

rated, this time by the Society d Arts of London, Eng., who on after a thorough examination,

PANYING THE MEDAL.

dly possible when speaking of this design, which is intended to meet ensive exterior or cabinet, together This organ is of most substantial and of a style of finish suitable for g balance of proportions, practical f ornamentation and delicacy of l not only compare favorably with ans of any make; while for strength of expression and freedom of action hing yet produced.

DOLD, Hon. Pres. ence. Letters and Art, London, Eng. TES, M.A., Hon. Sec.

that the Musical Bachelors and Cambridge Universities know

KING-ST. W.

Piano Com'y

construction, beauty of finish, casy ch, fineness and purity of tone.

DEALERS IN PIANOS ED REPUTATION, AND

AMERICAN ORGANS.

TREET WEST.

PIANOS.

usic Trade Review, published in London, Eng. ig CANADIAN MUSICAL EXHIBITS AT ing CANADIAN MUSICAL EXHIBITS AT ION, has the following:
of Messrs. Heintzman & Co., Dr. Stainer says, owing to the late period at which I was called nore important instruments exhibited by this firm MOVED. But those remaining fully justified pright Grand, which I examined was in every such was sympathetic and had a good repetition; also tried a specimen style No. 9, which was praise."

ED CATALOGUE. 17 King-St. West, Toronto.

S.GN OF THE BIG GALDEN BOST, 246 YONGE-STREET.

the distance from Toronso to the Spring Hill Mines to about \$50 miles. There is also the early probability of a still further reduction of 75 or 80 miles by the construction of the Fredericton branch.

The Mail's errors of distance are therefore from \$60 to 400 miles too much. Although The Mail may not consider this error of distance as a flaw in its C. U. argument, yet the leaser distance will be deemed and acted on as an important fact by shippers of coal. It alleges that American coke costs only \$4.50 a ton in Toronto. This is not true. One of the closest figurers and largest manufacturers on King. twest, who buys 500 tons at a time, pays \$5.50 a ton for Connellaville, Pa., coke delivered here.

It states that a protective duty of \$5 a ton twould be necessary to bring Nova Scotia coal to Toronto, and that the price would be about \$8 or \$9 a ton. These figures are egregiously erroneous. The Nova Scotia coal has driven American bituminous coal out of the market in Montreal and Quebec, and lowered the wholesale price of authracite 50 cents a ton at the border below the rate charged to Ontario. It is also shipped in considerable quantities to Brockville and occasionally competes with the American article as far west as Kingston. That is, by the present roundshout North Shore means of shipment it is carried 900 miles from the mines and within 160 miles of Toronto; therefore The Mail's theory is that it would cost \$5 a ton to carry the coal the remaining 160 miles to Toronto. The Mail's alleged facts are bad, but its theory is worse. Its own figures which it can't very well repudiate show that the cost for the last 160 miles would be only 31 cents a 10 miles to Toronto. The Mail's alleged tasts are bad, but its theory is considered at the mines costs \$1.50 to \$2 a ton; therefore it costs only \$2 a ton to carry this coal 1040 miles, and at the same rate it would cost only \$1 cents to cover the remaining 160 miles coal will cost too much for mining and will be injuriously troken up by long distance carriage will pro The OLD RELIABLE GOLDEN BOOT is the The OLD REJIABLE GOLDEN BOOT is the place to get your boots and shoes. For 20 years we have endeavored to merit the confidence of the good people of Toronto, and we have it and intend to keep it by giving good value every time in ladter, misses and children's. We have a splendid stock of fine and medium priced goods, Ladies' fine pol. calf button boots at \$1.75, do, India kid at \$1.55, ladies' kid slips from 75c, up. Gent's goods, hand made, in great variety and prices to suit. This boot is a surprise to all that see it. Gents', Boys' sizes of our own make, which are splendid value. est & co.

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or the Queen's Own Soldiers could not nxious buyers that daily visit the Dry Goods Store of SMELLIE & sorted goods, and the wonderfully low prices they are storm. It's positively a bye-word that 352 Yongereally first-class goods at extremely low prices. The ilks, Dress Goods, Muslins, Prints and Parasol Departs ces in the paper, but follow the crowd to

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Delay the Latter.

ditor World: Permit me, in accordance hyour own invitation, to give some reasons believing that Free Trade with the United ses would tend to postpone rather than ten political annexation. I do this not for purpose of convincing anyone that Free de with the United States would be a good ag for Canada, but for the purpose of wing that we can afford to discuss on its rite, and without fear of the annexation y, the issue now sharply defined between h Free Trade and our present National licy. **Chapped Hands**

C. U. AND ANNERATION.

Writer Who Thinks the Former Would

ito, June 12, 1888.

"The Mail" on Nova Scotia Coal.

in The Mail last week on the Nova Scotia

borately erroneous editorial which appeared

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Trace with the United States would be a good thing for Canada, but for the purpose of showing that we can afford to discuss on its merits, and without fear of the annexation bogy, the issue now sharply defined between such Free Trade and our present National Policy.

You will not deny that the farmers of Ontario are having bad times just now. It is no good answer to tall me that the farmers of the United States have just as bad, for that does not allay the rising side of discosionablers. You will not deny either that those farmers who have cattle to sell that are not fit for trans-Atlantic shipment would gain by the removal of the duty imposed by the United States. Nor will you deny that the prices for lambs, borses, barley, lumber, salt, fish and same ather articles, which was sell chiefly in the United States, would be improved by the removal of the duties upon them. If you do deny all this, then I must warn you that you are out of touch with the farmers and stock-breeders and lumbermen, for they firmly believe it all; and they are right in their belief. The strength and prevalence of this conviction are the reason for the rapid growth of the sentiment in favor of Free Trade with the United States.

Nor will you gain anything by appealing to the above apsended classes on behalf of the manufacturer. You cannot frighten the farmer by predicting an era of "slaughtered" cottons. Cheap wearing material is just what he wants, and he is finding out that but for the duty he could get a calico for 6 or 7 cents for which he has now to pay 10 or 12. Iron has gone up, and the farmer is an extensive user of iron. The hard times make him feel the pinch of taxation, and he is determined to get rid of at least a part of the burden.

There are two ways of doing this. One is lowering the tariff horizontally—something after the fashion of the Mills Tariff Reform Bill now before the U. S. Congress. The other is by taking the duties off all we import from the United States on the condition that he to be candian producer get more 42 1-2 Richmond-st. West OUR SPECIALTY: WASHINGS

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Trade.

Those who oppose freedom of trade with the United States, not those who advocate it, are the real promoters of political annexation. This is plain to any one who will take the trouble to sound public sentiment now; it is equally plain to all who will take the trouble to look into the history of our commerce. The annexation movement of 1849 would have been successful but for the Recipiocity Treaty of 1854-66. During those twelve years the annexation movement became as dead as a door-nail, and any signs of revival it shows now are due to trade restrictions. Remove these and it would again cease to be active. Keep up the restrictions and you drive the political ship of the Dominion on the annexation rocks. Unless something is done to bring this country into natural and unrestrained commercial relations with the rest of its own continent confederation is not worth ten years' purchase.

KANUCK.

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in The Mail last week on the Nova Scotia cal question. In the article referred to the figures, prices and geographical distance are entirely false, and seem to have been made to order out of whois cloth, under the imperative necessity of constructing an argument to support C.U. and disparage Canada.

The Mail states that the distance from the Nova Scotia coat mines to Toronto is 1200 miles. This is not true. The distance from the Spring Hill mines. N.S., to Toronto, via Grand Trunk Railway and Intercolonnal Railway (which now carry coal to Montreal), is 1061 miles; and the short lue, C.P.R., now near completion, between Montreal and Moncton, N. B., has reduced the distance from Toronto to the Spring Hill Mines to about 350 miles. There is also the early probability of a still further reduction of 750 rs 30 miles by the construction of the Fredericton branch. has just received a beautiful stock of Spring & Surrence of Goods

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ducing the liability of crumbling to a minimaum.

A small bonus not exceeding 50 cents a ton, even with present inconvenient means of chipment, would supply the Ontario market with Nova Sootia coal and thus keep 5 or 6 millions of dollars in Canada which now goes amusally to Pennsylvania. Assuming that Nova Sootia coal would reduce the wholesals price of anthracite 53 cents a ton here as it has done in the Province of Quebec, we would thus gain the bonus besides saving the price of soft coal. It is probable that the bonus would not be needed after the trade had got fairly started. The 5 or 6 millions of dollars saved-to the country would be like so much found money. Neither patriotism nor economy will sanction The Mail's plan of giving away that money to the United States and keeping Outario forever at the mercy of the coal barons of Pennsylvania.

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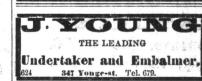
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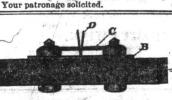
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