THE TORONTO WORLD

A One-Cent Morning Newspaper

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MONDAY MORNING, NOV. 1, 1886.

Amusements This Day and Evening.

Grand Opera House—Mlle. Rhea—"The Romance of a Poor Young Man."
Toronto Opera House—Roland Reed—"Humbug."
Shaftesbury Hall—Chamber Music Association Concert.
Yonge-street Opera House—Afternoon and Evening—"Unlime."
Mutual-street Rink—Queen's Own Military Tournament.

Telegraphic War.

The Canadian Pacific Railway Company are alleged to have commenced the construction of telegraph lines intended not only for the transaction of their own business, but also for the use of the general public. It is alleged further that in violation of agreements made with the Montreal and Great Northwest Telegraph Companies by certain railways in Quebec the Canadian Pacific on purchasing these roads are now working the telegraph wires thereto belonging. It is still further alleged that the Canadian Pacific design to extend their Telegraph system over the entire Dominion, and by competition with the existing company compel a sale of its wires or an amalgamation of interests. The accuracy of these reports is still doubtful. Having command of large means, the Canadian Pacific is in a position to press a rival telegraph company hard and to dictate its own terms of settlement. It is understood that the Great Northwestern Company which took over the joint businesses of the Montreal and Dominion lines has made little by its venture, and has therefore called upon the Montreal Company, which receives the bulk of the profits of the lines, to fight the battle with the Canadian Pacific if indeed a battle is to be fought and not a surrender to be made.

Since the introduction of telegraphs into Canada in 1846 there have been three attempts to establish rivals to the first established company—the Montreal. It would be wrong to say that no good resulted to the public from these attempts, because they undoubtedly caused the extension of the wires to many remote places which would otherwise have been passed by, and at times prices have been reduced. But each attempt at competition has proved a failure; the new lines have been gobbled up by the old and it may be concluded that while the stockholders of the companies have suffered much loss the public have paid more for their despatches during a series of years than would have been necessary had the telegraph system been regulated by government. Telegraphs are in fact a good deal like railways and gas—competition ends in amalgamation and a consequent loss of capital and increase of rates.

We do not say that it would be wise for the Government of Canada to purchase the telegraph lines, though we can imagine circumstances arising which would render that step imperative. But we do say that it would be wise to provide by means of such a commission as is proposed for railways some method of checking undue competition and regulating the cost of despatches. The public would be as well served as now and ultimately at less outlay. If the present *contretemps* ends in a change of name of the controlling company no harm will be done. If there is a bitter war, there will be a loss of capital and the public will be compelled to pay at least a portion of the loss.

The Garrison Creek Ravine.

We would again remind the citizens of two motions, which will probably be made in the council to-night by Ald. Johnston. One will be to the effect that the part of the Garrison Creek ravine lying south of Queen-street be improved so as to form part of a series of parks and drives, and it is expected will be referred to the Property Committee. The other, which should go to the Legislative Committee, will recommend that the council ask for a Provincial Act to authorize expropriation of the same ravine, along with two hundred feet on each side of it, all the way from Queen-street to Bloor-street. If we are correctly informed, a majority of the aldermen are in favor of both resolutions, as is also the Mayor.

Meantime Mr. John Hallam, Mr. Mark H. Irish, and other public-spirited citizens, have in hand a scheme of still larger proportions. They propose to improve the Rosedale ravines, and to make fine drives of them, also to continue a drive down the Don Valley, making connection with public parks east, west and north—the Exhibition Grounds, High Park, Bellwoods, St. Alban's Park, that is to be, the park at the Don, etc. What is contemplated is a series of drives and parks all connected, from the Don to the Humber, and away north of the present city limits. And no part of the scheme should conflict with any other part; rather should each particular part be a support to all the rest. Should Ald. Johnston's motions be favorably received by the council it will give fresh impetus to the whole scheme for parks and drives that will be a credit to the city, and will materially hasten a successful result.

According to the Mail Mr. Fraser is not only the evil genius of Protestantism in the Ontario Cabinet but also the potential opponent of the Scott Act. Our contemporary magnifies Mr. Fraser's importance in a way that must appeal to any germ of vanity there may be in that gentleman's composition. If he can do all that is attributed to him in the above connection his colleagues must be extremely light weights, and nobody believes that.

Dan Rice claims to be heir to 300,000 acres of Texas land, which is another instance of a circus clown's partiality for an old joke.

Some months ago Mr. Laurier made a foolish speech on the Riel question, and there is therefore some talk of mobbing him should he attempt to speak in London. Violence would almost make him believe that he was at one of those Quebec meetings where Mr. Chapleau was mobbed, but this province cannot afford to imitate Quebec methods.

The recent railway slaughter at Rio calls renewed attention to the inflammable character of passenger coaches. They are as dry as so many tinder boxes, and when they take fire from an overturned stove or a broken lamp it is almost impossible for the imprisoned survivors of an accident to make good their escape. The suffering in such cases is horrible to contemplate, and it is enough to make even a veteran traveler nervous to reflect that such suffering may some day be his portion. The railway car stove is still a feature on some roads, and inflammable and explosive illuminating oils are still widely used, though science and invention have provided less dangerous substitutes. Science, too, can render the woodwork of the cars incombustible, and it is strange that in this boasted age of progress she has not been called upon to do so. We should think that such improvements would pay the company in the long run, for the cost of railway accidents must be greatly aggravated by the damage done by the fires which so frequently ensue.

The glut of grain in the western and northwestern states is almost unprecedented. Although prices are down in the depths there appears to be no holding back of grain such as has been common in other years when prices did not suit holders. Breadstuffs are coming on in avalanches that threaten to choke the channels of trade, but this does not seem to have much effect upon the price of bread.

Maybe when Michael Davitt gets married he will modify his views about the beauties of home rule.

The Ingersoll Chronicle opposes a movement on foot among the Liberals of South Oxford to nominate Sir Richard Cartwright for that riding. It wants a local man, and reminds its friends of the result of Mr. Edgar's candidature in South Oxford.

There appears to be a good deal of trouble brewing in divers portions of the Old World. Though the Bulgarian question looms up the largest at present, it is quite possible that the lightning may strike in some other spot, Egypt or Afghanistan, for instance. If the truth were known, it might be found that France's demands for the evacuation of Egypt and the revolt in Afghanistan are the fruits of Russian influence. It is noteworthy, too, that the conquest of Burmah is apparently farther from completion than it was a year ago, and fresh drafts are being made upon the resources of the Indian Government to carry out the work. Lord Salisbury's intention of keeping out of continental complications is praiseworthy, but it is one thing to propose a policy of non-intervention, and quite another to successfully pursue it.

It is stated that the French Canadians of Essex want to have one of their number appointed to the Senate, in the room of the late Mr. Northwood, and that Mr. Patterson, M.P. of Windsor, is working the oracle in that behalf. Such an appointment might help to save Mr. Patterson's bacon in Essex, but it might also help to cook the goose of more than one Conservative candidate elsewhere. It would be said that the French were being permitted to control the patronage in both their own province and in this, and there would be much dissatisfaction created throughout western Ontario. Moreover, such an appointment would increase the awkwardness of the Mail's position. It would be compelled to either denounce the selection or tacitly admit that its talk against French domination is merely talk. Indeed we do not see how the Mail could continue to support Sir John if the vacancy were so filled, but the latter will probably leave it unfilled until after the elections.

Mr. Mowat's page-and-a-half open letter, in the Globe of Saturday indicates that he feels the pressure of the new provincial policy adopted by the Mail, and probably designed also for Mr. Meredith's adoption, now that the Riel cry has demonstrated its influence in Quebec. Mr. Mowat might profitably have condensed his argument, if his object were to secure its general perusal, but probably his design is to provide his supporters throughout the country with an exhaustive brief for use in the coming campaign. Mr. Mowat's best point is that the attacks made upon Mr. Masson originated with the same party that now makes those attacks grievances against the Ontario Government.

The Tobacco Habit.

Editor World: Every argument used by Mr. Good in support of the tobacco habit applies with equal force to the alcohol habit. He loses sight of the principal objection to the use of tobacco, an objection which does not apply to the moderate use of wine—that the fumes of tobacco, of any kind, are offensive to the non-smoker. Mr. Good is, I presume, a Christian, and believes in the sound Christian principle of not wantonly offending or annoying his fellow-creatures. Unfortunately, most smokers, in the use of the weed, forget to be gentlemen. They smoke on the crowded street, in public halls, even in private houses where they happen to be the guests of people to whom the fumes of tobacco are a nauseating stench. Few places are sacred from the intrusion of the smoker, and this alone ought to be sufficient to lead any right-thinking man to refrain from the use of tobacco.

Toronto, Oct. 30. NON-SMOKER.

"Temperance Drinks."

From the Family Herald, London, Eng.

Some instructive information respecting "temperance drinks," as they are called, is to be found in the report for the past year of the Principal of the Laboratory of the Inland Revenue Office. Among the analyses of beer and malt made by the department during the twelve months, were 425 samples of "botanic beers" and other temperance beverages, more than one-half of which, it is stated, contained over the legal 2 per cent. proof spirit, the range extending from a mere trace up to 25 per cent. In nineteen of the latter cases the samples, although represented as non-intoxicating, contained as much spirit as—or more than—ordinary ale and porter. On the label of a professedly non-alcoholic beverage which was analyzed a short time ago, it was asserted that total abstainers who consumed it were both pleased and surprised at its "comforting and exhilarating effects." The reason of their pleasure and surprise was, the Principal of the Laboratory remarks, obvious, inasmuch as the beverage in question contained no less than 23 per cent. of proof spirit.

A Medical Opinion on University Federation.

Canadian Practitioner: It gave us great pleasure to see at the last meeting of Convocation of University College, Dr. Wilson and Dr. Nelles—the two distinguished presidents of the great colleges which, in the future, are likely to be friendly rivals in the work of preparing students for the various examinations of Toronto University—working cordially together in the interests of higher education. There can be no doubt that the medical profession will derive great benefits from the impetus thus given to the cause of higher education, especially as the Medical Council is willing to co-operate in the good work of raising the status and standing of the various examinations for medical students.

Important.

—When you visit or leave New York City save baggage expressage and $3 carriage hire and stop at the **Grand Union Hotel**, opposite the Grand Central Depot.

613 rooms, fitted up at a cost of one million dollars, $1 and upwards per day. European plan. Elevators. Restaurant supplied with the best. Horse cars, stages and elevated railroad to all depots. Families can live better for less money at the Grand Union Hotel than at any other first-class hotel in the city. cd

How He Saved His Girl.

From the Tilsonburg Liberal.

While a young couple were having a walk out towards the junction they were overtaken by the special train from that way, and if it had not been for the young man's presence of mind, they would have been run over. He gallantly sprang to the rescue of his companion, clasped her in his arms and jumped to one side of the track, thus escaping an untimely death, for the engine was almost upon them.

Clinical Teaching in the General Hospital.

Great improvements, says the Canadian Practitioner, have been made this year in the course of clinical instruction given in the Toronto General Hospital. Three hours of each day are now devoted to clinical work. From 1.30 to 2.30, the out-patients are admitted by a member of the staff and cases of interest are commented upon. From 2.30 to 3.30 a set clinic is given by a member of the staff. Many cases, such as those of nervous diseases, may be demonstrated to a class of 200 students as easily as to ten. Although much has been said against this method of teaching it has no doubt its advantages when the class of students is large and cannot readily be divided into smaller ones. From 3.30 to 4.30 bedside clinics are given. A physician and a surgeon go around the wards, each one taking with him a dozen students. These bedside clinics are the most important of all, as the student then comes in actual contact with the patients. It is only in this way that auscultation and percussion can be properly taught, as well as many other methods of physical examination.

VICTIMS OF THE RIO WRECK

TWENTY SAID TO HAVE PERISHED IN THE BURNT CAR.

List of Those Positively Identified—Thrilling Experiences of a Medical Student—Story of the Brakeman Alleged to be Responsible.

MILWAUKEE, Oct. 30.—From day to day the mortality in the wreck of the St. Paul limited express at East Rio assumes larger proportions. To-night it is definitely known that at least seventeen perished and the probabilities are that the victims number more than twenty. Telegrams were received here to-day from New Haven, Conn., stating that Jas. P. Parker of that city was on the train. He was a merchant of about 45 years.

Two of the three loggers who were burned to death were Frank Guyer and Joseph Plant. They boarded the train in Chicago and were joined in this city by their companion, whose name is unknown.

The death list of those identified includes: Mrs. C. Sherer of Winona. Mrs. R. Jones of Rush City, Minn. Louis Brinker and Emil Walterdorf, Columbus, Wis. Sisters Alphonse and Dionesia of Winona, Minn. The novice Albertine Schmidt of New Cassel, Wis. Frank Guyer and Jos. Plant of Chicago and an unknown comrade. Mrs. Chas. H. Marr of Houghton, Mich. J. H. McNeon. Mrs. Alva Winter and Mrs. Jane M. Beebe of Kalamazoo, Mich. Mrs. P. Latz and child of Stillwater, Minn. Chas. Dibble, a commercial traveler from Rochester, Minn.

The Only Man Who Escaped Alive.

COLUMBUS, Wis., Oct. 30.—Charles Smith, the Chicago medical student, the only man who escaped alive from the passenger coach, is lying yet at the hotel here unable to be moved. He had a bad wound on the side of his head, just back of and above his temple, and a great many cuts and bruises about his face and neck. His broken arm is apparently doing well, but the terrible shock sustained by his nerves and the memory of the horrible sights he saw while his traveling companions were roasting alive in the car overcomes him, and his mind at times is wandering and flighty.

"I had a double seat to myself, about the middle of the car," he said to a correspondent, "and was sleeping at the time the crash came. My first thought was that some one had thrown pounded glass into my face and eyes. My mouth was full of it. I only knew that my face and head was bleeding badly, and then became partially unconscious for a moment or two. On opening my eyes I saw that the lamps were out and that a lurid blaze lighted up the whole car and was rapidly approaching me. By a desperate effort I released myself from the rubbish and broken seats which held me fast to the floor of the car and could see passengers all about the car so thoroughly wedged in among the seats, which were smashed, that it was impossible to extricate themselves. The top of the car seemed to have fallen in at either end, and almost, or quite, rested upon the ruins beneath and pinned the passengers to the floor.

"As soon as I was released I attempted to extricate those near me, but I found my right arm helpless. A woman just in front of me who had a little child begged me to help her, and I put my left arm around her shoulders and pulled with all my might, but was unable to move her. She and all the rest seemed to be wedged in in that way if I had had both arms I don't think I could have helped them in the moment I had to spare. The flames spread so rapidly that I could not remain longer, and with the greatest difficulty escaped through a crack between the top and edge of the car and then dropped to the ground. As I climbed the bank close by the car I could see the flames were already surrounding the screaming women and children just where I was but one moment before. The sights and sounds were most terrible to see and hear, and the memory of that hour is even worse to me than the pain which racks my body.

"I think there must have been twenty or twenty-five passengers in all. Two small children were taken out of the broken window by some men from one of the sleeping cars, and I am the only other one who escaped."

Story of the Freight Brakeman.

MILWAUKEE, Oct. 30.—C. H. Wells, the freight brakeman who is charged with being responsible for the accident, has turned up. He came to the city yesterday and visited the general offices of the St. Paul Railway Company. Wells is 24 years old and unmarried. He declares that Hankey, the freight train conductor, is wholly responsible for the accident. The following is the substance of his story: "Our freight train arrived at East Rio, siding several minutes before the express appeared. The freight was too long for one side track, so we cut it in two, switching one part of it on to one of the side tracks, and then detaching the engines, switching the rest of it on to the other side track. It was not my duty to close the switch. I had never closed it before. The conductor had always done that. On the night of the accident, after we had reached the siding and side-tracked our train, I had to remain on top of one of the cars. Conductor Hankey went to the switch and shortly afterwards passed the car on which I was standing. He told me that everything was all right and that he was going to the head of the train. I looked at my watch and discovered, or thought I did, that the limited train was late. Just then the limited hove in sight. I was horrified to see it run off the track shortly after it passed my car. In a moment the train was in flames. I was badly frightened, and, thinking that the freight train hands would be lynched, fled. I realize that I made a mistake in running away, but it was very natural under the circumstances."

The laws of Wisconsin fix the liability of the railroad companies for deaths caused by negligence at not exceeding $5000.

A passenger who was aboard the wrecked train said last night: "When I got aboard of the cars at Milwaukee they were trying to make the air brakes on the Milwaukee coach work. This they couldn't do, and some one said they would have to run the car without brakes, as the train was then five minutes late. I know the rear Pullman had no brakes upon it, and I am fully satisfied that if they had worked the disaster would not have been near as bad, because the coach, without anything to hold it back, shoved ahead when the shock came and smashed in the light car ahead."

An Historical Foundation Stone.

The demolition of old King's College building, says the Varsity, proceeds apace. The Government, in return for the plot of ground there, surrendered by the University, grants $20,000. This sum, with $10,000 from other sources, is to be devoted to building a new Convocation Hall, of which we are greatly in need. An opportunity for an interesting ceremony will be presented by the uncovering of the foundation stone of old King's College. The stone and its contents will probably be deposited in the museum, as the university has no regular muniment room.

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DIVIDEND NOTICES.

THE BANK OF TORONTO.

DIVIDEND NO 61.

Notice is hereby given that a dividend of four per cent. for the current half year, being at the rate of eight per cent. per annum, upon the paid up capital of the bank, has this day been declared, and that the same will be payable at the bank and its branches on and after Wednesday, the first day of December next. The transfer books will be closed from the sixteenth to the thirteenth day of November both days inclusive. By order of the Board,

D. COULSON, Cashier.

Bank of Toronto,
Toronto, 27th Oct., 1886.

THE CENTRAL BANK OF CANADA.

DIVIDEND NO. 5.

Notice is hereby given that a dividend of three per cent. upon the paid up capital stock of this Bank has this day been declared for the current half-year, being at the rate of six per cent. per annum, and that the same will be payable at the Bank and its branches on and after Wednesday, the 1st day of December next.

The transfer books will be closed from the 16th to the 30th November next, both days inclusive.

By order of the Board,

A. A. ALLEN, Cashier.

Toronto, 28th October, 1886. 135

MEDICAL CARDS.

DR. J. McCULLOUGH has removed to 180 Spadina-avenue near Queen.

DR. RYERSON has removed to 60 College-avenue, one block west of Yonge-street. Hours 9—1, 4—5.

DR. W. J. GREIG, L.R.C.P., London, Eng. 50 Duke-street, Dr. Oldright's former residence. 246

DR. EDMUND KING, L.R.C.P., London Corner Queen and Bond streets.

DR. J. B. GULLEN, 238 Spadina Avenue, corner High. Office hours from 8 to 1 a.m., 2 to 4 p.m. and 6 to 8 p.m. Telephone 4036

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1 vol. Thornton's Family Herbal, illustrated by Bewick. 1810.
1 vol. Vicar of Wakefield, illustrated by Bewick, Gainsborough, 1812.
1 Scrap Book of Bewick's Engravings (colored).
1 vol. Dicken's Christmas Stories, illustrated by John Leech, 1843.
1 vol. Tales—Stories of the Irish Peasantry, Carleton, Dublin, 1846.
1 vol. Stranger in Liverpool, illustrated by Hole and others, 1820.
Odd volume of Buffon's Histoire d'Oiseaux, 1772.
1 vol. Robinson Crusoe, illustrated, curious plates, 1763.
1 vol. Cruikshank's Comic Almanac, 1843 to 1847.
1 silver punch ladle, with Queen Anne shilling beautifully worked in, dated 1709.
Here is an opportunity of collecting a Bewick set which has never before been offered on the American Continent.
Books on view at 38 Toronto-street.

Grand Trunk Railw'y

NOTICE.

On and after MONDAY NEXT, NOV. 1ST, the following changes will take place in the time of trains leaving Toronto: The Express for the East will leave at 5.35 a.m., Mail for Fort Edward and intermediate stations at 8.10 a.m., Mixed Train for Guelph 6.30 p.m., and Express for points West at 11.35 p.m.

JOSEPH HICKSON,
General Manager.

Montreal, October 27th, 1886.

Notice Respecting Passports.

Persons requiring passports from the Canadian Government should make application to the Department for the same, such application to be accompanied by the sum of four dollars in payment of the official fee upon passports as fixed by the Governor in Council.

G. POWELL,
Under Secretary of State.

Ottawa, 19th Feb., 1886.

ANNUALS FOR 1886
Just received the following:
CHILD'S OWN MAGAZINE, 35 cents.
THE PRIZE, 50 cents.
CHATTERBOX, $1.
CHILDREN'S FRIEND, 50 cents.
INFANT'S MAGAZINE, 50 cents.
BOYS' OWN ANNUAL, $2.00.
GIRLS' OWN ANNUAL, $2.00. 136
JOHN YOUNG,
Upper Canada Tract Society,
102 YONGE ST.

GREAT SCOTT!
What splendid Ales, Porter & Lager
THE DAVIES' BREWING CO.
ARE NOW TURNING OUT.
In fact their Ales have been first class all summer, and the secret of their success may be the importations of choice.
English and Bavarian Hops,
But for goodness sake don't say I told you. 246

GROCERIES
AND LIQUORS.
Unequalled in Toronto for
QUALITY AND PRICES.
AT 246
WIGGINS & LEWIS
Cor. Queen & Dovercourt-road.

624 QUEEN STREET WEST.
W. H. SCRIPTURE,
DRUGGIST.
QUEEN - STREET WEST,
2nd Door west of Muter-st., in Crocker's New Block, now has commodious premises adequate to his increasing trade elegantly fitted up and especially adapted to dispensing prescriptions and the family drug trade, answering all the requirements of a first-class drug store.
Telephone No. 428. Night bell. 246

SALE OF ART TREASURES.
MR. C. O'DONOGHUE, of 3 Devonshire-place and Martin-street, Exeter, and 10 Higher Union-street, Torquay, England, begs to announce that having given up possession of Shaftesbury Hall on Saturday, October 30th, he has decided to remove the remainder of the collection not yet offered to
48 KING-ST. WEST, (Next to Molsons Bank),
where the whole will be on view on Friday, Nov. 5th, and will be sold by auction on
Saturday, Nov. 6th and Monday, Nov. 8th,
BY
MESSRS. COOLICAN & CO., 38 TORONTO-ST.
The Sale will commence each day at 11 o'clock.

STORAGE.
Mitchell, Miller & Co.
WAREHOUSEMEN.
45 Front-street East.
STORAGE,
FREE OR IN BOND.
MERCHANDISE FURNITURE ETC.
DICK, RIDOUT & CO.,
11 AND 13 FRONT ST. EAST 136

SPECIAL
EVENING COURSES!
NOW OPEN
For Young Men and Women
Whose education has been neglected.
CALL AT ONCE.
TORONTO BUSINESS COLL.,
37, 39 & 41 Adelaide-st. E., Toronto

HORSES FOR SALE!
MR. EWING
Has for sale some First-Class CARRIAGE HORSES, including a Model "Family Horse," safe for a lady or children to drive. May be seen at Grand Opera Livery Stables 26 Adelaide-street west. 204

Established 1857.
C. H. DUNNING,
Butcher and Provision Dealer,
238 YONGE-STREET,
keeps constantly on hand the very best quality of Fresh and Cured Meats to be got in the city, and at prices to suit the times.
A full supply of Poultry and Vegetables of the season. Note the address,
359 YONGE-STREET,
246 Nearly opposite Elm-street.

ESTABLISHED 1869
T. H. BILLS,
GENERAL FAMILY BUTCHER, Corner Queen and Teraulay streets, Toronto.
Poultry, Vegetables, Corned Beef, Pickled Tongues and every description of first class meats always on hand.
Families waited upon for orders. 246

Don't Forget to Call on
WM. CORBITT
IF YOU WANT A GOOD
Roast of Beef, Pork, Veal or Mutton, at Lowest prices.
Co. of Hayter & Elizabeth S

E. R. BAILEY & CO.,
136 YORK STREET,
Butter and Eggs Fresh Every Day.
Wholesale and Retail Butchers, Dealers in Poultry, Vegetables and provisions. Orders delivered all over the city. 462

Dominion Brewery!
ROBT DAVIES,
Brewer and Maltster,
QUEEN ST. EAST, TORONTO.
246
Celebrated for the finest Ales, Porter and Lager Beer in Canada.
Special attention is directed to my
India Pale and Amber Ales in Bottle,
which are noted for purity and fine flavor.
A fine stock on hand for the Holidays. Ask for the Dominion Brands, and see that it has my label on it.

M. McCONNEL,
IMPORTER OF
Choice Liquors,
Cigars, Etc.
AGENT FOR
Geo. Goulet Champagne.
46 to 48 King treet East; Toronto. 26

HORSE
CLOTHING.
BLANKETS
Shaped from $3 to $40 per pair.
Any one in need of HORSE CLOTHING should call on
CHARLES BROWN & CO.,
6 Adelaide-st. East.

CHINA HALL,
49 King-st. East, Toronto.
GREAT ATTRACTION AT THE HALL.
Just Arrived—A Choice lot of Dinner Sets, from $10 to $350; Breakfast Sets, from $19 to $65; Tea Sets, from $3.25 to $75; Dessert Services, from $10 to $150; Toilet or Bedroom Sets, from $1 to $40.
Fancy Teapots and Jugs and Jug Stands.
Five O'clock Tea Sets and Kettles.
Fancy Cups and Saucers; all kinds fancy table ornaments.
Fancy Flower Pots for tables and halls.
Majolica Pillars for halls.
Cut and Table Glassware of all kinds.
Kitchen Furnishings, every kind.
Bring your friends to see the grandest display in the Dominion.
GLOVER HARRISON.

IMPORTANT NOTICE—Strangers visiting the city are respectfully invited to call at T. Weaks & Son, No. 7 Yonge-street, and inspect their fine display of souvenir jewelry, fancy goods, watches, clocks, &c. They have the choicest lines in the city. 1st prize coin engraving a specialty. Also 1st prize steel name stamps for mechanics' use. 246

DUTCH FLOWERING
BULBS!
Just received and ready for delivery—5,000,000 Hyacinths, Tulips, Crocuses, Crown Imperials, Lilies, Narcissus, Amaryllis, Jonquils, Cyclamen, etc., at prices which will induce every lover of flowers to make a purchase. Illustrated and descriptive Bulb catalogue free.
J. A. SIMMERS,
SEEDS. 147 King-st. East, Toronto. SEEDS

The Grey Shadow!
A powerful story commenced in part 67 of
"SOMETHING TO READ."
PRICE 25 CENTS.
The Cheapest Magazine in the World. Ask your newsdealer for it.
The Toronto News Company
Wholesale Agents.

SMOKE
NIAGARA
CIGARS.
The finest Cigars in the Dominion. All Union made.
R. McCleary & Co.,
MANUFACTURERS,
71½ JARVIS ST., TORONTO.

HOTELS AND RESTAURANTS.

CLUB HOTEL,
VINCENT T. BERO, PROP.
Choice Brands Wines, Liquors and Cigars.
416 Yonge street, Toronto. 46
Latest in Billiard and Pool Tables.

NEW ARUNDEL HOUSE,
56 JARVIS ST., TORONTO.
The above house has changed proprietorship and has been thoroughly refitted and furnished throughout. The best $1.00 per day house in the city. E. A. GERMAN

POWER HOUSE,
King and Brock streets.
J. POWER Prop. - Rates $1.50 per day.
Enlarged, refitted and refurnished; first class in all departments. The largest sample room and reading-room in the city. Board by week, $4.00. 135

REVERE HOUSE,
CORNER KING AND YORK-STS., Toronto,
Renovated, enlarged, and refurnished.
$1 PER DAY.
M. DEADY, - - 563 Proprietor

REID'S O'CONNOR HOUSE,
AT THE HAY MARKET,
FOR BIG BEERS AND FINE CIGARS.
Bass' Ale and Guinness' Stout on Draught. 246

WINE BARREL HOTEL,
WALTER,
Late of the Bodega, Proprietor. 246
The coziest dining room in the city; meals at all hours. William Prax, late steward of "The Bodega," will be pleased to see his old friends.

BUFFALO, N.Y.
The Popular Canadian Rendezvous (2 minutes from Exchange Station),
BENSLER HOUSE.
141 Seneca Street.
Between Michigan and Wellasts.
WITHECH & RALSTON,
Proprietors