Trem Lake Superior to Tidewater, A question that is being agitated in various sections of the country just now is the building of some rail or waterway through Canada as a means of securing a larger share of the carrying trade between Lake Superior and the seaboard. In the carriage of freight and grain eastward from Duluth Canada possesses advantages that will before long be of great importance to the carrying reight and grain eastward from Duluth Canada possesses advantages that will before long be of great importance to the carrying of the property have been proposed, and one at least has been decided on and is now being carried out. Among the schemes is that of Mr. Campbell, grain dealer of Montreal, whose ideas on the subject were referred to the other day in The World. His proposal is to deepen the canada so as to permit whaleback londed at Duluth and Port Arthur to proceed to Montreal and there discharge their carry offerce into ocean vessels. The American Complex of the Company of the Collingwood to Toronto. The idea is to use this line for freight purposes only, to have large and specially-built grain carry, and to transfer from whalebacks at Collingwood to Toronto. The idea is to use this line for freight purposes only, to have large and specially-built grain carry, and to transfer from whalebacks at Collingwood to Toronto land with Nova Social coal. This is the schemes that is being agitated by Mr. Moberly, C.B., of Collingwood.

The Hirontario Canal scheme we all know. It is and a proposed, in consistent on with the composed of the control of the control of the proposed of the control of the control of the proposed of the control of the control of the proposed of the control o

Sound. The distance from Duluth to Liverpeol via the Great Northern Line is 800 miles less than the distance via Buffalo. The distance from Farry Sound to Quebeo is 550 miles. In 1892 innety per cent. of the 43,615,569 tons of freight between Buffalo and New York went by rail and ten per cent. by canal. The distance between these two points is just about 100 miles less than the distance from Parry Sound to Quebec. These facts show how much immensely superior is the Parry Sound-Quebec route over the Buffalo route. The former is 800 miles shorter, and it permits vessels of 21 feet draught to come alongside the freight car, while Buffalo cannot receive those of larger draught than 16 feet.

From every point of view Canada seems to have the advantage. It cannot be long before the superior advantages of our great outlet to the sea are utilized by the people of the Northwestern States. But whether Toronto is to profit by the diversion of the traffic through Canada is another question.

New Style Ferry Bridge.

We commend to the attention of the city engineer a new style of ferry bridge, a cut and description of which appear in another part of this issue. This ferry system has been in operation for a short time in Spain, and so far it works all right. It seems to be the very thing for connecting our Island with the mainland at the Queen's Wharf. If a swing bridge were built it would be an expensive plees of work. A stationary bridge would require to be very high to permit of yessels bassing under, and a high bridge in this locality would necessitate approaches at each side of half a mile in length and a very pronounced gradient, all of which means great expense. The bridge that is described elsewhere is not a matter of great expense, we imagine. It seems specially adapted for just such traffic as we have between the city and the Island. A street car rund ow no offers substitutes in this locality would necessitate approaches at each side of half a mile in length and a very pronounced gradient, all of which means great we imagine. It seems specially adapted for just such traffic as we have between the city and the Island. A street car run do wn to the foot of Bathurst-street could be readily put on board the ferry car and in one minute it would be on the Island tracks. The car that runs on the bridge described takes over 150 people per minute. What does Engineer Keating think of the system? and what

The Gravitation Committee has finally got sick of the Hurontario Canal project.
Its one-time strongest supporters on that committee will have nothing to do with it until the promoter-in-chief deposits the \$25,000 called for. This means that the great scheme is practically dead. No sensible man would risk 2500 cents in such a wildcat project. Funeral private. No flowers.

will such a bridge cost ?

The shortage of the hay crop in Great Britain has been fully made up by importations from all over the world. They have all the hay they now require in Eugland, more in fact than they want. The United States sent in the largest quantity, their export of hay to Great Britain this year being 54,319 tons. Canada comes second with 23,517 tons. Argentina is next and Holland fourth England in the beginning of the season cried aloud for help. The whole world listened to the cry and she soon found herself the dumping ground for the world's hay fodder.

Thirty thousand people will read to-might's Toronto Sunday World. Adver-tisers, make a note of that fact.

A New Establishment. Mr. W. J. Taylor has opened out as the manager of a new wine and liquor establishment at 205 Parliament-street. Goods are delivered to all parts of the city, and quality is guaranteed. The best kinds of wines and liquors are always kept in stock.

Had La Grippe.—Mr. A. Nickerson, farmer, Dutton, writes: "Last winter I had La Grippe and it left me with a severe pain in the small of my back and hip that used to catch me whenever I tried to climb a fence. This lasted for about two months when I bought a bottle of Dr. Thomas' Eclectric Oil and used it both internally and externally, morning and evening, for three days, at the expiration of which time I was completely curad."

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SS. MONARCH Is intended to leave Sarnia At 10 p.m. Tuesday, 16th Inst. (Calling next day at Goderich and Kincardine), for SAULT, PORT ARTHUR, FORT WILLIAM and DULUTH, making direct connections for all points in MANITOBA and the NORTHWEST, also KOOTENAY and all BRITISH COLUMBIA and PACIFIC COAST points.

For rates and information apply to any Grand Trunk agent.

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REDUCTION IN CABIN RATES. From Montreal From Quebec at daylight. 9 a.m Not calling Oct 2 Oct. 2 Not calling Nov. 1 AURENTIAN Oct. 14. Oct. 21. Oct. 28. Nov. 4. Nov. 11.

STATE LINE SERVICE NEW YORK AND GLASGOW via Londonderry

STATE OF CALIFORNIA. Noon, Nov. 2
TATE OF NEBRASKA. 10 a.m., Nov. 15
STATE OF CALIFORNIA. 10 a.m., bec. 7
STATE OF NEBRASKA. 3 p.m., bec. 7
STATE OF NEBRASKA. 3 p.m., bec. 21
Cabin passage, Single, \$40 and upward, return,
\$80 and upward, according to location of berth,
Second Cabin \$30, Steerage at lowest through
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between Montreal and Halifax, via Levis, are lighted by electricity.

All trains are run by eastern standard time. For tickets and all information in regard to passenger fares, rates of freight, train arrangements, etc., apply to N. WEATHERSTON,

Western Freight and Passenger Agent, 98 Ecosin House Block, Tork-street, Toronto. D. FOTTINGER, General Manager, Railway Office, Mencton, N.B., 8th Sept., 1893.

ANADIAN

TO THE WORLD'S FAIR

OCTOBER 6 AND 7 OCTOBER 13 AND 14

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Single First-Class Fare Notice of Removal

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SINGLE FARE FOR ROUND TRIP OCT. 6 and 7
To arrive back at destination on To arrive back at destination on or before Oct. 25. OCT. 20 and 21 To arrive back at destination on or bea Nov. 1.

OCT. 27 and 28 THE SHADES RESTAURANT
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Attend Jamieson's Great Fall Opening To-day. The grandest display ever seen in America. An opportunity to buy Order Clothing, Ready-to-Wear Clothing, Gents' Furnishings and Hats and Caps in the Newest Styles, at prices unheard of here before.

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NEW FALL SUITS. Fine Tweed Suits, Newest Cut, \$5, \$7, \$8, \$9 and \$10.

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Venetian Overcoatings, made up in First-Class Style, Newest Cut, Fawn, Greys and Browns, \$5, \$7, \$9 and \$12.

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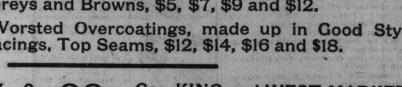
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University College and School of Practical Science. The Annual Convocation will be held at p.m. on

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Cor. of Queen and James-streets.
Graduates can obtain tickets from the indersigned.

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