesman and J. Glanville:

"Resolved, That the cattle trade being the most interested in the location of the market, and being almost unanimously in favor of the present site, for reasons given in the foregoing resolutions, we pledge ourselves to use all legitimate means to defeat the by-law asking for an appropriation of $51,000 for the wholly unnecessary purpose of removing the cattle market to what is known as Mallon's property on Dundas street, to the great detriment of the trade, and consequently of the citizens generally, and benefitting no one but that gentleman and a few land sharks and speculators interested in the immediate locality, we therefore confidently appeal to the ratepayers of the city to assist us on the 5th of April to defeat this unnecessary and iniquitous scheme by casting their votes against the by-law."

Mr. Chesman said that the bottom of the whole thing was a scheme to fleece the people. Inspector Awde had said that the removal of the market would make meat cheaper. He could not see it. No practical butcher could see it.

The resolution was carried by a unanimous standing vote.

Jas. Thompson made a few remarks showing how the market could be improved so as to give the C. P. R. every facility required.

Mr. Flanagan said he thought the Trades and Labor Council deserved the thanks of the cattle men for the stand they had taken on the question. He made a motion to that effect.

Chairman Frankland and Secretary Dunning were thanked for their services, after which the meeting broke up, each one pledged to work for the defeat of the bylaw for the removal of the market, when it comes before the people on April 5.

A Valuable Find.

—James Alex. Sproul of Orangeville says he has found Burdock Blood Bitters to be the best medicine he ever took for kidney complaint, with which he was long suffering. He declares B. B. B. without a rival. 246

Removal of the Western Cattle Market—The Railway Aspect of the Question.

"In view of the fact that on the 5th of April the ratepayers of the city will have submitted for their approval the bylaw asking for an appropriation of $51,000 for the purpose of removing the western cattle market from its present site to what is known as the Mallon property, on Dundas street, I desire to call the attention of the citizens generally and the trade in particular, to the railway aspect of the question. The present market is accessible to the Grand Trunk and the Northern and Northwestern railway companies, each road having equal privileges to the unloading platform erected by the city, the right of way having been acquired by those roads. To reach this platform, the Canadian Pacific railway company have to pay a shunting charge of $2.50 per car, either to the Grand Trunk or to the Northern & Northwestern railway company. Most of the live stock, however, arriving by their system is unloaded at their Queen's wharf yard, and driven to the market, a distance of less than half a mile, the company allowing the drovers who do so a rabate equal to the charge made by the other roads for shunting to the market platform. So that so far as the trade is concerned; it is not affected in any way by the shunting charge.

"In order for the Canadian Pacific railway company to obtain an independent and direct communication with the present market, it is only necessary for them to erect a platform directly south of the present one and alongside of their own track, make an inclined walk to the culvert over the head of the Garrison creek, and they will have as suitable and convenient an entrance to the market as that enjoyed by other roads.

"We have heard a great deal from the advocates of the removal of the market, about the advantage of having a union stock yard, and about the Grand Trunk monopoly of the present one, but let any person examine, without prejudice, the facilities of all the railways running into the city to obtain access to the present market, and I assert, without fear of contradiction, that the conclusion will be that no more suitable and convenient site could possibly be selected.

"The proposed new site on Dundas street has the Toronto, Grey and Bruce division of the Canadian Pacific railway on one side of it, and the Northern and Northwestern railway on the other; if, therefore, the bylaw is passed, the Grand Trunk railway will thereby be excluded from the market, and as at least four-fifths of all the live stock brought into the city arrives by that system, it will readily be seen that a grave injustice will not only be done that company, but that the trade must also suffer. It is true that one of the officials of the Canadian Pacific Railway company wrote a letter to the chairman of the markets and health committee, offering to allow the Grand Trunk a crossing to the proposed new site over their Toronto, Grey & Bruce line, which is not in general use, on condition that the Grand Trunk Railway company would allow them a crossing over their main line at some other point, a condition he knew perfectly well could not be accepted, as there is an immense traffic constantly passing over their main line from west to east and from east to west.

"It must be distinctly understood that if the bylaw is carried the city council has no power to compel the Canadian Pacific railway company to give the Grand Trunk a crossing whereby they can obtain an entrance to the proposed site, neither have they the power to allow that company to erect an over-head bridge, the present Dundas street bridge being unsuitable, and the entrance live stock would have to be driven being quite as far as the Canadian Pacific have to drive from their Queen's wharf yard to the present market; in both instances it would be necessary to obtain an act of parliament, which I need hardly say is very unlikely to be granted.

"The immediate effect, therefore, of the removal of the market would be not the formation of a union stock yard, as asserted by its promoters, but merely the transference of the present advantages from the Grand Trunk railway to the Canadian Pacific. Now let us consider how that transference will affect the trade. As before stated, the Grand Trunk railway company carry at least four-fifths of all the live stock brought into the city; it would therefore be manifestly unfair, and a great detriment to the trade, to take away the present advantages from the former company and hand them over to the latter, not doing more than one-fifth the business.

"Having given a fair summary of the railway aspect of this important question, allow me to briefly recapitulate the salient points. (1.) The present site is more central and convenient to all the railways than the proposed site on Dundas street. (2.) The only road at present partially excluded, viz., the Canadian Pacific, can, at very trifling expense, obtain as suitable and convenient an entrance as the other roads now have, thereby making the present market a union stock yard in every sense of the term. (3.) If removed, the Grand Trunk Railway Co., doing four-fifths of the business, will be excluded altogether, to the great detriment of the trade, and consequently of the citizens generally. (4.) If the by-law be passed the city council have no power to compel the Canadian Pacific Railway company to grant an entrance to the Grand Trunk. (5.) The mere transference of present advantages from the Grand Trunk, doing the greater bulk of the business, to the Canadian Pacific, doing a much smaller proportion, would be a great injustice to that road, depriving it of vested rights acquired at great expense and held for years, and would very seriously hamper and inconvenience the trade.

"Taking all these facts into consideration, the natural conclusion is, that on the 5th of April the citizens should defeat the by-law by an overwhelming majority.

"CITIZEN."

FINANCIAL AND COMMERCIAL.

MONDAY EVENING, March 29.

Consols are quoted at 100 5-16.

Robert Cochran's Chicago despatch reads: Wheat sold off rapidly from opening on easier cables, prospects of heavy receipts in Duluth and free offerings, but firmed later on reports of considerable export enquiry here and at seaboard, closing easier, with a general tendency to discredit export. Provisions unsettled and lower on unexpectedly large receipts of hogs and bears hammered market shaking out weak holders.

A cable to Cox & Co. quotes Hudson Bay at 225¾.

Sales on the Toronto stock exchange this forenoon: Merchants', 2 at 122½; Montreal Telegraph Co., 45 at 115; Richelieu, 2 at 61½; Gas, 100 at 196½; Gas, xd 100 at 191. Afternoon sales: Ontario, 34 at 114; Commerce, 49 at 122½; Montreal Telegraph Co., 124 at 115½, 5 at 116; Richelieu, 40 at 61½; Canada Cotton 29 at 75.

The number of failures in the United States reported to Bradstreet's this week was 191, against 206 last week, and as compared with 212 in the twelfth week in 1885, 162 in 1884, 170 in 1883 and 118 in 1882. Canada had 30 this week, against 20 last week and 30 in the fourth week of March, 1885. The total number of failures in the United States from Jan. 1 to March 26 is 3139, against 3636 in a like portion of 1885, a decline this year of 549 failures, or nearly 48 per week, as compared with last year. The total in twelve weeks of 1884 was 3047, in 1883 was 2970, and in 1882 was 2017.

There were 30 failures in Canada reported to Bradstreet's during the past week, against 30 in the preceding week, and 33, 31 and 40 in the corresponding weeks of 1885, 1884 and 1883, respectively. In the United States there were 191 failures reported to Bradstreet's during the week as compared with 209 in the preceding week, and with 212, 162 and 170, respectively, in the corresponding weeks of 1885, 1884 and 1883. About 77 per cent. were those of small traders whose capital was less than $5000.

Toronto Stocks—Closing Prices.

Montreal, 209½, 208¾; Ontario, 113¾, 113½; Toronto, 200, 198½; Merchants', 123, 122½; Commerce, 122, 121½; Imperial, 134½, 134; Federal, 110½, 109½; Dominion, 212½, 211½; Standard, 123, 122½; Hamilton, buyers 134½; British America, buyers 102; Western Assurance, 121½, 120; Consumers' Gas, 190, 187; Dominion Telegraph, 94½, 93; Montreal Telegraph, 115¾, 115; Northwest Land Co., 78, 77½; Canada Permanent, 206, 205½; Freehold, buyers 169; Western Canada, buyers 187; Union, 125, 123; Canada Landed Credit, 128, 123; B. & Loan Ass., 109, 108; Imperial, 116, 115; Farmers' L. & Sav., buyers 119; Lon. & Can. L. & A., 156, 154; National Investment, 105, 104; Peoples' Loan, buyers, 103½; The Land Security Co., buyers, 145; Dominion Savings & Loan, buyers 115; Ontario Loan & Deb., buyers 125; Hamilton Provident, buyers 127; Ontario Investment association, sellers 121; Central, buyers, 110; British Canadian L. & Invest, buyers 101; Royal Loan & Savings Co., sellers 130.

Montreal Stocks—Closing Prices.

Montreal 209, 208½; Ontario 114¼, 113¾; Molsons, xd. 194, 122½; Toronto 199½, 198½; Merchants', 123, 122½; Commerce, 122½, 121¾; Northwest Land, 77¾ 6d, 75s 6d; C. P. R. 56¾, 56¼; Montreal Telegraph Co., 116, 115½; Richelieu, 62½, 61¾; Pass. 131, 130; Gas 196¾, 196½; Canada Cotton; 80, 77½; Dundas Cotton 74, 64; Gas xd., 191¼, 190½.

Street Market.

The receipts of grain to-day were very small and prices nominal. Only one load of wheat offered and sold at 83½c for white; prices are nominal at 82c to 84c for fall, 78c to 84c for spring, and 68c to 71c for goose. Barley dull and nominal at 65c to 93c. Oats steady at 37c to 39c. One load of blue peas sold at 58½c. Rye nominal at 60c. Hay dull; one loads sold at $13.50. Straw nominal at $9.50 to $10.00 a ton. Hogs sold at $6.25. Beef, $3.50 to $5 for forequarters, and at $6 to $7.50 for hindquarters. Lamb, $7 to $8.50, and mutton, $5.75 to $7 per 100 lbs.

St. Lawrence Market.

The receipts were light to-day and the demand slow. Prices are unchanged as follows: Beef, roast, 10c to 14c; sirloin steak, 12c to 14c; round steak, 10c to 11c. Mutton, legs and chops, 12c to 13c; inferior cuts, 8c to 10c. Lamb, per lb., 8c to 10c for hind, and at 7c to 9c for forequarters. Veal, best joints, 12c; inferior cuts, 8c to 10c. Pork, chops and roasts, 10c. Butter, lb. rolls, 23c to 25c; large rolls, 16c to 18c; inferior, 10c to 12c. Lard, 10c; cheese, 8c to 11c; bacon, 9c to 12c; eggs, 12c to 14c; turkeys, 75c to $1 50; chickens, per pair, 65c to 75c; geese, 70c to 85c; ducks, 65c to 90c; potatoes, per bag, 70c to 75c; cabbages, per dozen, 75c to 85c; onions, per bag, $1.10 to $1.20; apples, per barrel, $1 to $2; beets, peck, 15c; carrots, per bag, 40c to 45c; turnips, per bag, 35c to 40c.

Canadian Barley in Buffalo.

BUFFALO, March 29.—A great scarcity of Canadian barley has become apparent in this market during the past few days, and Sherman Bros. & Co., very heavy dealers in that grain, predict that prices on No. 3 extra will advance from 10 to 15 cents a bushel within a week or two. In this city 1,500,000 bushels are needed, while there are but about 50,000 bushels available. Correspondence was had by the above house with the heaviest dealers in different sections of Canada, the result showing that there are but few stray lots being offered. What is in the market is being rapidly bought up, farmers holding the surplus for seed.

Markets by Telegraph.

MONTREAL—Flour receipts, 500 brls.; sales 200 brls. Market quiet, prices unchanged. Quotations — Patents $4.25 to $5.25, superior extra $4 to $4.10, extra superfine $3.85 to $3.95, spring extra $3.65 to $3.70, superfine $3.30 to $3.40, strong bakers' $4.75 to $4.85, fine $3.15 to $3.25, middlings $3 to $3.10, pollards $2.75 to $2.85, Ontario bags $1.50 to $1.90, city bags $2.40 to $2.45 for strong bakers. Sales—100 brls. patent, superior $4.22½, 100 Canadian patents 47c. Grain, wheat nominal, red winter 88c to 90c, spring 88c to 90c, white 86c to 88c, corn 59c to 60c, peas 68c to 68c, oats 33c to 34c, barley 50c to 60c, rye 65c to 67c, oatmeal $4.10 to $4.50, cornmeal $2.90 to $3. Provisions—Pork 13½c to 14c, lard 8½c to 9c, bacon 10c to 11c, hams 11c to 12c, cheese 7c to 10½c, butter, 10c to 18½c, tallow 4½c to 22c. Morrisburg 12c to 21c, western 10c to 14c, eggs weak, 13½c to 14c, hogs quiet, $6.40 to $6.50.

NEW YORK, March 29.—Cotton weak and unchanged; middling uplands 9½c, Orleans 9 5-16c. Flour—Receipts 21,960 bbls; shade lower, exports and home trade demand light; sales 10,000 bbls: common to good extra $2.75 to $3.70, good to choice $3.75 to $5.40, common to choice white wheat, western extra $3 to $3.25, fancy do. $3.30 to $3.40, extra Ohio $3.25 to $3.55, patent Minn. extra good to prime $4.75 to $5.10, choice to double extra $5.15 to $5.25. Rye flour dull at $3.15 to $3.40. Wheat—Receipts 19,800 bush; exports 27,902 bush; spot steady, options opened ⅛c to ¼c lower, later ruled stronger and rallied ⅛c to ¾c, closing, however, weak at near bottom rates; sales 2,288,000 bush future, 206,000 bush spot and arrive; No. 2 spring 96c, No. 1 white 97c, No. 2 red March nominal at 93c, April 93c to 93⅞c, May 93½c to 94⅝c. Barley steady. Corn—Receipts 29,062 bush; spot steady; options opened ⅛c to ⅛c lower, closed steady, decline partly recovered; exports 252,207 bush; sales 944,000 bush future, 368,000 spot; No. 2 45½c to 46c elevator, No. 2 March 46c, April 46c to 46⅛c, May 46½c to 47⅛c. Oats—Receipts 55,688 bush, dull and heavy at ⅛c to ¼c lower; sales 70,000 bush future, 56,000 bush spot; mixed western 36½c to 38c, white do 38c to 46½c, No. 2 March nominal at 36½c, April 36½c. Sugar steadier, fair to good refining 4¼c to 5c, standard "A" 5¾c, cut-loaf and crushed 6 9-16c to 6¾c, powdered 6 5-16c to 6 7-16c, granulated 5¾c.

CHICAGO, March 29. — Flour unchanged. Wheat weak; March and April 75½c to 76½c, May 80⅛c to 81⅛c, June 82⅝c to 83⅝c. Corn easier; cash 36⅝c to 36⅞c, March and April 35½c to 35¾c, May 36½c to 36⅝c, June 36½c to 36⅞c. Oats easy; cash at 29½c, March and April 27c, May 30⅝c to 31c. Mess pork weak; cash, March and April $9.47½ to $9.50, May $9.47½ to $9.62½, June $9.57½ to $9.70. Lard easier; cash, March and April $5.90 to $5.92½, May $5.95 to $6, June $6 to $6.05. Boxed meats steady; dry salted shoulders $3.55 to $4, short rib sides $5.22½ to $5.27½, short clear do., $5.55 to $5.60. Receipts—Flour 12,000 bbls, wheat 32,000 bush, corn 57,000 bush, oats 52,000 bush, rye 1000 bush, barley 33,000 bush. Shipments—Flour 3000 bbls, wheat 2000 bush, corn 38,000 bush, oats 57,000 bush, rye 3000 bush, barley 25,000 bush.

BEERBOHM'S DESPATCHES—London, March 29.—Floating cargoes—Wheat steady; corn nil. Cargoes on passage—Wheat and corn quiet and steady. English markets quiet. French do. firm. Farmers' deliveries for week—Wheat 76,000 to 80,000 qrs. Weather—showery. Liverpool—wheat quiet and steady, corn firm. Paris—firm.

STOCKS, SHARES AND DEBENTURES.

ROBERT COCHRAN,

Member of the Toronto Stock Exchange,
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Correspondent of Norton and Worthington, Chicago. Grain and Provisions bought and sold. 246

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STATE LINE,
For Glasgow and Belfast. Reduced fares to Liverpool and London.
STATE OF NEVADA, Thursday, April 1, 3 p.m.
GUION LINE.
For Queenstown and Liverpool.
S. S. NEVADA, Tuesday, March 30, 1.30 p.m.
Early application for berths is desirable to secure the best locations.
BARLOW & CUMBERLAND,
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TORONTO SHOE COMPANY
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THE GREAT ONE PRICE CASH ESTABLISHMENT

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CHAS. W. HENDERSON & CO.,
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GENTLEMEN—Enclosed find my cheque for amount of your account rendered.
If affords me great pleasure to say that we are thoroughly satisfied with the artistic skill you have displayed in blending the combinations of colors in the three dining rooms just completed. On the occasion of the meeting of the "Indoor Decorative Artists" held at the Rossin house on Thursday evening last, I invited criticism of your work, and I know you will be gratified to learn that it was by all pronounced faultless.
You are at liberty to invite citizens to inspect the decorations of these rooms, if it will be to your advantage to do so. Yours very truly,
MARK H. IRISH.
Rossin House, March 20, 1886. 351

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THE LATEST.
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TO
Housekeepers and Ladies Furnishing
After considerable negotiations we have concluded a most IMPORTANT PURCHASE of a portion of the staple stock of a WHOLESALE HOUSE. The goods will be ready for inspection on this and following days, and are marked 20 per cent. under regular selling prices.
We note a few lines as a sample of this enormous purchase:—
2500 yards Unbleached Sheeting (2 yds. wide), 15c, 20c, and 25c; *regular prices, 25c, 27½c and 35c.*
1850 yards Twilled Sheetings, 2 yds. wide, at 25c, worth 35c. *These well-known lines are undoubted bargains.*
A mixed lot of Damask, Table Linens, bleached and unbleached, at 25c, 30c, 37½c, and 45c. *In this parcel there are superfine goods, worth double what they are marked.*
¾ Damask Table Napkins at 45c, 55c, 75c, and $1, *very nearly half their value.*
325 dozen Large Huck Towels at $1 doz.; *regular price, $1 50.* Better qualities at $1 12, $1 30, and $1 65.
6000 yards Glass Towelling at 5c yard; *regular price everywhere, 8c.*
20,000 yards Factory Cotton, 3½c, 5c, 6½c; *very cheap.*
25 cases White Cottons, 5c and 7c. *This is sacrificing below the mill prices.*
250 dozen Large Size Honeycomb Counterpanes at 75c; *very nearly half price.*
120 dozen Lace Window Curtains in Nottingham, French, and Oriental Goods, at $2 50, $3 15, $3 45, $3 95 up; *a rare bargain.*
These goods being an extra stock over our regular importations, ladies *refurnishing* and *house cleaning* will find *their best interests suited* by taking advantage of this *exceptional purchase*, as all must be cleared off at once.
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ECONOMY WITH COMFORT.
The Royal Mail Steamship ADRIATIC of the White Star Line, has a dining-room and state-rooms for a strictly limited number of intermediate passengers. This accommodation, which is on the saloon deck, is furnished with the electric light and every modern comfort. Besides the advantage of being in a magnificent ship, passengers will find it superior in ventilation and many other respects to the saloon on many ocean steamers. The ADRIATIC sails from New York for Liverpool, via Queenstown, 15th April.
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Will be on Exhibition at the stations and hours below mentioned:

Arr. TEESWATER	1.55 p.m.	March	29th.
Lve. "	5.15 a.m.	"	30th.
Arr. ORANGEVILLE	8.22 "	"	30th.
Lve. "	7.22 p.m.	"	30th.
Arr. SHELBURNE	8.04 "	"	30th.
Lve. "	10.58 a.m.	"	31st.
Arr. DUNDALK	11.22 "	"	31st.
Lve. "	8.30 p.m.	"	31st.
Arr. FLESHERTON	8.55 "	"	31st.
Lve. "	11.47 a.m.	April	1st.
Arr. MARKDALE	12.02 noon	April	1st.
Lve. "	8.46 "	"	1st.
Arr. CHATSWORTH	9 49 "	"	1st.
Lve. "	12.38 "	"	2d.

All are cordially invited. Do not fail to see it.

Grand Trunk Railway.
NOTICE.
Commencing on Monday next, the 29th inst., the following changes will take place in the time of trains leaving Toronto:
The through express for the east will leave at 8.35 a.m. instead of 8.30, as at present.
A mixed train for Stratford and intermediate stations will leave at 5.45 a.m.
J. HICKSON,
General Manager.
Montreal 25th March, 1886.

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