THE TORONTO WORLD



Free of Bias.

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WEDNESDAY MORNING, FEB. 13, 1884.

Hear the Other Side

Andi alteram partem. The scientific side of the educational controversy has been so strong-voiced and masterful of late that we have special need to listen to what the literary side has to say for itself. The champions of science are the radicals in this controversy, they are flushed with many and important successes in recent years, and some of them would almost resent it as an impertinence that anybody or anything should stand in the way of their making a clean sweep. Mr. Matthew Arnold, who may be called England's literary man par excellence, has constituted himself the conservative champion in the arena, and his views have been for some time before the reading public. We do not require to accept them on all points in order to arrive at the present practical conclusion—that if they fall short of embracing the whole truth they do at least form an important part of it—the complement of the arguments on the scientific

narrow a sense. It must be held to include, not merely the ancient and modern classics, or belles lettres, but also the humanitiesthe history of human character and conis right enough, too, in believing that the joys and the sorrows, the victories and the defeats of men and women like ourselves will ever continue to be of more real inter est to the mass of mankind than any truths bake no bread; but she can give us God, Freedom, Immortality." This is what literature in the broadest sense does for us when it includes history, poetry, oratory, religion, politics, human conduct and the sense or instinct of beauty in both art and nature. Before we can dismiss all these and put in their place an exact knowledge of ascertained facts in mechanics, chemistry and other natural sciences, human nature will have to be changed. It is not in average human nature, and never will be, semer steel is made by adding hæmatite or spiegeleisen to commoner iron ores—as in the stories of Greek and Roman heroism, the poetry of Wordsworth, Burns, Byron and Tennyson, or even in the fictitious tales of Oliver Twist and Edwin Drood. He who knows literature but not science is much nearer being a complete man than he who knows science but not literature. Socrates and the writer of the book of Job knew nothing of chemistry and electricity; but who would think of putting upon a level with them, as men of mind and soul, say two clever youths of our own time who could stand a searching examination in these sciences? But if the of feasts."—Dryden. mind and soul do not make the man, what does? As Dr. Johnson says, that man is little to be envied (even were he a Darwin | Canadians of that city, whereupon the lator a Huxley, let us add) whose patriotism ter held a meeting and denounced the would not gain force upon the plains of

In this very practical age there need be no fear that science will not get its due meed of attention. The danger is, rather, that we may drift towards a hard material ism, which cares little about the morals of human conduct or beauty in either nature or art. So much the more necessary is it, therefore, that we should consider well what Mr. Arnold and those who think with him have to say on the other side. Even though Mr. Arnold's doctrine be not all gospel, we shall be the better for having heard, or read, and inwardly digested his views on the relative places of literature and science in education.

warmer amid the ruins of Iona.

The Hudson's Bay Steamers.

Supposing that the Hudson's bay railway is completed and a line of steamships running between Liverpool and a port on Hudson's bay. Four months is the time of navigation, what will the owners of the steamships do with them during the other eight months of the year? If they are specially constructed for northern navigation will they be suitable for competition with other steamers?

ENQUIRER. The Hudson's Bay Steamers.

We do not know that we can answer the country. question exactly. But Enquirer should remember that our lake and river boats tion that the through line, as a commercial live and make money with five months of inland navigation. Perhaps the ocean sidies and this new one thrown in, will steamers in question could live on four months of traffic, provided no other employment could be found for them. But there is no reason that when the bay ports were closed they could not run to Halifax, New York or other winter perts. But more than this these boats are expected to effect such a saving in distance and in rail-

trade very profitable, and be able to make money on a short season, say of only four

ceive for the same quantity of grain, while rities will be checked by the higher interest for money. It is therefore believed in New York that shipments of gold to Europe must shortly begin.

Not long ago some English periodical, whether newspaper or magazine we cannot now say, bracketted together Matthew Arnold and Goldwin Smith as the greatest two living masters of our language. They stood side by side or. a Toronto platform yesterday.

It is said that in Chicago there are about 5,000 children who have homes only in the streets, where they are being educated to be criminals. An eminent minister of a christian church in Canada once resided with his family in Chicago, but from the general depravity which he found prevailing in the masses of society, and the moral neglect in the training of the young, he was impelled by a sense of duty to leave it for a better atmosphere in which to educate his children.

In many municipalities, perhaps in this, there is power given to the council to prohibit wheeled vehicles when the sleighing is good. Here there may be seen every day two-wheeled carts cutting ruts in the snow, and they bear on them the inscription "health department." What is that Boss swell, the mayor, about, that he permits such an anomaly?

The strongest card yet played for the Canadian Pacific railway is the interminable length of the discussion respecting the government proposition. The people are sick of the subject. They know it's going to be done, no matter what is said by the opposition, and would give another five illions to have it done quickly. Parliaside. It is necessary that we should hear mentary talk at Ottawa or Toronto is coming to be thought a method of puffing more Mr. Arnold rightly enough cautions us expensive to the public than serviceable to against taking the word "literature" in too the speakers. And possibly newspaper readers are equally sick of editorials on the subject.

Mr. Blake was wrong in his statemen that the Credit Valley bonds had been purduct all the world over and in all ages. He chased by the Canadian Pacific railway people at 30 or 35 cents. We have reason to know that they cost 70 cents in the dol lar, paid in cash.

The tactics of a Canadian railway man of material science, however important. aged in England sometimes are unintelli-As the historian Alison somewhere says, gible to the colonial mind. But it must be religion and politics—the condition of presumed there is a point where the Cana a hore and hereafter must always dian authorities of the line, owing their be the most absorbing subjects of concern appointments to the English board, must to all the sons of Adam, taking politics to include a nation's domestic life as well as "(Philosophy") and the sons of Adam, taking politics to withdraw opposition to orders from head-quarters and quietly fall into line. The German writer, quoted by Carlyle, "can Grand Trunk railway against government aid to the Canadian Pacific railway is the sort of brutum fulmen that might be expected from the armoury of Sir Henry Tyler, who has evidently not made himself conversant with the borrowing history of the early Grand Trunk days.

James Brady, Esquire, auctioneer, is the superscription of the announcement of a farm sale in the Ingersoll Chronicle. What next? Does the worthy knight of the hammer put his armorial bearings on o take as much interest in the fact that his bill-heads? Esquire!! Well, we the wax of a burning taper resolves itself prophesy that the time will come when into carbonic acid and water, or that Bes. plain simple "John Smith" or "Thomas Brown" will be the gentlemen, and their flunkeys and green-grocers will be knights and esquires.

The suggestion that the farming community would find the first week of July the best time to come to town to participate in the semi-centennial celebration, is untenable. The farmer's slack time is between seeding and haying, and the latter commences on July 1. The previous fortnight is generally occupied in the ludicrous farce of statute labor.

Why not call our semi-centennial a "jubilee?" "The town was all a jubilee

A Chicago paper attacked the French ter held a meeting and denounced the calumniatory utterances in strong terms.

They sang a song written by Louis H.

Frechette, the poet laureate of Quebec, and passed a vote of censure on the paper, Marathon, or whose piety would not grow They sang a song written by Louis H. which will now probably let them alone

The Real Nature of the Crisis.

To the Editor of The World. SIR: Kindly allow me again a few words on this all-important matter in reply to your editorial remarks of yesterday. You seem disposed to admit that the scheme for building the Canadian Pacific railway is not one that can be defended on business principles, and therefore I need not dwell upon that aspect of the case. But if this be so, surely the inference is obvious—that instead of bolstering up a non-business project, we had better let the bubble burst now than endeavor to distend it to a greater size. If it must collapse some time it will do less harm now than hereafter. If we have any chance of escaping it is not by adding to the weight of the millstone that is now attached to the neck of the

You do not venture to dispute my asserundertaking, even with the former sub to seek the international air line subsidized by the dominion parliament last session? You need an incre expect flour from Toronto to go round by the Bay of Chalcur than the historical ass to travel along two sides of a triangle to reach the bundle of hay which lies at the other end of the third side from him. Why was the Intercolonial ever built where it was? Would it not have done more to develop the resources of the country and at the same time have cost us less if it had been built by some shorter route? And are we not repeating the Intercolonial blunder in an aggravated form by paying heavy subsidies to build the difficult portions of the Canadian Pacific long before they are needed and where they will never be wanted?

needed and where they will never be wanted?

Mr. Wm. Macdougall once, in a moment of candor, described the long route of the Intercolonial as a scheme for throwing eight millions of dollars into the sea. At another time he stated on the public platform that the secretary of state for the colonies was "trepanned" into writing the imperial despatch which decided the contest in favor of the longer route as against the shorter one. The mad terms of union with British Columbia, the absurd bargain with Sir Hugh Allan, the indefensible syndicate contract of 1881, and the proposed \$20,000,000 loan now under consideration are all parts of the same general plan of \$20,000,000 loan now under consideration are all parts of the same general plan of building up a nation by the expenditure of borrowed money on public works without reference to their commercial utility. But the day of reckoning must come, and it is not unlikely that the drafts we have for years been making on our own future may be presented for payment sooner than we think. Even if parliament passes the resolutions now before it the country may have to pay dear for the money it has pledged itself to sink in an uncommercial undertaking, the outcome of jingoism as unmitigated as that which prompted the search for a scientific frontier for British India.

Your remarks about the coal deposits of

prompted the search for a scientific frontier for British India.

Your remarks about the coal deposits of the Northwest are to me a curious example of the manner in which people will persist in hugging a delusion. The construction of the railway in British Columbia, or through the rockies, or north of Lake Superior, does not facilitate the transport of coal from the Saskatchewan or Souris coal fields to Winnipeg. Do you not see that what I and others object to is not the building of roads across the fertile belt where their construction could be defended on business grounds, but the building of them where the cost is enormous, the traffic nothing, and future prospect no better than the present. If the twenty millions were to be spent in building branch lines to the coal mines, to southern Manitoba, to the Peace river district, to any useful point, there might be something to say for the loan, but to sink the money in Rocky mountain canyons and the Laurentian rocks along Lake Superior, where nobody lives, and nobody ever will live, is a very excess of national fatuity which can end only in national ruin.

I persist in my former assertion that the time for us to sober up is now. Instead of giving this loan or subsidy—which you please—let us review the bargain of 1881, protect private people from loss, and put our railway enterprises in the Northwest on a proper business footing.

CENTRAL BANK OF CANADA.

CENTRAL BANK OF CANADA.

Proceedings of the First General Meeting of the Stockholders of the Central Bank.

holders of this bank was held on February 11 at their office, 51 Yonge street. The following gentlemen were present Messrs. David Blain, George Boyd, A. McLean Heward, H. P. Dwight, Samuel Trees, Henry O'Brien, C. Blackett Robinson, Richard S. Cassels, M. A. Thomas, A. S. Irving, D. Mitchell McDonald, W. J. Baines, J. B. Bickle, Alderman Brandon, James J. Tolfree, S. C. Kanada, A. A. Allen, C. S. Gzowski, jr., J. B. Taylor, Neil McEacheren, D. Graham and a number of gentlemen from Guelph, Brampton, ber of gentlemen from Guelph, Brampton, Richmond Hill, Reach, Newcastle, etc., including Messrs. James M. Lawrence, Peter Patterson, Peter Christie, J. H. Sanderson, James Newton, William Atkinson, David Gray, Dr. Husband, Geo. W. Sandilands, William Bell, Kenneth Chis, holm, Thomas Tamblyn, William McGill, J. W. Baynon, John Blackwell, S. K. Dingle, and others.

The chairman referred to the general business position and prospects of the

business position and prospects of the country and to the circumstances attending the organization of the institution. He considered that while there was a financial considered that while there was a financial stringency he did not recognize any serious industrial depression, and did not remember any period in the history of the country when the people had been better or more profitably employed than since 1879. Many thought that owing to the tightness of the money market the present time was inopportune for starting the enterprise, but it had evidently secured the confidence of the public and the success the directors had met with showed that there was still plenty of money seeking in there was still plenty of money seeking investment in legitimate lines. He pointed out an important fact that augured well for the bank, viz., that the list of share-

be caution and a careful attention to small as well as large accounts. A considerable amount of business was in view and the prospects seemed good for a lucrative and safe employment of capital. On motion of James M. Lawrence, Esq., Richmond Hill, cartain preliminary hylaws On motion of James M. Lawrence, Esq., Richmond Hill, certain preliminary bylaws were passed, and on motion of Peter Patterson, Esq., a poll was opened for the election of directors. Messrs. Richard S. Cassels, W. J. Baines and C. S. Gzowski, jr., were named as scrutineers. The vote resulted in the election of the following board; Messrs. David Blain, Samuel Trees, H. P. Dwight, C. Blackett Robinson, Kenneth Chisholm, John Ginty, A. McLean Howard and D. M. McDonald.

the bank premises were completed and other necessary arrangements perfected, probably in about ten days, the bank would open its doors for business.

The directors subsequently met and elected David Blain, Esq., president, and Samuel Trees, Esq., vice president, and appointed Henry O'Brien, Esq., solicitor, and A. A. Allen, Esq., cashier.

A Baptist minister living in Brooklyn used, a half century ago, to immerse his converts in the Monongahela river, where the B. & O. R. R. depot in Pittsburg now stands. He says the river channels have been so narrowed there by filling in to make ground that the citizens have largely brought disastrous floods upon them-selves.

From the Buffalo News. With reciprocal relations with Canada the United States would soon force England out of the Canadian market regard-less of the prejudice of our neighbors.

THINGS THEATRICAL. M. Jules Claretie has written a five-act

Daniel E. Bandmann has returned New York, after a most successful tour of India, Australia and China, lasting four years. Mr. Bandman is remembered here as having been playing at the Grand when it was burned.

it was burned.

Edwin Booth while in Philadelphia received a letter from a syndicate of Pittsburg gentlemen offering him \$10,000 to play one week there, which he declined. He will only play in four cities, as he is very much opposed to traveling.

The natives of India are well up in Shakespeare's works. At Bombay Mr. Bandmann cast four for Latertes; Polonois, the King and Rosencranz, and they went through their respective parts admirably, considering they had no stage experience.

The histrionic genius of Miss Ellen

perience.

The histrionic genius of Miss Ellen
Terry seems hereditary. Her daughter,
now a tall, graceful girl of 14, already displays much taste for the stage, and will
make her debut at the Lyceum on the return of Mr. Irving and Miss Terry from
their American tour. Her stage name is
to be Ailsa Chaig. to be Ailsa Craig. Adam Forepaugh has made his will, and in a codicil dated Jan. 1, 1884, he directs

in a codicil dated Jan. 1, 1884, he directs that, in the event of his not living to accomplish all "the ends he aims at," his son Adam, Jr., is to retire upon the \$17,000,000 bequeathed to him on condition that he will never voluntarily become the owner of more than two white elephants and one woolly horse at any one time. New York managers have in contempla-tion the establishment of a new theatrical circuit, the object of which is to simplify the preliminary arrangements and reduce the expense of the production of standard plays on the road. It is proposed to devise a plan whereby the managers shall be re-presented by one of their number, who shall be familiar with all the plays his asso-ciates desire to produce on the road, and

Anti-Dyspepsia Diet.
Political pressure The candidate's ferent grip. It is said that onions will cure rheuma-ism, but most people prefer the disease to

A cat with a sleek and thick coat of fur is a source of constant aggravation to the woman who has no sealskin sacque.

Economy is wealth, but the boarding house mistress who split the feathers in half so that they would go farther in making beds, carried economy too far. Barnum's white elephant is said to be cream-colored. Now, if it was only ice cream-colored, and could be eaten with a spoon, wouldn't the girls doat on it! Washington Irving once told a woman to teach her daughters to be easily pleased. The girl who married the living skeleton must have been imbued with this doc-

A Chinese dentist in San Francisco is building up an immense business. When a tooth is particularly an assistant get hold of his pig-tail, and then it has to come.

An exchange says that a blast in a lime-stone quarry near Bodie, Cal., uncovered five petrified gull's eggs. Scientists are now wrestling with the question: "Can a petrified gull lay an egg?"

"An exchange says "a crazy quilt is or is admitted that this is true, still the craziest quilt is one that persists in crawling off the bed onto the floor on a stinging cold

"I hear," said Alpha to Omega, "that your property is in the hands of the sheriff?" "Worse than that," replied Omega, gloomily; "a water pipe burst this morning, and the house is in the hands of the

"A Missouri paper says that persimmons are a good substitute for brandy before breakfast," remarked a Wall street broker to a friend; "but I don't believe it." "No, I should say you didn't," was the reply; "persimmons are scarce in this section."

A German process of preserving eggs is to take a bushel or more of lime, slack it with eight or nine pails of water, draw the water of, and then pack the eggs in the lime. The lime-water closes the pores in the shell and excludes the air. The eggs will then keep for two or three years.

FINANCE AND TRADE.

TORONTO, Tuesday, Feb. 12. Already quite a number of vessels have been hartered at Chicago to carry grain to Ruffelo and Sarnia on the opening of navigation.

The Chicago Tribune says St. Louis miller are shipping unsound flour to Canada.

The cheese market on both sides of the Atfairly maintained.

a profitable market here.

Some of our wholesale millinery house have had "openings' for private inspection of the new goods. The public openings will take place early in March.

The millinery trade is very fair. Orders are The millinery trade is very fair. Orders are coming in at a lively rate, but for small lots. A further decline in oranges and lemons is reported from Montreal, sales of sound fruit being reported at \$4 per case. In New York Brown & Secomb sold 5000 cases of Messina on Friday to Canadian parties at \$2 per case. A cable to Cox & Worts quotes Hudson Bay at £227, and Northwest Land at 58s 9d.

The New York stock market closed weake all round. Chicago closed strong all round.

Toronto Stock Exchange.

MORNING SALES—Montreal 10 at 184, 50 at 183; seller ten days. Ontario 10, 11, 12 at 101.

Merchants 10, 15 at 110; Commerce 16 at 120, 50, 20 at 120; Federal 20, 30, 10 at 128, 10, 20 at 128; 20 at 128; British American 2 at 111; Western Assurance 12 at 110; CLOSING BOARD.—Molsons 114; sellers; sales 20 at 115. Commerce 120; to 120; sales 50 at 120; Federal 128; to 127; sales 40, 10, 20 at 128. Western Canada, sales 6 at 187; 40 at 187. The Land Security Co, 140; to 139; sales 40, 60 at 140;

CLOSING BOARD.—Montreal 183‡ to 183‡; sales 25 at 181, 50 at 1834. Toronto 173½ to 173; sales 25 at 1732, 35 at 173½. Commerce 120 to 117; sales 5 at 1172, 14 at 117. Richelieu 55‡ to 55; sales 500 at 55½. Montreal Passenger Railway, 115½ to 11½; sales 6 at 113½. Montreal Gas Co. 183½ to 183½; sales 275 at 184½, 25 at 183½.

New York Stocks. Canada Southern 56½; Canada Pacific 55; Denver and Rio Grande 20½; Lakawana 126½; Lave Shore 102½; Louisville and Nashville 47½; New York Central 116½; Missouri Pacific 93¾, Northwest Common 122½; Northern Pacific 20½; do. preferred 15½; St. Paul and Manitoba 28½; Union Pacific 82½; Wabash Pacific 16½; do preferred 28½.

Local Markets. THE FARMERS' MARKET.—The receipts of grain on the street to-day were moderate and prices generally firm. Wheat sold to the extent of 600 bushels at \$1 to \$1.02 for fail, \$1.06 to \$1.15 for spring, and \$2c to \$3c for goose. Barley firm at 60c to 70c for 1000 bushels. Oats steady, with sales of 400 bushels at 36c to 37c. Peas sold at 73c to 74c for 200 bushels, and rye is nominal at 52c. Hay in good supply and firm, with sales of seventy loads at \$6.50 to \$9 for clover, and at \$10 to \$14 for timothy.

Markets by Telegraph.

MONTREAL, Fcb. 12.—Flour—Receipts 400 bls. Sales none reported. Market quiet and steady? Prices unchanged. Grain, provisions and ashes unchanged.

NEW YORK, Feb. 12.—Cotton dull and unchanged. Flour—Receipts 19,000 brls, steady; sales 13,000 brls. No. 2 \$2.10 to \$2.25, superfine \$2.50 to \$3.25, common \$3.35 to \$3.65, cod \$3.75 to \$6.50, extra \$0.75 to \$6.50, extra \$6.25 to \$6.25, Minnesota extra \$6.75 to \$6.50, double-extra \$5.75 to \$6.50, extra \$6.25 to \$6.25, Minnesota extra \$6.75 to \$6.50, observable extra \$6.25 to \$6.25, Minnesota extra \$6.75 to \$6.50, observable extra \$6.25 to \$6.25, Minnesota extra \$6.75 to \$6.50, observable extra \$6.25 to \$6.25, Minnesota extra \$6.25 to Markets by Telegraph.

LIFE COMPANY.

ESTABLISHED 1847.

ASSETS - \$4,500,000. Canadian Investments over \$400,000.

All Profits belong to Policy Holders. Claims and Bonuses paid \$8,000,000. J. E. & A. W. SMITH, Gen. Agents. Office—15 Wellington Str

GAINS MADE

IN THE YEAR 1883.

OF HARTFORD, CONN.,

A gain in premium receipts of ... \$198,657 89
A gain in interest receipts of ... 213,748 27

A gain in surplus of .
A gain in income of . 329,604 8 412,406 i gain in new business of A gain in assets of... ssets, Jan. 1, 1884.

WESTERN CANADA BRANCH. York Chambers, Cor. of Toronto and Court Streets. WM. H. ORR - Manager

A. T. KERR. Member of Toronto Stock Exchange British America Assurance Buildings,

COX & WORTS

Toronto. Montreal and

New York STOCK EXCHANGES, Also execute orders on the Chicago Board of Trade in grain and Provisions.

Hudson's Bay Stock bought for eash 26 TORONTO STREET.

IMPORTERS AND EXPORTERS

D. POTTINGER. Chief Super

F. STANCLIFFE, Montreal, General Manager, Ganada.

Atna Life Insurance Com'y

the past year in its several departments

977,669 20 A gain in amount of insurance of 2,111,475 00

Surplus, Jan. 1, 1884: By Conn. and Mass. Standard.....\$4,747,728 56 By New York and Can, Standard. 6,200,000

E. STRACHAN COA. T. F. WORTS.

STOCK BROKERS.

margin. Daily cable quotations received.

INTERCOLONIAL RAILWA The Great Canadian Route to and from the Ocean for Speed, Comfort and Safety is Unsurpassed.

Pullman Palace, Day and Sleeping Cars or all through express trains. Good dining rooms at convenient distances. No custom house Passengers from all points in Canada and Vestern States to Great Britain and the con-inent should take this route as hundreds of niles of winter navigation are thereby voided

will find it advantageous to use this route as it is the quickest in point of time, and the rates are as low as by any other.

Through freight is forwarded by fast special trains and experience has proved the Intercolonial route to be the quickest for European freight to and from all points in Canada and the Western states.

The Pullman cars which leave Montreal on Monday, Wednesday and Friday run through to Halifax without change, and those which leave Montreal on Tuesday, Thursday and Saturday run through to St. John, N. B., without change.

Tickets may be obtained and also information about the route and about freight and passenger rates from ROBT. B. MOODIE,

Western Freight and Passenger Agent, 52 Rossia Mouse Block, York Street, Toronto.

D. POTTINGER.

MOODI

Great Reduction in Price Direct from Cars for ONE WEEK.

BEECH AND MAPLE (DRY)

Delivered to any part of the City.

ORDERS LEFT AT OFFICES.

Corner Front and Bathurst sts., Yonge street Wharf and 51 King Street East, 532 Queen street West, WILL RECEIVE PROMPT ATTENTION.

P. BURNS BUTLER PITTSTON COAL BEST QUALITY.

ciates desire to produce on the road, and have the power to close contracts for their presentation.

BRITISH EMPIRE MUTUAL GOAL AND WOOD-LOWEST PRICES.

OFFICES-Dominion Bank Building, Cor. Yonge and King Streets, 413 Yonge St., 535 Queen St. W.; Yard, Cor, Esplanade and Princess Sts.; Yard, Nia, ara and Douro; Yard, Fuel Associa ion Esplanade St., near Berkei'y.



epared to supply Ladies and Gents with all kinds of Boots oes, STRICTLY HIS OWN MAKE. Having a long experience is a guarantee that all goods pur-hased from him are A No. 1. You will do well to examine his line stock of Boots & Shoes. as his stock is complete and recom-

WINDELER. 285 QUEEN ST. WEST, OFP. BEVERLEY.

THE CANADIAN PACIFIC RAILWAY CO'Y.

LAND REGULATIONS.

The Company offer lands within the Railway Belt along the main line, and in Southern Manitoba, at prices ranging from \$2.50 PER ACRE A rebate for cultivation of from \$1.25 to \$3.50 per acre, according to price paid for the allowed on certain conditions. The Company also offer lands without conditions of telement or Cultivation.

The Reserved Sections along the Main Line, i, e, ., the odd numbered Sections within one mile of the Railway, are now offered for sale on advantageous terms, to parties prepared to Terms of Payment—Purchasers may pay one-sixth in cash, and the balance in five annual astalments, with interest at SIX PER CENT. per annum, payable in advance.

Parties purchasing without conditions of cultivation, will receive a Deed of Conveyance at me of purchase, if payment is made in full.

Payments may be made in LAND GRANT BONDS, which will be accepted at ten per ent. premium on their par value and accrued interest. These bonds can be obtained on application at the Bank of Montreal, Montreal; or at any of its agencies.

For Prices and Conditions of Sale and all information with respect to the purchase of Lands, pply to JOHN H. McTAVISH, Land Commissioner, Winnipeg. By order of the Board. CHARLES DRINKWATER.



Montreal. December 1884.

HISTORY & DESCRIPTION BILLIARDS

SECRETARY.

Its Sanitary Advantages. With Instructions How to Play the Game, and all Rules relating to Billiards and Pool. PUBLISHED BY

SAMUEL MAY & CO.. BILLIARD TABLE MANUFACTURERS 83, 85, 87, 89 Adelaide Street West, Toro

Price 25c in paper covers, 35c in cloth, 50c in hard covers. Mailed free to any address on receipt Ontario Legislative Assembly.

NOTICE.

FRIDAY, the FIRST OF FEBBUARY ext, will be the last day for receiving Petions for Private Bills. FRIDAY, the EIGHTH of FEBRUARY next, will be the last day for introducing Pri vate Bills to the House.

EBRUARY next, will be the last day for senting Reports of Comm CHARLES T. GILLMOR, Clerk of the Legislative Assembly.

THURSDAY, the TWENTY-FIRST of

NOTICE IS HEREBY GIVEN THAT AN application will be made to the legisla-e assembly of the province of Ontario at next session thereof for an act to author-and empower the Toronto Street Railway npany to call in all bonds or debentures of company now outstanding. to issue new company to call in all bonds or debentures of said company now outstanding, to issue new bonds or debentures of the said company to an amount to be determined upon, and to pledge, sell or hypothecate the same and apply the proceeds towards payment of the bond or debenture debt and other debts of the said company and towards purposes of the said company generally.

Toronto, 2nd January, 1884.

MACDONALD, MERRITT, SHEPLEY & GEDDES, Solicitors for the Toronto Street Railway Company.

(LATE GALE & CO.)

The Shirts superior to all others in Canada are our Celebrated

CORNER JORDAN.