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DISEASES OF WOMEN—DR. TURVER—Consultation rooms 1243 Queen-street west; good accommodation for patients; write or call between 1 and 4 p.m. Telephone 1950. 67

"DOWN TOWN OFFICES" OF DRS. Nattress and Henwood, 14, 15, 16 Janes' Building, King and Yonge.

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PATTERNS AND MODELS.

JAMES BOWDEN, 102 ADELAIDE-STREET west, Toronto; patterns and models mechanically and accurately constructed with promptness and despatch; estimates given; satisfaction guaranteed. 137

HOTELS.

DAVISVILLE HOTEL, WALTER H. MINNS, proprietor, Davisville, North Toronto, Ont. Street cars pass the door. Meals on European plan. First-class boarding stable attached. Every accommodation for driving parties, cyclists and summer boarders.

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RUSSELL HOUSE, ORILLIA—RATES $1 TO $1.50 per day; first-class accommodation for travelers and tourists. P. W. Finn, Prop.

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Every accommodation for families visiting the city, being healthy and commanding a magnificent view of the city. Terms moderate.
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LAIDLAW, KAPPELE & BICKNELL, BARristers and Solicitors, Imperial Bank Buildings, Toronto. William Laidlaw, Q.C.; George Kappele, James Bicknell, C. W. Kerr.

ALLAN & BAIRD, BARRISTERS, ETC., Canada Life Buildings (1st floor), 40 to 46 King-street west, Toronto; money to loan. W. T. Allan, J. Baird.

MCDOWALL THOMSON, BARRISTER, SOLicitor, Notary, etc., room 79 Canada Life Building, 46 King-street west, Toronto. Telephone 2248.

TO RENT

55 WELLESLEY-STREET, Furnished or Unfurnished, first-class, 14 rooms.

Mother Graves' Worm Exterminator is pleasant to take; sure and effectual in destroying worms. Many have tried it with best results. d

The Toronto World.

NO. 83 YONGE-STREET, TORONTO, A One Cent Morning Paper.

SUBSCRIPTIONS.

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THE ELECTRIC LIGHT SITUATION.

Notwithstanding the low tender of the Toronto Electric Light Company for our street lighting, it will be well for citizens to consider arguments in favor of the city installing its own plant. A fact that constantly stares us in the face is this: We have no competition either in gas or in electric lighting. If we award the street lighting to the Toronto Electric Light Company we perpetuate the lighting monopoly for the period that the contract has to run. The two electric companies have an understanding, and we know too well that we are at the mercy of the gas company. As long as the two electric companies have the field to themselves, just so long will we have to pay through the nose for all our electric services. These companies fix the prices for light and power to suit themselves. The one company has the incandescent field to itself. The other enjoys a monopoly of arc lighting. They are bound by no restriction as to rates. In this tender of $75 a year, we discern the shrewd handiwork of the jealous monopolist. The companies are bound to retain their monopoly at any cost. Not even will they allow the Street Railway Company to get their hand in the business, even if it is necessary to come down to 20 1-2 cents per light per night. The price for our street lighting is fixed at a decent rate, but all private light and power services are subject to a sliding scale, over which the consumer has no control. As the public lighting comes down, so will the private services go up in cost. That is the real theory of the Toronto Company's low tender. If they make a small profit, or no profit at all, on one part of their business, they will seek to make a correspondingly large profit on the remaining portion. What is to prevent them raising private rates in the same ratio that they have decreased the cost of the city's lighting? Nothing in the world. That, as we have said, is the theory of the low tender. While they accept a low rate for this service, they retain the power of making up for the deficiency in other ways. And mark our words the company will use the power.

Now, if the city should instal its own plant, what would be the result? The tenders submitted show us that we can secure a plant for fully $50,000 less than Mr. Keating's estimate. In the light of this and of the figures submitted by the Toronto Electric Company and the Street Railway Company, it is safe to say that the city could light its streets at $75 per light or even less. What follows? The understanding between the two electric companies comes to an end, for the understanding is based on the supposition that the Toronto Company receive the city street lighting. The Incandescent Company agrees to this on condition that the other company does not compete with them in incandescent lighting. It is the city contract that keeps the two hungry dogs from fighting. Take this contract out of their reach, and Toronto will see the two companies competing in all branches of electric supply. We have already pointed out that Toronto is away behind other Canadian cities in the matter of incandescent lighting. The company are working on a system that prevents them from offering the low rates that prevail elsewhere, and that precludes them from extending their service so that all sections of the city may take advantage of it. We would like to hear the company's explanation of why it is that the residents of all the smaller Canadian cities are using the healthy incandescent light in their houses, while nearly 100 per cent. of the residents of Toronto still have to put up with the poisonous gas light?

If the Toronto Electric Light Company were to find themselves deprived of the street lighting, they would be compelled to compete with the other company in incandescent lighting. Such competition would have a marvelous effect on reducing rates for house lighting. By introducing the alternating system, the Toronto Company would be able to give the city a much better and cheaper service than the other company now affords. Not only that. This competition would bring the Consumers' Gas Company to time. In short, by installing a plant of its own, the city would completely break up the triangular monopoly and citizens would enjoy the benefit of cheap electricity to light their houses and of cheap gas for heating, cooking and other domestic purposes.

MODERN CANAL BUILDING.

Some figures were adduced at the canal convention yesterday that ought to materially modify our ideas of canal building. The Minister of Railways and Canals last session made the statement that it would cost $130,000,000 to deepen the canals between Lake Erie and Montreal. In the absence of more authentic information, the country had to accept his statement as somewhere near the reality. But an eminent authority yesterday made the Minister's estimate appear like a huge exaggeration. Mr. L. E. Cooley is chief engineer of the Chicago drainage canal, upon which that city is spending $25,000,000. Mr. Cooley states that if the same economic appliances as are used on that canal were used to deepen the St. Lawrence canals to 20 feet, the work could be done for $27,000,000. Furthermore, he states that $23,000,000 will build an entirely new canal from the Niagara River to Lake Ontario, altogether within United States territory. This makes the total cost of a 20-foot system from Lake Erie to Montreal, according to Mr. Cooley's estimate, $50,000,000, or $80,000,000 less than Hon. Mr. Haggart's estimate. Not only that. The canal Mr. Cooley speaks of from Lake Erie to Ontario would have only eight or nine locks, whereas the Welland has 26. The time consumed in going through each lock is estimated as equal to a voyage of 10 miles in open water. There is a drop of 368 feet between the two lakes, and the modern canal builder would descend by steps of 40 feet, whereas the descent is made on the Welland by steps of 15 feet. In the light of these figures as to cost and efficiency of the latest systems, the question of deepening the canals is bound to become a more important and practical question than it has been in the past.

Dear Sirs,—I have used Yellow Oil for two or three years, and think it has no equal for croup. Mrs. J. S. O'Brien, Huntsville, Ont. 246

FAST ATLANTIC SERVICE.

A Montreal Steamship Man Contends That the Line Will Not Pay, and Quotes Figures to Support His Argument.

Montreal Star, Sept. 8.

A well-known steamship man was interviewed to-day by a Star reporter on the schedule of revenue and expenditure of the proposed fast Atlantic line, which appeared in this paper, copied from The London Times. He said: "It is evident that the estimate of revenue and expenditure for the proposed fast line is an honest attempt to get at the facts, but made by some one not conversant with the subject. Referring to the credit for passenger revenue, equal to 60 per cent. of the maximum carrying capacity of the ships, placed at £6100, it would be interesting to notice how this item compares with the revenue at present received by the fast steamers in the New York service. On the last east-bound voyages of the Cunard Line steamer Campania and of the White Star steamer Teutonic the former had 148 first cabin, 152 second cabin and 745 steerage, and the latter had 111 first cabin, 168 second cabin and 957 steerage. Estimating the cabin rate to be $75, a much higher average than can be obtained here, the second cabin rate to be $35 and the steerage rate to be $10 net, it will be seen that the total passage money for the Campania was $24,847, and for the Teutonic $23,775, £6100 at $4.88 to the pound is equal to $29,768, which is $5153 more than the amount received by the Campania for 1045 passengers, and $5991.00 more than the Teutonic received for 1236 passengers. While the month of August is by no means the best month of the year for east-bound transatlantic passenger traffic, it is much better than January, February or March, and it perhaps better represents the average than any other month in the year. If, too, the steerage rate is represented as being lower than the average, it is to be noticed that each of the vessels mentioned carried on the voyages in question a very large number of steerage passengers. Even if we place the net rate for cabin passengers at $83, we have still $5000 difference on the wrong side for the fast line. No one at all acquainted with the subject, however, will admit that there is any prospect of the net average rate by the Montreal steamers reaching $83, nor may we expect to carry either the 745 steerage of the Campania or the 957 passengers of the Teutonic. Half of either of these numbers is more than any steamer ever carried from Canada. We may, however, fairly expect to see steerage rates restored to a normal figure, say $20, and the fast service might command an average of 200 steerage passengers per week during the St. Lawrence season of seven months, which would make the revenue from this class of passengers $4000 per trip, instead of $7415 of the Cunarder or $9570 of the White Star steamer, which, with the difference of $5153 for cabin, makes a difference of $8568 as against the Campania and $11,561 as against the White Star steamer Teutonic, and this is admitting that the average number of first and second cabin passengers by the new line from this port would be equal to the numbers actually carried by two of the favorite ships of the most popular transAtlantic lines from New York on their last eastbound trips. The item of 30 shillings per ton for westbound measurement goods can easily be proved to be 12s 6d per ton in excess of the best obtainable rates, but to be certain, put the figure at 10 shillings and we have an amount of £240, or, say, $1173, and this without reference to the fact that no steamer has yet been built to maintain a speed of 20 knots at sea and carry 900 tons of weight cargo as well as 480 tons of measurement goods. It cannot be seriously questioned that the Fairfield Company, who built the Cunard Line steamers, Harland & Wolff, who built the White Star steamers, and G. & J. Thompson, the builders of the American line boats, knew what they were about when they designed and built these vessels. It may, we think, be safely assumed that they

Represent the Best Ideas

in marine engineering and economical construction at the time they were built. Mr. Huddart's advantage will be in building his vessels three years later than the last of the others, but we have yet to learn that any important discovery or improvement has been made in the science of shipbuilding during these last three years. The expenditure is also open to the same criticism. Four thousand tons of coal will permit of the vessel steaming 13 days 8 hours, at a daily consumption of 300 tons, or say two passages (out and back) of 6 days 16 hours from dock to dock. This allows little for delay, either by boisterous weather or the inevitable fog, and places the daily consumption at 200 tons per day less than the consumption of the Cunard boats, while at the same time proposing to carry double the quantity of cargo. It is quite evident that something is wrong here. The item of feeding is inaccurate, which can be shown as follows: The average cost of 150 cabin passengers, each way, on board the vessel for, say 6 1-2 days, or 13 days for the round trip, at $1.50 per day, is equal to $2925. The expense for the same number of second cabin passengers at 75 cents per day would be $1462, and for 200 steerage, each way, at, say, 37 1-2 cents per day, $975. 400 of a crew at the same rate as the steerage passengers, for say 20 days round trip, $2600, total $8362, equal to £1718.4.4, about £700 in excess of the estimate. This is on the estimate of 150 first cabin passengers, the same number of second cabin and 200 steerage each way, while it is evident from the summary of figures in The Times for passenger earnings that the number of passengers expected is more than we have given above. In proportion, therefore, as the estimate exceeds our figures the costs for stores would be in excess of the figures we have given. Expenses of management, office expenses and advertising—this, we take it, includes salaries of general agents, passenger managers and office staff, wharf expenses on both sides of the Atlantic, printing and advertising in Great Britain, Canada and the United States, £1000 per week is manifestly inadequate to cover these expenses; the cost would probably reach more than double the amount given. To recapitulate, we find the passenger earnings as given $10,000 too much, the freight earnings, westbound, $1175 too much, cost of coal 25 per cent. ($4000) too little, food and stores $3500 too little, management and office expenses, advertising and printing, agency supplies, etc., $5000 too little. No allowance is made for taxes, pilotage, and the various items that enter into the management of a large business, which would probably amount to $1000 per week, or a total of $24,675, and with 52 voyages per annum this difference would reach the enormous total of $1,283,000. Deducting the Government bonus of $750,000, there would still be a deficit of $533,000. It is difficult to say how any capitalist will subscribe for stock unless he sees some other sources of revenue for the vessels than have been named above. We, however, venture to assert that for every additional dollar of revenue there will be found to be two dollars expenditure. If it is asked, how, in view of the above, do the fast boats in the New York service pay, the answer is easy. First, the number of cabin passengers given above as carried by the two steamers mentioned on their last east-bound trips does not represent the average number carried by these boats; it is probably one-fourth to one-third greater, but the same numbers may not reasonably be expected for the Canadian line, even with equal speed and attractiveness. Second, it has not been claimed for any of the fast steamers mentioned that they have proved a financial success. The White Star Line have made, and are making, their money out of their freight boats; the Majestic and Teutonic advertise the line. The American lines have similarly built two immense freight carriers, the Southwark and the Kensington, and the Cunard Line will follow their example. The one class of vessel has proved to be necessary to the other—fast steamers running alone cannot be said to be successful. What, therefore, have we to expect of a weekly service of four fast ships to Canada?"

W. A. MURRAY & CO.'S FALL OPENING

A Magnificent Display of Dress Goods and Millinery.

This week is an important one in dry goods circles, because of the fall openings. The Fair has closed, and the cool evenings which follow the shortened days give their warning that autumn is at hand, and with autumn comes the universal change of dress and of fashion. As usual, among the foremost to announce their fall opening is the firm of W. A. Murray & Co. The complete transformation and change of attire which their spacious departments have undergone in the past two days seem to be little less than the work of magic. A visitor passing through their stores on Monday morning, and again 24 hours later, it would be difficult to convince him that he was in the same establishment. To those who watch with interest the pleasing fluctuations of flighty fashion, as well as to creatures of less esthetic natures, is here presented a display which cannot fail to draw forth admiration.

The abundance of rich treasures in silks, satins, brocades and other nice dress goods imported by this firm last fall made up a display which it was then thought could not be surpassed, but during the past four months experienced buyers have been scouring the markets of Europe for styles that were rich and new and novel, and all who visit the stores will agree that they have been highly successful. It was worse than folly to attempt to enumerate the many beauties and splendid qualities of these goods. A visit to the various departments of the house can alone give one a satisfactory idea of the artistic attention which has been given to smallest details, or of the wide completeness of the stock, embracing as it does many features entirely new and which give a very pleasing effect. All the first markets of the world have been made to contribute their best treasures to the display now offered to the public by Messrs. Murray & Co.

The silk department on the ground floor is the main feature. Here are shown hundreds of beautiful dresses, many of them in colors never seen before in dress goods. The artistic arrangement of the various shades shows off to the best advantage the costly fabrics there displayed. There is a splendid assortment of bridal silks and the lovely display of their graceful folds would enhance the beauty and charms of any bride.

Great attention has been given to the purchase of evening costumes. Messrs. Murray & Co. have long enjoyed an enviable reputation for the care and taste displayed by their buyers in the selection of goods of this line, and the throngs of purchasers who attended yesterday were pleased with the lovely picture presented in this department. Possibly the most striking, and to the lovers of variety, the most pleasing feature is, of the large assortment, no two costumes are alike.

The trimmings, millinery and mantle departments are each in themselves special features. The aim here has been to secure styles and shades which will match harmoniously with the costumes, and so successful have the efforts been, in a walk from the silk department to a point from which a view of these departments could be obtained, almost immediately rising before one's fancy, would be a bride completely and splendidly attired for the marriage ceremony.

The lace handkerchief and ribbon department has been equipped with a full line of most exquisite goods, surpassing any previous display made by this or any other Canadian firm. Laces are here offered for as low as five cents a yard, but if that does not correspond with the extravagance of your ideas or the length of your purse you may pay the modest figure of $100 per yard. This is the finest piece of lace ever imported by a Canadian firm, being a tasty Brussels point, and was much admired by those who visited the store yesterday. Every department is complete. Crowds attended the opening yesterday, and if you wish to share in the good things, go to-day yourself and see and purchase.

R. Simpson's Display of New Fall Hats and Bonnets.

Weather conditions could hardly have been more favorable for the regular fall and winter millinery opening of Mr. R. Simpson, south west corner of Yonge and Queen-streets, than was the case yesterday. The ladies certainly found it, whatever the magnetic influence may have been, a favorable day to come down town, and from early morning a steadily increasing stream of the fair sex found their way into the artistically-planned millinery show rooms of Mr. Simpson. It is always a difficult matter to give anything approaching a photographic account of the host of pretty things that are to be found in the millinery show room of the present day. This is certainly the case with Mr. Simpson's display, for all the arts of the millinery conjurer would seem to have been brought into play in the variety and newness that attaches to the showing of hats and bonnets in these rooms at this time.

We shall not pretend to elaborate on the exceedingly tasty and artistic character of the show rooms themselves. The evidence is of a large amount of labor on the part of those who have had the work in hand, and tell of a degree of taste that is most commendable to the management.

To be, perhaps, a little specific, our attention was directed to a handsome French bonnet of moss-green velvet, trimmed with humming birds, bluette satin ribbon and osprey. We can understand that this would catch the hearts of many women. Along side of this was a bonnet with open front, of tabac brown velvet, ties and trimming of tabac satin faced moire ribbon, crown, wings and ornaments of jet. When we learned that the price of so beautiful a bonnet was only $9.50, we recognized the fact that with millinery at R. Simpson's, at any rate, prices were not such as to frighten anyone. The Aberdeen toque is a pretty piece of headgear. The materials are of golden brown velvet, crown and side ornaments of jet and gold cord, trimmed with jacqueminot ribbon, jet and ostrich bow in front. A brown felt placque, caught up in the back with two long black Prince of Wales' tips, was very generally admired by visitors. The fact is that novelty and uniqueness was abundant on every hand. A popular demand is sure to exist for the Amazon, tourist and walking hats, as also for a new style in high pointed hats. Jetted goods for trimming and ornaments will be in strong favor this season. Mr. Simpson is showing a surprising variety of jet tips, and birds, both jetted and plain. The prevailing material of millinery this year is what is known as velour velvet.

R. Simpson has always received credit for the magnificence of his millinery displays, but he seems to have got ahead of the record this year. From millinery rooms visitors easily enter the mantle show-rooms, where the stocks are unusually heavy, and consist of most stylish and fashionable garments.

As we made our way out of the house we found activity large in silks, dress goods, trimmings and kindred departments, all taking on the complexion of a successful fall opening. The millinery opening continues throughout the week.

Why go limping and whining about your corns, when a 25-cent bottle of Holloway's Corn Cure will remove them? Give it a trial, and you will not regret it. d

ALIVE WITH TARANTULAS.

A Vessel From Hayti Literary Infested by the Horrible Insects.

Life on board the British steamship Kennet, which has just arrived at this port in command of Capt. Davis, laden with logwood, is rendered miserable by the invasion of myriads of tarantulas, scorpions and other pestiferous strangers, and it is difficult to keep the sailors from deserting the ship on this account.

These unwelcomed visitors found their way on board with the cargo of logwood, which was taken in at Port de Paix, a small settlement in Hayti, and many nights of discomfort have been spent on board the Kennet by both her officers and crew. Tarantulas by the hundreds and numberless scorpions have been killed in the after cabin and so thickly was this portion of the ship populated by these and other bugs that the officers have been unable to sleep below.

The officers of the Kennet, like all sailors are afraid of the tarantulas and scorpions, and now that her cargo is being discharged every effort will be made to rid the ship of the plague before she sails from here. Banana-laden ships frequently bring with their cargoes a few tarantulas, but this ship is fairly alive with them. The only relief the crew of the Kennet had on their voyage north was on the day before sighting the capes, when the cold weather caused their disappearance from the decks.

As the cargo was being discharged it was found to be actually alive with both the scorpions and tarantulas. The old sailors on board the Kennet say they will never ship in a logwood laden vessel again and remain now only in the fear that desertion would cause a forfeiture of their wages.—Philadelphia Record.

Evening Colors.

Just at sunset an impressive ceremony takes place on board a man-of-war. It is the reverse of that which occurs in the early morning. The hauling down of the colors bids good-bye to the day of work, as the raising greeted it some hours before. The band takes its place aft on the quarter-deck, if the ship carries a band, and if she does not the ship's drummers and buglers sound the evening color salute as the bunting comes down on deck. All hands face aft and salute the flag, even the men idling about off watch spring to their feet at attention. At the minute the flag comes down up goes the anchor light, if the ship is in port, and soon the smoking lamp is lit after supper, and Jackie has a recess which he greets much in the same way that a schoolboy greets the rest between his study hours. In every navy of the world this same tribute of evening colors is paid to the flag. In fact, of necessity, much of the shipboard routine must be the same, as the modern ships of every nation are built to fight other vessels of their class, chase those that are smaller, and run away from those that are of heavier metal. When vessels of war of many nations were in our harbor during the Columbian celebration "colors" was a most interesting sight—the music of half a dozen national airs floated out, and as many national ensigns came down on deck together. Even the visitor on board ship insensibly feels himself influenced by the inspiriting surroundings, and bares his head. There is much good in ceremony, after all.—Harper's Weekly.

Tell the Deaf. — Mr. J. F. Kellock, Druggist, Perth, writes: "A customer of mine having been cured of deafness by the use of Dr. Thomas' Eclectric Oil, wrote to Ireland telling his friend there of the cure. In consequence I received an order to send half a dozen by express to Wexford, Ireland, this week." d

The 2-Minute Gait.

The record for the two harness gaits—trotting and pacing—was until last week in the same notch, 2.04. The trotting record made by Nancy Hanks still stands, though the 6-year-old mare "sweet little Alix" equalled that mark during the past week. That Robert J. and John R. Gentry have both succeeded in lowering the pacing record, while the trotting record made two years ago still remains unbroken is simply a return to the relative positions of the two gaits previous to 1892, when the fastest mile at the lateral gait was invariably a few seconds ahead of the champion mark at the diagonal gait, and once again demonstrates that the pace is a more natural and therefore an easier mode of progression than the trot. To these two may be also added the black pacing stallion Joe Patchen, who finished only one-quarter of a second—separately timed—behind Robert J. in his mile in 2.02 1-2 at Indianapolis last week. That Robert J. should have again cut a full second from his own record is simply marvelous, and his mile in 2.01 1-2 is a presage of the near consummation of what a season or two ago seemed well nigh impossible, a mile in harness in two minutes flat.

Charles Peters, alias Franklin, was arrested in York-street yesterday afternoon by Detective Black. He was carrying a roll of black Melton overcoating, which he was trying to dispose of among the second-hand dealers. Peters was released from the Central Prison Sept. 5, having completed a six months' term for larceny committed in Windsor. He also has a record in the United States side of the boundary. An owner is wanted for the goods found in his possession.

Pencil for Writing Letters.

A fashion that is beginning to grow in vogue is that of writing letters in pencil rather than with pen and ink, and when once it is fairly established it is doubtful whether anything but legal documents and business papers that must be preserved will ever be prepared in the old style.

Letters are generally shorter nowadays than they formerly were, are more hastily written, more frequent and seldom worth keeping any length of time. They are not the elaborate efforts of bygone days that were often cherished for their intrinsic worth. The pencil, which is far more convenient than the pen, is therefore taking its place in the great mass of casual correspondence.—New York Herald.

The Best Pills. — Mr. William Vanderveort, Sydney Crossing, Ont., writes: "We have been using Parmelee's Pills, and find them by far the best Pills we ever used." For Delicate and Debilitated Constitutions these Pills act like a charm. Taken in small doses the effect is both a tonic and a stimulant, mildly exciting the secretions of the body, giving tone and vigor. d

Western Excursion.

On Sept. 11, 25 and Oct. 9, the Wabash Railway will sell round trip tickets at about single fare to points in the Northwest, West and southwest. All tickets good for 20 days from date of sale. Full particulars at Wabash Office, N.E. cor. King and Yonge-streets, Toronto. J. A. Richardson, Canadian passenger agent. d

Some persons have periodical attacks of Canadian cholera, dysentery or diarrhea, and have to use great precautions to avoid the disease. Change of water, cooking and green fruit is sure to bring on the attacks. To such persons we would recommend Dr. J. D. Kellogg's Dysentery Cordial as being the best medicine in the market for all summer complaints. If a few drops are taken in water when the symptoms are noticed no further trouble will be experienced. d

Relief in Six Hours.

Distressing kidney andbladder diseases relieved in six hours by the Great South American Kidney Cure. You cannot afford to pass this magic relief and cure. Druggists.

Some people laugh to show their pretty teeth The use of Ivory White Tooth Powder makes people laugh more than ever. It's so nice. Price 25c. Sold by druggists.

SHOPPING SIMPLIFIED

We use our advertisement table exclusively to display the shoes we advertise.

Each day we place on it half a dozen sample pairs of the different Shoes advertised on that day.

On our **Advertisement Table** to-day we have samples of the following:

Women's Dongola Lace Boots, extension soles, G. welts	$1 00
Women's Dongola Button Boots, extension soles, G. welts	1 25
Men's Dongola Lace Boots, extension soles, G. welts	1 50
Men's Dongola Congress Boots, extension soles, G. welts	1 50

GUINANE BROS.
MONSTER SHOE HOUSE
214 YONGE-STREET.

A Heterogeneous Mass

of MARBLE STATUARY and rare CERAMICS from ITALY, FINE BRONZES, FAIENCE ONYX CLOCKS, BRIC-A-BRAC, High-class FANS, etc., from FRANCE, combined with STERLING SILVER TEA SERVICES and other TABLE, TOILET and LIBRARY goods from England now lie in "confusion wild" around our packing room.

Our entire staff is employed every night on toward the "wee sma' hours" in opening up and marking off these goods in readiness for our AUTUMN DISPLAY NEXT SATURDAY, when an appreciative and envious public will have the opportunity of proving or disproving our statement—"Nothing like it ever seen before in Canada."

Ryrie Bros.
Cor. Yonge and Adelaide-sts.

Trusts Corporation OF ONTARIO.

SAFE DEPOSIT VAULTS Bank of Commerce Building, King-street west, Toronto.

Authorized Capital.....$1,000,000
Subscribed Capital..... 800,000

PRESIDENT—HON. J. C. AIKINS, P.C.
MANAGER—A. E. PLUMMER.
SOLICITORS—MOSS, BARWICK & FRANKS.

Authorized to act as Executor, Administrator, Trustee, Receiver, Committee of Lunatic, Guardian, Liquidator, Assignee, Etc.

Deposit Safes to rent. All sizes and at reasonable prices.
Parcels received for safe custody.
Bonds and other valuables GUARANTEED AND INSURED AGAINST LOSS.

Solicitors bringing Estates, Administrations, etc., to the Corporation are continued in the professional care of same.
For further information see the Corporation's Manual. 13

Time is Coming

soon when you will want a good strong pair of Boots. Call and see our stock

B 4 U

buy elsewhere.

Dominion Shoe Store
Cor. King and George-sts. 36
T. DOWSWELL CO.

BBB Burdock Blood Bitters CURES CONSTIPATION.
Miss F. Williams, 445 Bloor Street, Toronto, writes, "Have used your B. B. B. with great success for Constipation and pain in the Head. I improved from the second dose."

DENTISTRY.

RIGGS, DENTIST—BEST TEETH ON PLATES only $8; crowning and bridging a specialty.

F. H. SEFTON,
DENTIST - - ESTABLISHED 1880.
I am prepared to insert gold fillings at $1.
.....NO. 4 QUEEN-STREET WEST.....
Over Jamieson's Clothing Store, corner of Queen and Yonge-streets.
Other fillings in proportion. Painless extraction by the new method. 136

LIKE

Niagara's mighty torrent is the gigantic selling of the James

EATON BANKRUPT STOCK

Scores and hundreds, yea, thousands, visited the great beehive yesterday and carried off the greatest bargains ever shown in a civilized country.

DO NOT

wait for the news in the papers. Hundreds of things go on sale and are gone in a jiffy and you never hear of them in the papers.

YESTERDAY

saw the first lot of the

EATON GROCERY BANKRUPT STOCK

put on sale, and the greatest selling followed.

Workingmen of Toronto, do you want any clothing?

Eaton

had a magnificent stock of clothing when the concern went down.

BOTSFORD

is now offering all this clothing at nearly half the manufacturers' cost.

NEW STARTERS

in life—you, young man, who have crossed the bridge from singleness and are looking for bargains, and you who haven't, get across quick, for the bridge might be washed away. Do you want carpets and curtains and blinds and bed quilts and sheetings and all such home-like making things?

BOTSFORD

has purchased Eaton's Bankrupt Stock and is offering thousands of yards of carpets and hundreds of pairs of curtains at away down to half the value. No, good people, this is the sale of the century. Eaton's Bankrupt Stock is a stock that might never occur again, and

BOTSFORD'S

prices are tremendously cheap. Come in the morning. Come in the afternoon. Come any time. Bargains. Crowds tomorrow at

84, 86, 88 & 90 YONGE-ST.

A Fair Price

goes as far here as extravagance elsewhere. Don't be fooled by a price nor caught by a catching penny.

McPherson Shoes

are marked in plain figures and the prices are invariably a good slump lower than anywhere else. Our Gents' $3.00 Calf and Shell Cordovan Welts in Bals and Congress are strictly "in it."

George McPherson
Canada's Greatest Shoe Store
186 YONGE-STREET.

OAK HALL—ONE-PRICE CLOTHIERS

Light Weight Overcoats for Men

At this season of the year many men whose business requires them to be out early in the morning or late at night feel the need of an overcoat.

The weather is too warm for an ulster or a heavy coat. Something between is needed. Our stock of coats for present use is worth looking at. For ten dollars or thereabouts you can get an overcoat that will give lots of comfort for the money expended.

OAK HALL
115 to 121 King-st. East Toronto.
The Clothiers.

An Advantage

Our customers have the privilege of selecting goods from the largest stock of Fine Furs in Canada at the lowest prices. Our

Ladies' Sealskin Coats and Capes

are cut by practical pattern makers

36
G. R. RENFREW & CO.
5 King-St. E., Toronto.
35 and 37 Buade-Street, Quebec

TRY

our newly imported stock of Teas and Coffees. All varieties and blends.

We import direct and sell cheap.

R. BARRON
GROCERIES,
726-728 YONGE-ST.
(Cor. of Czar.)
3955

CALEDONIA SELTZER

(from the Sulphur Spring). A better Table Water than any imported and beneficial to drink. All grocers and hotels sell it and J. J. McLAUGHLIN, 153 Sherbourne-street.

ACCOUNTANT WORK.
Books of Merchants, Joint Stock Companies, Building & Loan Associations, Municipalities and others audited monthly, quarterly or annually. Statements of affairs prepared. Books opened. Errors in trial balance located 36
P. CORRIDI,
Public Accountant, 9 Toronto-street.

Varcoe

is showing a fine line of Waterproof Coats; also a fine line of Silk Umbrellas. Call and see them at the new address, 131 King-street west, Rossin House Block.