

THE T. EATON CO.
LIMITED
190 Yonge St. Canada's Greatest Store. Toronto.
190 YONGE STREET, September 27, 1897.

Our Illustrated Catalogue for Fall and Winter mailed free to out-of-town shoppers on receipt of name and address. A postcard will do it.

Another Millinery Event.

On Tuesday and the following days. We might call it a Second Opening of Fall Millinery, so much newness and elegance have recently been added to the department. Richness and excellence, novelty and fashion such as never seen in Canada await visitors here to-morrow. The advanced position we take in the Millinery trade demands the best of everything. Recognizing that fact, we have searched the fashion centres of both continents and placed them under tribute to the refined tastes of Toronto's fair women. The contributions from these markets are ready now for your inspection and criticism. New Pattern Hats and Bonnets direct from London and Paris, two hundred and fifty cases New York Felt Hats, a magnificent collection of Ostrich Feathers, Capes and Boas, hundreds of styles in Fancy Feathers and Wings, together with a grand assortment of Lace Velvets, Plain Velvets, Ribbons, Quilled Chiffons, etc., help to make the stock as near perfection as human skill can easily make it. No matter whether you are to buy or not, you are welcome to see all there is to see. If you can't come Tuesday come Wednesday, Thursday or any day this week. By all means come.

Dress Goods and Silks.

Will share the interest and enthusiasm with Millinery for the next few days. An unequalled assortment of artistic novelties and styles in Dress Fabrics clearly demonstrates the leadership we have attained. Every day we are winning some new friends, thereby establishing ourselves more firmly than ever as "Canada's Great Dress Goods Store." Exclusive novelty, elegance of style and extensive variety, combined with modest prices, make this an ideal place for shoppers.

NEW SUITINGS.

- 32-inch Two-Tone Newest
Suits in all the latest
styles, heavy weight, a very special
offer at..... 50
- 32-inch All-Wool Columbia Tweed
Suits, in very choice new
mixtures, medium and dark colors,
special at..... 75
- 32-inch Two-Tone New Durgott
Suits, in all the latest colors,
as dark green, purple, brown,
new blue, grey, fawn, sage and
black, one of our leaders and
best sellers..... 85
- 32-inch Fine English Coat
Suits, superior quality, very firm
and durable, Ripley finish, choice
colorings..... 1.00
- 32-inch Coat Suits, in fawns,
greys and browns, heavy weight..... 1.25
- 32-inch Fine Broadcloths, very rich
finishes, superior quality, very firm
and durable, Ripley finish, choice
colorings..... 1.25

BLACK DRESS GOODS.

- 32-inch All-Wool Black Fancy
Figured Cheviots, new, neat
patterns, good weight (Ripley's)
\$6.00 and..... 75
- 32-inch Fancy Black Wool and
Mohair Broches, in figures and
stripes, bright effects..... 75
- 32-inch Black Fancy Stripe
Bastings, in choice designs and
a new material, rich in appearance..... 85
- 32-inch Fancy Black Matalasse
Suits, very firm and heavy
weight, new, stylish goods..... 1.00
- 32-inch Black Figured Price
Creeps, in new all-over designs, \$1.
\$1.25 and..... 1.50
- 32-inch Black Wool and Mohair
Stripes and Jacquards, all new
patterns and choice selections,
\$1.25 and..... 1.50

SILK SPECIALS.

- 21-inch Fancy French Plaid Surah
Silk, in bright combinations, all
pure silk, a large range of choice
colorings, regular price 75c, spe-
cial at..... 50
- 21-inch Duchesse Broche, rich satin
finish, new designs, in a full
range of delicate evening tints,
including white and cream, regu-
lar price 75c, special at..... 50
- 20 to 22-inch French Taffeta Bro-
ches, Chene and Swiss Floral
Glosses, in rich combinations, pure
silk, regular price \$1.25, spe-
cial at..... 85

Our three Dressmaking Departments were not so busy with orders as now. Hundreds of fashionable gowns and costumes finished every week to the entire satisfaction of our patrons. A steadily increasing Mail Order trade speaks volumes for the satisfactory work under the supervision of our skilful modiste.

Two Cloak Specials.

- 18 only Girls' Grench Coats, made of fine quality Ger-
man heavy cloth, in cardinal, resede and royal
blue, with black astrachan trimming, sizes 4 to 12
years, regular price \$7 to \$8.50 Tuesday..... 5.00
- 83 only Ladies' New Winter Jackets, in beaver and
covert cloth, colors fawn, brown, navy and black,
double-breasted, velvet collars, regular price \$5 to
to \$6.50. Tuesday for..... 3.00

THE T. EATON CO.
LIMITED
190 YONGE ST., TORONTO.

THE TORONTO WORLD
ONE CENT MORNING PAPER.
No. 83 YONGE STREET, Toronto.
TELEPHONE 1794.
Editorial Room: 1794
Business Office: 1794

WHOLESALE AGENTS FOR CITY NEWSBOYS.
F. W. Beebe..... 301 Spadina-avenue
E. W. Duggan..... 302 King east.
H. W. Williams..... 303 Yonge-street.
Mrs. McCarthy..... 1240 Queen west.
H. Edwards..... 557 Dundas-street.
G. R. Eard..... 707 Queen east.
Branch Office, 70 King-street east (next
Postoffice), Hamilton. Telephone 164. H.
B. Sayers, Agent.

THE WORLD IN THE UNITED STATES.
The Toronto World may be obtained at
the following places in the United States:
New York: St. Denis Hotel News Stand,
Broadway and 11th-street.
Chicago: The World News Co., 40 Con-
gress-street west.
Buffalo: L'Espresso Hotel News Stand.

TROLLEY EXTENSION IN THE EAST.

The people living in the villages and townships immediately east of the city limits are beginning to lose their patience over the delay that is taking place in the extension of the trolley lines in their direction. Up Yonge-street the cars run out to Richmond Hill, a distance of 14 miles. Along Dundas-street they run to Weston and Lambton, and the Mimico line along the Lake Shore-road goes westward as far as Long Branch. In the matter of trolley extension the east end has certainly been sidetracked and the farmers and other residents have a just grievance. There are three main objections from the east, viz., Queen-street, the Kingston-road and Danforth-avenue. Queen-street runs eastward to Victoria Park, which is just on the town line between York and Scarborough. The Toronto Railway Company is anxious to extend its system to the park, and will do so as soon as its difficulty with the Toronto village is settled. The Kingston-road, running midway between Queen-street and Danforth-avenue, is a much-travelled highway, leading, as it does, through one of the best agricultural districts of Ontario. It is thickly settled all along by market gardeners, dairymen and farmers. The trolley runs only 1 1/2 miles along this highway, or to the town line between Scarborough and York. The Toronto Railway management has declared its intention of extending this line to the Halfway House, or to Highland Creek, but it seems this extension, too, hangs fire on account of the same difficulty that prevents the extension of the Queen-street line. Danforth-avenue begins at the head of Broadview-avenue and is practically an extension of Broadview-avenue. The Broadview-avenue trolley line terminates at the western extremity of Danforth-avenue. The people living along this highway are very anxious to have the Broadview-avenue line extended to Little York and Scarborough Junction, and they are agitating that question at the present time. The extension is certainly much needed and it is generally believed the line would pay, as it runs through several well-settled districts. The construction of this line would obviate the necessity of extending the Toronto and Scarborough tracks across the Main-street bridge in East Toronto village. The city of Toronto has a joint interest with York Township in Danforth-avenue, from its western terminus to Greenwood-avenue. There are a few city residents along the former city should allow the railway company to lay its tracks on this avenue without exacting the customary mileage. While there may be an excuse for the deadlock that prevents the extension of the tracks along Queen-street and the Kingston-road, there is none for the delay in the extension of the trolley service along Danforth-avenue. The city should take an active interest in securing trolley lines in all directions. If the people of the township can come to an arrangement with the railway company for extending its tracks to Little York the city should help the project in every way it can.

BLACK SILK SPECIALS.

- 21-inch Black Silk Bengaline, extra
heavy weight, good weight, very
dye, wear guaranteed, special at..... 75
- 21-inch Black Chambray Dress
Silk, extra fine even finish, will
not cut or crease, a regular
black, pure dye and wear guaran-
teed, special at..... 1.00
- 21-inch Black Columbia Triumph
Dress Silk, beautiful serge finish,
rich lustrous black, pure dye,
wear guaranteed, special at..... 1.25
- 21-inch Black Damask Broches,
extra heavy weight, rich satin
finish, in the latest Paris designs,
pure silk, special at..... 1.25
- 21-inch Black Waterproof Dress
Silk, a rich, fine, soft cord, will
not cut or crease, a rich, pure
dye, wear guaranteed, special at..... 1.50
- 21-inch Fancy Mohair Antique, a
beautiful skirting novelty, in the
latest Paris designs, special at..... 1.75

REAL TAHTANS.

- 37-inch Scotch and Fancy Plaids,
good weight and large assortment,
special at..... 25
- 40-inch All-Wool Scotch Tar-
tan Plaids, excellent quality and
weight, special at..... 40
- 40-inch All-Wool Scotch Tar-
tan Plaids, also real clan pat-
terns, beautiful combinations, regu-
lar price 75c, special at..... 50
- 40-inch Silk and Wool Poplin
Plaids, very firm cloth and
choice patterns, regular price 85c,
special at..... 65
- 32-inch Real Scotch Tartans, in all
the leading clans, in dress weight
and heavy suiting weight, regu-
lar price \$1.10, special at..... 85

SIR WILFRID LAURIER'S FIGURES.

While "The World" is always ready to acknowledge the wonderful command of language possessed by Sir Wilfrid Laurier, it has frequently had to expose his weakness in dealing with commercial questions demanding even a moderate knowledge of figures. His speech at the Montreal banquet affords a lamentable illustration of his ignorance of the position of Canadian commerce. Referring to the question of transportation, he said: "The St. Lawrence is the great outlet for the trade between Europe and America. Mark my words; I do not say that the St. Lawrence is the great outlet for the trade between Europe and Canada." "The products not only of Ontario, Quebec and Manitoba, but of the States of Ohio, Illinois, Michigan, Wisconsin, Minnesota and Dakota must, sometime or another, find their way to Europe over the St. Lawrence route." This was all well enough, and we can all hope that Mr. Laurier's sanguine anticipations may be realized. Mark, however, what followed the above

quotations: "At present, sir, our enterprising neighbors carry not only their own products to Europe, but at least 90 per cent. of ours." The worst enemy of Canada could hardly give utterance to a statement more disparaging to the enterprise of its people, and to the efficiency of its canal, railway and ocean steamship service. Foreign capitalists and merchants may well ask the question: Is this all that Canada's immense expenditure on public works has been able to accomplish? If the facts were as represented by Sir Wilfrid Laurier, it would be deplorable. Fortunately his statements are absolutely incorrect and untruthful, and are very discreditable to him, either as a politician or statesman. What are the facts in the case, as established by the trade and navigation returns of the Dominion and the official reports of the foreign commerce of the United States?

Trade and navigation tables show that the total value of the produce of Canada exported during the year ending June 30, 1896, was \$109,915,357. Table No. 12, page 53, shows value of domestic goods exported seaward, via the St. Lawrence, \$39,427,125. There is no table showing the value of goods shipped from Halifax, St. John or other ports in Maritime Provinces, through which considerable quantities of grain, flour, etc., from the Western Provinces were exported.

The annual report of the foreign commerce of the United States for same year shows that the total value of all the Canadian merchandise shipped through United States ports was some-where between \$15,000,000 and \$16,000,000, only part of which was for Europe. The exact figures cannot be arrived at, but it is clear that three-fourths at least of all the Canadian produce exported to Europe is shipped from Canadian ports. Mr. Laurier says \$109,915,357. The value of it is exported through United States ports. There is another feature of the export trade which Mr. Laurier omitted to refer to, viz., the export of United States produce through Canadian ports. On page 503 of the trade and navigation tables, it is shown that Canada exported in merchandise, mostly the produce of the United States, value \$8,006,738, principally grain, flour, etc. On page 54 of same tables, it is shown that in addition to this there was received at the port of Montreal alone from the United States, for transshipment to other countries, in above year, merchandise of the value of \$14,191,628. All of which shows that there was more United States produce exported through Canadian ports than was shipped from Canadian ports. Considering the great advantage which the United States has over Canada in winter in its much shorter route from Western Canada to the seaboard, it redounds to the credit, not to the discredit, of the Dominion, that it has accomplished what it has done. It might have been expected that the Government of Canada should take every opportunity of presenting its commerce in as favorable a light as the facts would admit of. It is mortifying to find him displaying such ignorance as is shown in his treatment of the subject on such an important occasion.

This 90 per cent. calculation is applied to another branch of the transportation question. He says: "I will not be satisfied until the day comes when we shall carry not only the whole of our own products, but 90 per cent. of American products as well over our Canadian route." Such nonsense is unworthy of notice. Sir Wilfrid says: "Some day or other I hope it will be my privilege to expose these views of mine to an American audience, and I shall then appeal to their intelligence and business acumen on this ground, that it is useless to fight against the laws of nature. Nature has made of the St. Lawrence the great outlet for the trade of this continent, and our neighbors, as well as ourselves, will have to submit to the laws of nature." We hope that the level-headed colleagues of the Premier will keep him and his 90 per cent. calculations at home, and save Canada from the ridicule with which such pretensions will be received. Mr. Laurier is a very eloquent man, but eloquence is often dangerous. His mission to England has proved a disastrous one for Canada. With his eloquence and love of popularity, he surrendered, or at any rate, delayed, and imperilled the substantial trade advantages which we had every reason to expect in return for the preferential trade policy. If allowed to proceed on a mission to the United States, with his pet idea of conciliation, we fear that he will find Yankee politicians too smart for him, and that he will grant valuable concessions in exchange for worthless pledges.

THE FIRE DEPARTMENT.

The conduct of the firemen at Friday night's fire continues to be a subject of lively interest among citizens generally, and especially among those who are interested in downtown property. There is a general opinion current that the chief is not qualified for the onerous position he occupies, while it is said the firemen are inefficient and are lacking in discipline. The serious accident which occurred on the night of the fire is of itself prima facie evidence that the brigade is running to seed. If the men had been subjected to proper training and discipline the accident would not have happened. Nothing short of an independent investigation by the public, not only to locate the responsibility for the loss of life that occurred, but to determine how far the charge is true that the chief and men are incompetent and inefficient. The public would like to learn just what discipline the

men are subjected to and what system the officers of the brigade pursue to minimize the loss by fire. Do the officers, for instance, make a practice of visiting all the important buildings in the city, so as to know their characteristics and be ready to fight fire should it break out in any of them? Do they know all the lanes and all the hallways that could be used to advantage for conducting hose in the case of fire? Do they know the location of every hydrant or have they ever recommended the placing of a hydrant in a lane such as that in which the fire occurred on Friday night? Do they study beforehand how they would tackle a fire if it occurred in any given building? Is it true that the men spend all their time sitting in chairs when they should be drilling? These and a hundred other details the public would like to be apprised of. An investigation before an impartial tribunal must be insisted on.

HYDRAULIC & ELECTRIC ELEVATORS.

The firms who have tendered for hydraulic elevators for the court house make this statement, which they say is intended to prove: They state that when all the items of expense are included, taking into consideration initial cost and maintenance, that an hydraulic system of elevators is cheaper than one operated by electricity. The World does not profess to be able to decide this question, but we believe the statements of the hydraulic men are well founded, and we certainly insist that the Board of Control should not accept any tender until it has discussed the relative economy of the two systems. The hydraulic is safer than and equally as efficient as the electric elevator. If, in addition, it is the more economical, it is the system which ought to be selected. The people are taking up a little interest in this elevator question, and the Board of Control will do well to give it due consideration.

SIFTON OFF TO KLONDIKE.

The Government Party Leave for the Gold Fields—Proposition for a Railway to Klondike.

Ottawa, Sept. 25.—The Government party which leaves this afternoon Yukonwards consists of Hon. Clifford Sifton, Major Walsh, Justice McGuire, A. G. McArthur, secretary to the administration; Fred Wade, registrar and clerk of the peace; Mr. Collie, private secretary to the Minister; H. Bliss, accountant in the territory; Mr. McGregor and Mr. Norwood, mine inspectors; Mr. Pattullo of Woodstock of Major Walsh's staff, and Dr. Cameron of Edinburgh, Scotland, who, although not of the party, will be in with them. He secured this privilege through the friendship of Lord Strathcona and Mount Royal. Most of these men are going through to Dawson, but not all. Mr. Sifton intends to cross the pass and then return to Ottawa. He will likely choose the Chilkoot and the White Pass, which they say has fallen into bad odor.

The deposits in the Government Savings Bank of August were \$715,000 and the withdrawals \$600,000. The Government have decided to extend the preferential tariff to British India. Application will be made by private parties to Parliament next session for a bill to incorporate a company for the purpose of constructing and operating a railway from a point near the head of Chilkoot Inlet on the Yukon River, following as closely as practicable Dalton's trail, with a view to connecting the coast and all necessary powers and privileges pertaining thereto; also to secure land and other rights from the Government of Canada, provincial or municipal bodies, corporations or persons to aid in the construction of said railway.

Sr Adolphus May Remains.

Quebec, Sept. 25.—Regarding the rumor that Sr Adolphus Chaplain is to retain his post as chaplain of the Province for a second term, the Premier will not make any remarks. However, he has been stated by a prominent Liberal that the Government does not find it at present expedient to appoint a successor to Sr Adolphus Chaplain, the present Governor, whose term expires next December. The length of his term will be indefinitely lengthened.

Mrs. Mason Buried.

Many friends attended the funeral of Mrs. Alfred J. Mason on the Jarvis-st. residence Saturday afternoon. The services were conducted by Rev. H. Bowler, Rev. James Allen and Rev. Dr. Workman. The pallbearers were Octavius and Henry Newcombe, brother-in-law of Mr. Thomas G. Mason, brother-in-law of Major P. L. Mason and W. B. Mason, nephews.

Every man watches his balance in the bank, and it is useless to say that the cash account, pretty closely. There is another ledger account that the average man entirely forgets to his own undoing. It is his account with death. It is more important than a "profit and loss" account, for it is a "life and death" account. It is a man's duty to himself and family to look up this account every day and see that the balance is on the right side. It doesn't pay to let this account run on, and have it debited with indigestion, and then impure blood, and finally nervous exhaustion, or prostration, or deadly consumption. When these diseases come it means a debit balance with death brought down in the blood red ink of another life sacrificed on the altar of foolish overwork and neglect of health. Dr. Pierce's Golden Medical Discovery makes the appetite keen, the digestion active, the liver active and the blood pure. It is the great blood-maker, flesh-builder and health-giver. It makes firm, healthy flesh, makes not produce the nervous or raise the weight above nature's normal. It cures 98 per cent. of all cases of constipation, indigestion, flatulency, catarrhal affections. Honest dealers don't urge substitutes.

Any wife had suffered for seven years with dyspepsia, sick headache and constipation, writes Mr. Alonzo D. Jameson, of Dunbar, Merri-
mass, Me., U. S. A.: "I was cured by many kinds of medicine, but all were of no avail. I was cured by Dr. Pierce's Golden Medical Discovery, which together with the pleasant Peppermint, has entirely restored my health. I am now a healthy man, and I thank you for these valuable medicines."

It may save a life. Send 3 one-cent stamps to cover cost of catalogue and mailing only, to N.Y.'s Dispensary Med. Association, Buffalo, N. Y., for a paper-covered copy of Dr. Pierce's Common Sense Medical Adviser, cloth binding 50c. Contains 100 pages, over 300 illustrations—a valuable medical library in one volume.

EARTHQUAKE IN MAINE.

The Town of Ellsworth Was Shaken up for 10 Seconds.

Ellsworth, Me., Sept. 25.—An earthquake shock was felt here at 1:01 this afternoon, with rumbling from the southwest. The houses shook, windows and dishes rattled, the vibration lasting for ten seconds. The sky was clear and the thermometer was 72 above zero. The shock was also noticed in other towns in the county, and in Steuben and Washington counties.

Should be Attended To.

Editor World: It is about time the city authorities would give some attention to the dangerous state of the dimly sidewalks they have laid through the Queen-street subway, as I know of several accidents occurring to pedestrians, especially ladies, passing through. If the city wish to avoid a suit for damages they will attend to it.

NOTICE.

Notwithstanding the fire which occurred in our premises Friday morning, business is being continued as usual.

H. P. ECKARDT & CO.

THE Monster Shoe House

TWO LARGE STORES: 210 Yonge Street, 510 Queen West.

LAST WEEK

of the G. BRESSE & CO.'s stock purchased by us at 42 1/2c on the dollar. If you don't secure a pair of shoes at about half the wholesale price—it is your fault.
SPECIALS FOR TO-MORROW—TUESDAY.
880 pairs Men's Lace Boots—calf, patent leather and Dongola. Reg. 92.00
400 pairs Men's Boston Calf Lace Boots, hand-made, wholesale price \$1.10—Tuesday..... 70c
510 pairs Boys' Boston Calf Lace Boots, sizes 11, 12, 13, 1 and 2. Wholesale price 70c—Tuesday..... 40c

W. J. GUINANE,
210 Yonge Street. TWO STORES: 510 Queen West.

Young Men! WHY REMAIN UNINSURED?

when it costs, at age 25, only 71-3 CENTS A DAY per year for \$1,000 Policy of Insurance on the COMPOUND INVESTMENT PLAN of the

North American Life Assurance Company

The Special Features of this Plan are: The loan of all premiums beyond the tenth year, or the return of all premiums beyond the tenth year in addition to the face of the policy, should death occur within the investment period. The policy is written on the Whole Life, Limited Payment Life and Endowment Plans, and is convertible into cash in 15 and 20 years without sacrifice, thus making it a very attractive form of investment for young men to secure. For pamphlets containing full particulars address

WILLIAM MCCABE,
Head Office: Toronto. Managing Director.

BIG FIRE AT TEESWATER.

Many Places of Business Destroyed—Where the Fire Originated—The Losses and Insurance.

Teeswater, Sept. 25.—A disastrous fire occurred here early this morning, resulting in the total destruction of the following properties: Frame building, owned by S. Softley, Toronto, occupied by Dr. Gordon, dentist; large frame building, occupied by M. H. Hovson, grocer, owned by Caldwell, Burton & Spence, Toronto; frame building, owned by M. Haden, Toronto, occupied by Miss Bell, milliner, and Misses' lively stable, including five horses and all the rigs. Losses: S. Softley, \$500, insurance not known; Dr. Gordon, saved contents; Caldwell, Burton & Spence, \$1000, insurance \$800 in London; M. H. Hovson, contents saved, loss fully covered by insurance in Western; John Miles lost \$2700, insurance in Western for \$1000 and Wellington Mutual for \$800; Miss Bell, contents partially saved; M. Haden, building, the firemen saved Ferguson Bros.' large contents partially saved; M. Haden, building, in which the Public Library is located. The fire originated in Misses' lively stable.

FEVER-STRIKEN BILOXI.

Factories all Closed Down in the Afflicted Town and New York Has Been Asked for Aid.

New York, Sept. 25.—An appeal for aid from the Mayor and Common Council of Biloxi, Miss., was received by Mayor Strong at the City Hall to-day. The appeal set forth that yellow fever prevailed in that city, and all the factories and other industries had been closed down, thus throwing the laboring people out of employment, and that the sick are all of that class. The funds obtained in this way are to be used for the sick alone.

THE TOWN OF ELLSWORTH WAS SHAKEN UP FOR 10 SECONDS.

Ellsworth, Me., Sept. 25.—An earthquake shock was felt here at 1:01 this afternoon, with rumbling from the southwest. The houses shook, windows and dishes rattled, the vibration lasting for ten seconds. The sky was clear and the thermometer was 72 above zero. The shock was also noticed in other towns in the county, and in Steuben and Washington counties.

Should be Attended To.

Editor World: It is about time the city authorities would give some attention to the dangerous state of the dimly sidewalks they have laid through the Queen-street subway, as I know of several accidents occurring to pedestrians, especially ladies, passing through. If the city wish to avoid a suit for damages they will attend to it.

EARTHQUAKE IN MAINE.

The Town of Ellsworth Was Shaken up for 10 Seconds.

Ellsworth, Me., Sept. 25.—An earthquake shock was felt here at 1:01 this afternoon, with rumbling from the southwest. The houses shook, windows and dishes rattled, the vibration lasting for ten seconds. The sky was clear and the thermometer was 72 above zero. The shock was also noticed in other towns in the county, and in Steuben and Washington counties.

Should be Attended To.

Editor World: It is about time the city authorities would give some attention to the dangerous state of the dimly sidewalks they have laid through the Queen-street subway, as I know of several accidents occurring to pedestrians, especially ladies, passing through. If the city wish to avoid a suit for damages they will attend to it.

EARTHQUAKE IN MAINE.

The Town of Ellsworth Was Shaken up for 10 Seconds.

Ellsworth, Me., Sept. 25.—An earthquake shock was felt here at 1:01 this afternoon, with rumbling from the southwest. The houses shook, windows and dishes rattled, the vibration lasting for ten seconds. The sky was clear and the thermometer was 72 above zero. The shock was also noticed in other towns in the county, and in Steuben and Washington counties.

Should be Attended To.

Editor World: It is about time the city authorities would give some attention to the dangerous state of the dimly sidewalks they have laid through the Queen-street subway, as I know of several accidents occurring to pedestrians, especially ladies, passing through. If the city wish to avoid a suit for damages they will attend to it.

AT DRY GOODS

New Building Addition

OPENS TUESDAY

To secure greater convenience for purchase have added the recent premises east, devoured floor space required to

HOUSEFURNISHING

We have centralized all the department into one location on the new building in this branch can be obtained at a great discount. To insure this change we have a grand

Special Price

To Commence in the Housefurnish Department...

LINEN DAMASKS.

Opened up and marked off this event a large consignment of Damask—slightly imperfect, class order, consisting of Table Cloths, Linen Damask, Napkins, etc.

One-third Less

than regular prices, afford a great opportunity in this line of excellence and the defects. In addition to this regular goods on regular prices before shown in Linen Damask. Sizes 2 by 2 yards, 3 by 2 1/2, 2 1/2 by 3 1/2, 3 1/2 by 4 1/2, 4 1/2 by 5 1/2, 5 1/2 by 6 1/2, 6 1/2 by 7 1/2, 7 1/2 by 8 1/2, 8 1/2 by 9 1/2, 9 1/2 by 10 1/2, 10 1/2 by 11 1/2, 11 1/2 by 12 1/2, 12 1/2 by 13 1/2, 13 1/2 by 14 1/2, 14 1/2 by 15 1/2, 15 1/2 by 16 1/2, 16 1/2 by 17 1/2, 17 1/2 by 18 1/2, 18 1/2 by 19 1/2, 19 1/2 by 20 1/2, 20 1/2 by 21 1/2, 21 1/2 by 22 1/2, 22 1/2 by 23 1/2, 23 1/2 by 24 1/2, 24 1/2 by 25 1/2, 25 1/2 by 26 1/2, 26 1/2 by 27 1/2, 27 1/2 by 28 1/2, 28 1/2 by 29 1/2, 29 1/2 by 30 1/2, 30 1/2 by 31 1/2, 31 1/2 by 32 1/2, 32 1/2 by 33 1/2, 33 1/2 by 34 1/2, 34 1/2 by 35 1/2, 35 1/2 by 36 1/2, 36 1/2 by 37 1/2, 37 1/2 by 38 1/2, 38 1/2 by 39 1/2, 39 1/2 by 40 1/2, 40 1/2 by 41 1/2, 41 1/2 by 42 1/2, 42 1/2 by 43 1/2, 43 1/2 by 44 1/2, 44 1/2 by 45 1/2, 45 1/2 by 46 1/2, 46 1/2 by 47 1/2, 47 1/2 by 48 1/2, 48 1/2 by 49 1/2, 49 1/2 by 50 1/2, 50 1/2 by 51 1/2, 51 1/2 by 52 1/2, 52 1/2 by 53 1/2, 53 1/2 by 54 1/2, 54 1/2 by 55 1/2, 55 1/2 by 56 1/2, 56 1/2 by 57 1/2, 57 1/2 by 58 1/2, 58 1/2 by 59 1/2, 59 1/2 by 60 1/2, 60 1/2 by 61 1/2, 61 1/2 by 62 1/2, 62 1/2 by 63 1/2, 63 1/2 by 64 1/2, 64 1/2 by 65 1/2, 65 1/2 by 66 1/2, 66 1/2 by 67 1/2, 67 1/2 by 68 1/2, 68 1/2 by 69 1/2, 69 1/2 by 70 1/2, 70 1/2 by 71 1/2, 71 1/2 by 72 1/2, 72 1/2 by 73 1/2, 73 1/2 by 74 1/2, 74 1/2 by 75 1/2, 75 1/2 by 76 1/2, 76 1/2 by 77 1/2, 77 1/2 by 78