RONTO WORLD
Morning Newspaper,
KING-STREET EAST, TORONTO
W. F. MACLEAN, Publisher.

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SATURDAY MORNING, SEPT. 22, 1888.

The Provincial University Law Faculty.

The Canada Law Journal for September, in a thoughtful article, deals with the question of legal education in Ontario. The position taken is that a lawyer, as a member of a "learned" profession, should receive a systematic training, and that at present he does not get such a training under the auspices of the Law Society. Both branches of this contention will be at once conceded by all who know the real state of affairs respecting legal education. While the "bar" of this Province stands exceptionally high amongst the "bars" of this continent, the state of legal education is disgracefully low.

Some months ago an attempt was made by the Senate of the University of Toronto to secure the co-operation of the Law Society in the establishment of an efficient law school, the University undertaking the less technical and more historical part of the work and the Law Society the remainder of it. The project failed, for the time at least, owing to the hesitation of the Benchers in accepting the University's offer. A scheme was promulgated, however, and in commenting on it The Canada Law Journal makes some suggestions which cannot fail to be useful hereafter. Perhaps the most important of these is that the Law Society should and must treat all universities as being on an equality. This principle would preclude any special arrangement with the University of Toronto, and therefore the latter institution is to be congratulated on having had the courage to start a teaching law faculty of its own, leaving the Law Society to do as it pleases in the matter. What it should do is to retire altogether from the work of teaching law, and content itself, as the College of Physicians and Surgeons does, with the work of examining the students sent up from such law schools as may be undertaken with proper appliances to give a fair legal training.

Owing to want of time the organization of the university law faculty cannot, we understand, be completed in time to enable it to begin the work of teaching law proper this academical year, but much has been accomplished, nevertheless. A two-year curriculum, covering the first half of a comprehensive law course, has been prepared, and at the opening of the approaching session teachers will be ready for instruction in it to intending students. The course thus provided will be a proper one for Political Science students in the Arts faculty to take, and it is hoped that the Senate will grant to such students the privilege it already grants to students of the physical sciences, of languages and of philosophy, that of taking their work for the B. A. degree almost exclusively in their special department. As there are only a few days to elapse before the session opens, it would be well for the Senate to issue as promptly as possible an outline of the course in Political Science, so that intending law students and others may be able to avail themselves of its advantages. It will be matter for regret if a scheme otherwise carefully prepared, should fail because students have not been notified.

Protection is Popular.

It is at all events among the working men of Montreal East, for no candidate for their suffrages is found who declares himself a free trader. It is very well understood that a candidate must be a protectionist to succeed in that constituency. On the day of nomination (Wednesday) two candidates were put up, Mr. Lepine, for labor and protection, and Mr. Poirier, on the Mercier, Nationalist, or Reform side. Perhaps it might be difficult to place the two candidates exactly according to the old party lines of division, but a few facts will show practically how they stand. Mr. Lepine was not nominated by a Conservative caucus, but speeches have been made in his favor by Hon. Sir Hector Langevin, Hon. Sir Adolphe Caron, Hon. Mr. J. A. Chapleau, Hon. Mr. Taillon, and other prominent Conservatives. These speeches were delivered at a public meeting on Wednesday night, said to have been the largest and most enthusiastic ever held in Montreal East since Confederation. Mr. Chapleau's effort on the occasion was in particular one of his very best, and fairly "brought down the house." In all his speeches, as well as in several printed addresses, Mr. Lepine has declared himself a protectionist "up to the handle." At the nomination no speeches were made, the proceedings being confined to official routine.

The point of the joke is that the other man is a protectionist too. Mr. Poirier is no supporter of Sir John, far from that; but he takes good care not to be a freetrader. The Gazette, condensing a speech made by him Monday night, says that the most significant part was wherein he declared that the Nationalists had never been opposed to Protection; that Mr. Blake's Malvern speech indicated their position in regard to the National Policy, and that in Parliament, if elected, he would not vote for free trade; and, impliedly, that he would oppose the commercial union or unrestricted reciprocity fad. Mr. Poirier evidently recognizes that in Montreal East—essentially a laboring man's constituency—a declared freetrader has no chance of election. What The Gazette further says is particularly worth noting:

He therefore trims his sails to catch the prevalent breeze, and we have from him a declaration that of itself is not to be found serious fault with. Indeed he appears to claim that he was a more thorough protectionist than his enemy Sir John Macdonald himself. That is very well—for words. But if any protectionist is led thereby to vote for Mr. Poirier he will be badly deceived in the result. Mr. Poirier, if he should be elected, would be but one in the Opposition. He is pledged to defeat the present Government, if he can, not for their general policy, but because they upheld the sentence of the law upon Louis Riel. He makes this his first political object. He would carry it out at any cost—at the cost of casting the protective principle to the winds. His pledges count for naught. He knows—everyone knows—that the collapse of the Conservative Government at the present moment means the collapse of the National Policy, and of all the industrial interests that owe their success to it. The Liberal party—as far as a party can pledge itself—is pledged to free trade; or, what is worse, a tying up of the country's fiscal interests with those of the United States in a way that, if it could be carried out, would make Canada an appanage of the Republic, without the privilege of a voice in its government; that full connection would imply. Mr. Poirier's voice raised alone for protection on the Liberal side would be utterly powerless to prevent the sacrifice of Canada's protective policy, and all that that implies.

In Ontario, as in Quebec, we have a few among the Dominion Opposition who are "reasonable" enough to admit that free trade would never do for "this Canada." But the trouble is that they are powerless to carry the party with them, so that their good intentions count for just nothing at all. Of what account, we beg to ask, in the character of a "reasonable" man, is he of whom you *know* BEFOREHAND lead that he will vote as Sir Richard Cartwright, Mr. James D. Edgar, and The Globe dictate. Business men, and working men too, understand this full well; and hence they fear to run the risk, and to "chance it" with the country's most important interests at the hazard of what might follow from the reckless policy of Cartwright and Edgar.

As in Canada, so in the States. In the doubtful States of New York, New Jersey, and Connecticut, with their cities, towns, and villages full of workingmen, Cleveland's is admittedly a "lost cause" already, simply because the wrongheads of his party have secured the control of it for free trade. As a matter of fact there are really a goodly number of Protectionist Democrats altogether, and some of them are men of mark, too. But the trouble is that they have no *power* in the councils of the party, and as far as policy on the trade question is concerned are of no account. As is is here, so it is there; the extreme free trade end of the party carries the whole party with it. At present we invite The Globe and The Mail to take into their most serious consideration this significant fact—the remarkable popularity of Protection in Montreal East. There is meat in it, my masters, for you to try your teeth on.

Commercial Union Repudiated.

The New York Tribune's Washington special says that Senator Sherman's speech in the Senate against the Retaliation Bill has created a good deal of surprise among Republicans, on account of his advocacy of Commercial Union with Canada, a scheme which originated with Erastus Wiman of New York about a year ago, says the correspondent, though he should have dated it further back than that.

In April last, it is added: Sir John Macdonald, Prime Minister of Canada, said to the editor of The Pall Mall Gazette: "England will have nothing to do with it, the United States will have nothing to do with it, and Canada will have nothing to do with it."

A prominent Republican, who has given much study to the subject, said last Wednesday night: "The scheme is utterly impracticable of administration. The United States will never consent that Canada shall have the control of our foreign customs line, and Canada will never consent to allow officers of the United States to guard our customs at her seaports. That would be the worst sort of an 'entangling alliance,' against which Washington warned his countrymen. When Wiman went to Canada, in order to ingratiate himself with the Dominion people, he first sought to ingratiate in their favor by declaring himself a loyal and loving subject of the Queen, and by extolling the Canadian form of government, declaring it to be superior to that of the United States. Then he went into some very nice figuring to prove that the effect of Commercial Union will be, first, to strengthen the Canadian-British connection, and second, to promote the interests of Great Britain. This was his argument; let us split the difference between the tariff of the two countries; that will be a very large amount of British goods into the United States, and please the Mother Country, and free trade with the United States will relieve the needs of Canada for the freedom of the markets of the United States and stop all talk about annexation. And the argument was sound. But Sir Charles Tupper sat down upon Wiman pretty hard in the House of Commons, and squeezed all the life out of Commercial Union in Canada. He declared that Wiman had not only schemed for a seat in the House of Commons, but had even aspired to the leadership of the Liberal party. This completely squelched Mr. Wiman and his political aspirations."

All this reported by The Tribune's Washington correspondent, from a prominent Republican, is worthy of our best attention under present circumstances. For there are some things there mentioned which we may be in danger of forgetting if not specially reminded of them. Meantime consider this astounding fact: that by the action of Sir Riel and Cartwright, Mr. James David Edgar, and The Globe, the Reform party of Canada stands committed to the policy of Unrestricted Reciprocity.

Always American Interference.

Editor World: You can't keep clear of American interference in navigation matters, "no how you can fix it." The last trip of the C. P. R. line steamship Athabaska down, from Port Arthur to Owen Sound, she found herself about on time on Sunday afternoon (9th inst.) between 2 and 3 o'clock, getting into the buoy channel, in Lake George, and drawing very near to the entrance into Lake Huron. Here she had to come to a sudden stop, for right ahead of her was a tow of American vessels aground. Finding it impossible to pass them, Captain Foote deemed it best to run back to Garden River, whence she started again on her voyage when daylight came on Monday. The passengers, or some of them, seemed to wonder a little at first, but afterwards the general verdict was that he did just right. I think it not out of place to mention the names of the captain and officers of the Athabasca: James T. Foote, captain; E. Martin, 1st mate; T. Martin, 2nd mate; Thomas Pettigrew, 1st engineer; James Kelly, 2nd engineer; W. Bethune, purser; W. H. Harrison, steward.

J. M.

THEIR NEW LOCAL HABITATION.

The Admirable Premises Which the Manufacturers' Life Have Secured.

There is a story, if not a history, connected with all Toronto's business houses. Kerby House, King-street west, which has just been demolished, had more than a local reputation; is had a history as connected with the theatrical profession, whose headquarters it was in by-gone years. On its site have been fitted up the new offices of that prosperous undertaking the Manufacturers' Life Insurance Company. This corporation, unlike Canning's impecunious knife-grinder, has a story to tell, and a good one too. One of the youngest of Canadian Insurance companies, it has by giant strides outstripped all competitors and now occupies the premier position. Its capital and assets are over $2,000,000; its business is increasing week by week; its basis is pre-eminently sound; its management excellent. The high position and business qualifications of those at its head are guarantees of its stability, progress and judicious control; for has it not as President the great Sir John A. Macdonald and a matchless trio of Vice-Presidents, Sir Alexander Campbell, Mr. George Goderham of Toronto, and Mr. William Bell of Guelph! Its Managing Director is Mr. J. B. Carlile, than whom a more competent official Ontario does not possess. Under such auspices, and having the confidence of the public, is it matter of special wonder that the snug little office on King-street east, near The Globe, has been found utterly inadequate for the transaction of the increasing volume of business, and that a new local habitation had to be sought? This has been found at 76 King-street west, which has been admirably fitted up. The decoration is elegant, the arrangement most convenient, the furnishings in cherry wood, and the commercial equipment complete. There is accommodation for 14 clerks in the spacious office, and also a Board room, Medical Examiners' room and Managing Director's sanctum. More than double the accommodation is afforded in the new offices compared with the old; and now, entering on their new premises, it is confidently believed that the Manufacturers' Life Insurance Company are also entering on an era of still greater prosperity.

Become dull care and dyspepsia. Adams' Tutti Frutti Gum is nature's own panacea for indigestion and dyspepsia. Sold by all druggists and confectioners, five cents.

Grand Jury Labors.

The Grand Jury returned the following true bills yesterday: Alfred Packham, stealing two letters from the Postoffice; Thomas and Benjamin McCance, larceny of a piano; Calvin Mann, felonious wounding. Packham was arraigned and pleaded not guilty. Mr. Bicelow, who appeared for him, stated that he attended to move to quash the two indictments in the case. The charges of larceny against Margaret Weir and George Coats were thrown out by the Grand Jury.

THE BARLEY MARKET.

There have been very few sales from the new crop of barley anywhere in Canada, not enough to establish prices at which dealers would be willing to buy or sell round lots for shipment. There appears to be a good deal of difference of opinion as to probable opening or future range of prices.

At Chicago, Milwaukee, St. Louis and some other western markets there have been considerable deliveries of new barley, which are selling at a very wide range of prices. In our issue of September 8th we furnished extracts from a letter dated Chicago, 30th August, describing the movement and quality of the barley which had been received there from the different Northwest stations and the prices paying for the same.

We are in receipt of reliable advices from Chicago up to 10th inst., which we summarise as follows:

Receipts of the new crop have been much smaller than was expected, and the quality is even poorer than was anticipated. Receipts in Chicago during the week ending Sept 8, 180,457 bushels, as compared with 397,527 bushels in corresponding week in 1887.

The market on 10th instant was very firm for all kinds of samples excepting unsound or such as is very light in weight. Offerings of the latter continue in excess of the demand. Sound, plump barley, even though it be dark, found ready buyers at about 1c. advance over Saturday's prices. Good to choice samples were readily sold at an advance of 1c to 2c. Sales of the day included:

No. 5, by sample, from 32c. for thin and musty up to 40c. for dirty but less musty samples.

No. 4, by sample, 35c. for thin, badly damaged, or largely mixed with oats, and as high as 48c. for fairly sound but uncleaned.

No. 3, by sample, as low as 45c. for thin, badly mixed with other grain, or plump but soft; sound and clean light weight (43-44 lbs. Winchester), or reasonably bright and pretty free from oats, sold from 48c. to 53c.; dark, but sound samples weighing from 45-47 lbs. sold at 50c. to 53c. Reasonably bright samples, plump, (weighing 46 lbs. and upwards) sold from 55c. to 60c., with choice samples sold as high as 63c.

The receipts of the higher grade of No. 2 are rare, and prices nominal at about 65c. to 72c. Some of the samples of No. 2 which come from Nebraska and Wisconsin, are very fair, fully equal to good Toronto No. 2.

The samples of No. 3 grade vary greatly in all respects as to color, weight, cleanness, etc., as may be judged from the range of 32c. per bus. between the highest and lowest of same grade of inspection. The best samples of No. 3 come from Wisconsin and Nebraska.

Western receivers still advise, as we reported on 6th inst., that there is plenty of barley, such as it is. This must be the prevalent opinion, because, if otherwise, markets for good fair qualities would have advanced under the small receipts and poor quality of past deliveries. It is very clear that western markets must advance materially before Canadian dealers will be willing to pay farmers much higher prices than they are now offering.

Canadian News Items.

A petition is in circulation in Brockville asking for a repeal vote on the Scott Act in Leeds and Grenville.

It is proposed to erect a gymnasium 30 x 50 in connection with St. Thomas Collegiate Institute.

R. S. Hodgins of Lucan has received an order for 6000 barrels of winter apples for the European market.

R. G. Townsend, late of Petrolia, Ont., is employed by the Indian Government as a petroleum expert and geological mining engineer.

The steamship Stockholm City, due at Halifax on Sept. 30, will take on eight or ten thousand barrels of apples for the London market.

The people of Manitoulin are anxious to secure telegraphic communication with the mainland.

Gore Bay, the newly created county town of Manitoulin, is trying to raise a brass band.

It is said that the Sault will be lighted by electricity after Oct. 15.

A Sarnia manufacturer shipped 150 sleighs to Winnipeg last week.

Rev. J. N. Robinson, chairman of the Brandon district of the Methodist church, died recently at Souris City, Man.

A Waterloo creamery man took the $100 first prize at the Buffalo Fair on his butter exhibit.

1100 men are working in Little Bay Mines, Newfoundland.

A public wedding is to take place in connection with North Hastings fair.

The receipts at Guelph exhibition were $500 in excess of last year.

Halton County will give Milton $400 for the use of its water system for county purposes.

Halton County Council has issued a writ against the Grand Trunk for $100,000. The ground of action is that the Hamilton & Northwestern Railway was bonused to that extent on condition that it should remain an independent line—an agreement that was violated by the amalgamation with the Grand Trunk Railway.

Edgar Minter of Belleville raised a tomato this year weighing 2½ lbs.

A gigantic company with a capital stock of $2,000,000 is reported to be investigating the prospects of equipping a fleet of schooners for engaging in fishing along the waters of Puget Sound and the Pacific Coast.

The question of lighting the town with natural gas is absorbing popular interest in Collingwood just now.

There were shipped to Great Britain last month from Montreal 10,687 head of cattle and 13,069 sheep.

The number of male teachers employed in the schools of Ontario has decreased from 45 per cent. to 37 per cent. within the last ten years.

On Monday Geo. Maviel, of Elora, lost three fingers and had two others badly cut in a saw mill.

Little Current school was closed last week by order of the Board of Health owing to the prevalence of diphtheria.

The Board of Trustees of Barrie Collegiate Institute have decided to erect a gymnasium, increase the library and add to the chemical and philosophical apparatus.

The C. P. R. Telegraph Co. have opened the following offices in the Province of Quebec: Birchton, Bulwer, Bury, Cookshire, Lennoxville, Marsden, Megantic, Scottstown, Springhill and Sherbrooke. Also offices at Beattie, Hobb and Moose River, Maine.

The electric light at Orangeville is to be in operation Oct. 1st. The machinery for the light in Barrie is to be in operation in a few days.

A large area of fall wheat has been sown in the vicinity of Alliston.

Wm. Solomon, one of the early settlers near Rosemont, died Saturday night. He had occupied the same farm for over 40 years.

The barn of Wm. Simpson, Whitchurch, was struck by lightning Wednesday and totally consumed, together with half the season's crop. Small insurance.

Tottenham is to have a second paper.

An inmate of Orillia asylum was fatally scalded in a bath by another idiot.

Teeswater council has received authority to spend $9000 on a system of water works.

On Wednesday morning 250 tickets were sold at Newmarket, and 200 at Bradford, for Toronto.

Orillia's rate has been struck at 23 mills in the dollar. Peterboro's rate is 12½ mills, Lindsay's rate 21 mills, Newmarket's rate is over 17 mills and Markham's rate 11 mills.

$3000 has been voted for extending Aurora's water works system.

Harvest thanksgiving services will be held in St. Mark's Church, Port Hope, Sunday. The church will be appropriately decorated.

Thos. Smith of Haldimand harvested from 14 acres 200 bushels of oats, 100 of corn, 45 of wheat, 119 bags of potatoes, 9 tons of hay and Hungarian grass, besides a quantity of tomatoes, cabbage, etc.

A harvest home festival will be held in the Methodist Church, Caledonia, next Tuesday evening.

Four carloads of apples were shipped from Stratford for Brandon, Man., Thursday.

The barn of Adam Henry, about a mile from Blenheim, was destroyed by a spark from the furnace of a steam thresher Tuesday. Loss on barn and contents about $3000; insured for $2600.

How to Obtain Sunbeams.

—Every one should have them. Have what? Stanton's Sunbeam Photographs $1 per dozen. Studio south west corner Yonge and Adelaide streets. 462

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WHITE STAR LINE.
ROYAL MAIL STEAMERS.
SPECIAL NOTICE.

FALL AND WINTER rates. $50.00 Single, $100.00 return. On the Saloon Deck. Strictly first-class, Saloon Amidships. Electric Light Throughout.

Particulars from Agents of the line or
T. W. JONES,
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TAKE THE
CUNARD S. S. LINE
For a winter passage. Noted for
SAFETY.
(Established in 1844, and have never lost a life.)
SPEED.
World's Record—6 days, 1 hour and 57 minutes.
A. F. WEBSTER,
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ANCHOR S. S. LINE.
New York to Glasgow, Londonderry and Liverpool.
S. S. Furnessia, Saturday, September 8th.
S. S. Ethiopia, Saturday, September 15th.
For tickets or information apply to
W. A. GEDDES, Agent,
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$14 TORONTO TO MONTREAL $14
AND RETURN,
Including Meals and Berths.
THE PEOPLE'S FAVORITE STEAMER
PERSIA.
J. H. SCOTT, MASTER.
Leaving Toronto every Tuesday morning at 7.15, passing through the magnificent scenery of the
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To secure berths and all information apply to
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REDUCED RATES TO EUROPE
VIA
NATIONAL LINE.
This company has never lost the life of a passenger through accident at sea.
Fares from New York to Liverpool—1st cabin $35, 2nd cabin $25, steerage at very low rates.
Steamers sail from New York every Wednesday.
The 2nd cabin in the Spain is the old saloon staterooms and berths being left as when saloon passengers were carried. As the Spain now carries no saloon passengers full deck and other privileges are allowed the 2nd cabin passengers.
The Italy and the Queen have superior second cabin accomodation, the after part of the saloons being devoted to these passengers. Berths are therefore on the main deck, light and almost equal to first cabin.
Table and attendance on all the steamers equal to any other line. For sailing list, cabin plan and full information, apply to
FRANK ADAMS & CO., Agents,
24 ADELAIDE-STREET EAST.

ALLAN LINE.
Royal Mail Steamships.

STEAMERS.	From Montreal daylight.	From Quebec 9 a.m.
Circassian, Liverpool direct	Sept. 13	Sept. 14
Polynesian, Mail	" 19	" 20
Sarmatian, Liverpool direct	" 27	" 28
Sardinian, Mail	Oct. 3	Oct. 4
Parisian, Mail	" 10	" 11

First cabin, $50 to $80; round trip, $90 to $150. Second cabin, $30; round trip, $60. Steerage tickets at
REDUCED RATES.
For Cabin plans, tickets and full information apply to
FRANK ADAMS & CO.,
ALLAN LINE AGENTS, 24
24 Adelaide-street east, Toronto.

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Royal Mail Steamships.

STEAMERS.	From Montreal daylight.	From Quebec 9 a.m.
Circassian, Liverpool direct	Sept. 13	Sept. 14
Polynesian, Mail	" 19	" 20
Sarmatian, Liverpool direct	" 27	" 28
Sardinian, Mail	Oct. 3	Oct. 4
Parisian, Mail	" 10	" 11
Circassian, Liverpool direct	" 18	" 19

Rates of passage: Cabin $50, $60, $70, $80 according to accommodation. Return $90, $110, $130, $150. Intermediate $30, return $60. Steerage at lowest rates. For tickets and all information, apply to H. BOURLIER, General Agent, cor. King and Yonge-st. 26

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EUROPE
VIA THE
Allan, Dominion or White Star S. S. Lines,
CALL AT
TICKET AGENCY, 20 YORK-ST.
And obtain rates and all information.
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WILSON LINE.
Direct passenger service between New York and London.
Egyptian Monarch, August 25
Persian Monarch, Sept. 1.
New York to Hull, boats weekly. For lowest rates apply to
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STEAMER MACASSA
Leaving Hamilton 8 a.m., arrives Toronto 11 a.m. Leaves Toronto 5.30 p.m., arrives Hamilton 8.30 p.m. For passenger and freight rates apply at office, Geddes' Wharf, foot of Yonge-street.
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North German Lloyd
MOST PALATIAL
STEAMSHIP LINE.
Sailing every Wednesday and Saturday.
Fastest Time to London and the Continent.
Winter rates now in force.
Barlow Cumberland, Agent,
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Canadian Pacific S. S. Line.
One of the fast Clyde-built, Electric Lighted Steamships is intended to leave Owen Sound at 3.30 p.m. on arrival of Steamship Express leaving Toronto at 11 a.m.:
ALBERTA, - - SATURDAY
ATHABASCA, - WEDNESDAY
CAMPANA, - - MONDAY
For Port Arthur direct (calling at Sault Ste. Marie, Mich., only), making close connection with the through trains of the Canadian Pacific Railway for Winnipeg, British Columbia and all points in the Northwest and on Pacific Coast, and one of the
PALACE SIDEWHEEL ELECTRIC LIGHTED STEAMERS
CARMONA AND CAMBRIA
Is intended to leave Owen Sound every Tuesday and Friday at 10.30 p.m. on arrival of Canadian Pacific Railway train leaving Toronto 4.40 p.m., for Sault Ste. Marie, calling as usual at intermediate ports.
W. C. VAN HORNE,
Vice-President.
HENRY BEATTY,
Man. Lake Traffic

POPULAR
NEW YORK Excursion
Via West Shore Railroad,
ON
MONDAY SEPT. 17, '88
Passengers can have the privilege of daylight sail down the Hudson River. Tickets valid to return any time within ten days. For tickets, sleeping car berths, and all information, apply at offices, Cor. King and Yonge, and 20 York-st.

Niagara Falls
VIA
CHICORA AND CIBOLA
And New York Central or Michigan Central Railways
ONLY $1.25.
Leave Yonge-street wharf 7 a.m., back about 8.30 p.m. Tickets the principal offices and on steamers.

DOMINION LINE
Royal Mail Steamships.
Liverpool Service.
DATES OF SAILINGS:

From Montreal	From Quebec
Vancouver, Weds., Sept. 26	Thurs., Sept. 27.
Toronto.....Tuesday, 2nd Oct.	
Sarnia.....Thursday, Oct. 11	Friday, Oct. 12.
Oregon.....Weds., Oct. 17	Thursday, Oct. 18.
Montreal..Thursday, Oct. 25.	

Bristol service for Avonmouth Dock, Texas from Montreal about Wednesday, 26th Sept.
Rates of Passage—Cabin, from Montreal $50 to $80; second cabin, Montreal to Liverpool or Glasgow, $30. Steerage—Lowest rates.
Apply to GEO. W. TORRANCE, 18 Front-street west, or to GZOWSKI & BUCHAN, 24 King-st. east. 246

Niagara Falls AND Return $1.25
BUFFALO AND RETURN $2.00.
During the Toronto Exhibition the favorite Steamer
EMPRESS OF INDIA
Will issue special tickets to Niagara Falls, N. Y., and return for $1.25. Visitors to the Exhibition should not go home without paying a visit to the Falls. You can have 7 hours at the Falls and return to Toronto the same evening. Tickets at all Entrances of Indis and G. T. R. ticket offices and at Geddes' Wharf. Steamer leaves at 7.15 a. m. and 3.40 p. m. 123456123

CHANGE OF TIME.
On and after Tuesday, Sept. 25th, the 7.15 a. m. trip of the
EMPRESS OF INDIA
Will be discontinued. The 3.40 p.m. trip remains the same.

The Intercolonial Railway OF CANADA
The Direct Route between the West, and all Points on the Lower St. Lawrence and Baie de Chaleur, Province of Quebec, also for New Brunswick, Nova Scotia, Prince Edward and Cape Breton Islands, Newfoundland and St. Pierre.
All the popular summer sea bathing and fishing resorts in Canada are along this line.
New and elegant buffet sleeping and day cars run on through express trains between Montreal, Halifax and St. John.
Canadian European Mail and Passenger Route.
Passengers for Great Britain or the Continent by leaving Montreal on Thursday morning will join outward mail steamer at Rimouski the same evening.
The attention of shippers is directed to the superior facilities offered by this route for transport of flour and general merchandise intended for the Eastern Provinces and Newfoundland, also for shipments of grain and produce intended for the European market.
Tickets may be obtained and all information about the route, freight and passenger rates on application to HOBERT B. MOODIE, Western Freight and Passenger Agent, 93 Rossin House Block, York-street, Toronto.
D. POTTINGER,
Chief Superintendent.
Railway Offices,
Moncton, N.B., 28th May, 1888.

LAST
EXCURSION
To the Canadian North-West
BY THE
CANADIAN PACIFIC RAILWAY.
WILL BE TO
Deloraine & Return
Colonist Class, $28.00.
Tickets will be sold at all stations on the CANADIAN PACIFIC, the KINGSTON & PEMBROKE and GRAND TRUNK RAILWAYS, Prescott, Ottawa and west thereof.
The excursion will leave Toronto at 11 p. m. on Sept. 25th, and Carleton Junction at 1.10 a. m., Sept. 26th, via North Bay and the Canadian Pacific Railway, good to return up to Nov. 25th.
Apply to nearest railroad agent for full particulars and accommodation in Colonist Sleepers, which will be reserved as ordered.

WILLIAMS' PIANOS
The Quality and Excellence of our Pianos can find no higher commendation than by reference to a few of our Patrons:
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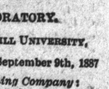
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