230-232 Dundas St.

Just received PER SPECIAL IMPORT. 6 Cases of MILLIN ERY and MILLINERY NOV-ELTIES, in Hats, Flowers, Jet Sprays, Jet Birds, Buckles, Pins,

Just received, full line of Fine Swiss Spot Dress Muslins.

5.000 yards Silk Ribbon Velvet, satin back, 5c, 8c, 10c, 12c, 15c YARD.

New Goods—Special line of Linen Torchon Lace, colored edge for trimming,

4c, 5c, 7c YARD.

A new line of Art Sateens, beautiful shades, only 20c YARD

Also a line of Art Sateens, 122c YARD

See our special line of Embroidery, wide width, only 5c YARD

Apron Linen, 40 inches wide, BORDERED, 20c YARD

Extra value in Chenille Table 50c, \$1, \$2 EACH

Floor Oil Cloth, 33 inches

25c YARD

Floor Oil Cloth, 72 inches wide, only 50c YARD

Children's Black Wool Mitts, 122c, 15c PAIR able near London.

Ladies' Black Wool Mitts, 20c PAIR

FRED DOUG! ASS' FUNERAL.

Sorrowing Thousands Do Honor to the Memory of Freedom's Apostle. ROCHESTER, N. Y., Feb. 26.-The train which brought the body of the great colored statesman, Frederick Douglass and the escort from Washington, arrived at 9:40 this morning. They were met at the depot by Mayor Lewis, members of the council, Douglass League, the honorary and active bearers and a cordon of police. The Fifty-fourth Regiment Band was also present. The station was filled with a

surging mass of people. A large crowd followed the procession to the city hall. The higher grades of the public schools were dismissed, and the teachers and pupils given an opportunity to take a final look at the features of the great

apostle of freedom. At 1:30 the remains were taken to the Central Church (Presbyterian), the largest and one of the handsomest in the city, where the final ceremonies were held. Dr. Myron A. Adams, of Plymouth Church, where Mr. Douglass was once an attendant, and Rev. Mr. Stebbins, of the Central, preached. At the close of the ceremonies the remains were taken to Mount Hope Cemetery. The honorary bearers were: Hon. John Van Voorheis, J. K. Post, ex-county clerk, William Oliver, ex-Mayor Henry L. Fish, Wm. Carroll, Charles W.

Briggs and George G. Clarkson. The remains were placed beside his first wife. A movement is on foot to change the name of Highland Park, in which locality Mr. Douglass resided, to Douglass Park. It was at this point where John Brown, of Harper's Ferry fame, made the miniature fort.

FEMALE TROUBLES.

A Toronto Lady's Testimony Respecting

Dodd's Kidney Pills. TORONTO, Feb. 27.-The efficacy of Dodd's Kidney Pills in all female troubles has long since been established, and scores of testimonials have been received in reference to cures effected by the specific. The experience of Mrs. Carleton, of 25 Henry street, this city, is a case in point. Mrs. Carleton writes: "I was troubled for some time with a pain in my back and kidneys, and was recommended to try a box of Dodd's Kidney Pills. I did so, and the result was that in a very few days the pain left me, and I have been free from it Therefore from experience I highly recommend your pills to anyone suffering in that way." Yours truly, MRS. WILLIAM CARLETON, 25 Henry street.

THE BOGUS LORD. DETROIT, Mich., Feb. 26.-Word is

received here that the individual who successfully swindled several prominent Detroiters last fall while posing as "Lord Claude Hamilton," is under arrest in New York, charged with steal-ing two gold watches and two diamond rings from Mrs. Evans, of 1,674 Broadway, and also of leaving an unpaid board bill of \$190. Several other parties have claims against the youth. He is now locked up in the Tombs. His name is Sidney Benson.

To have perfect health you must have pure blood, and the best way to have pure blood is to take Hood's Sarsaparilla.

Baron-My former coachman was drunk every day. Are you sober? Coachman-O, very often.

The great lung healer is found in the cellent medicine sold as Bickle's Antinsumptive Syrup. It soothes and di-pishes the sensibility of the meme of the throat and air passages a sovereign remedy for all coughs, hoarseness, etc. It has cured when supposed to be far ad-

Yesterday Developed Nothing New in Relation to the Franchise.

Solicitor Ivey and Manager Carr Both Out of Town.

Comparative Statement, Showing Abstract of Other Canadian Franchises.

The probable near settlement of the street railway question was almost the sole topic of conversation yesterday on the street corners, in the workshops and around the fireside. The men on the street corners rejoiced in the prospect of work, those in the workshops rejoiced in the prospect of nine tickets for a quarter going to and from labor, and those around the firesides rejoiced that London would probably shortly have a modern street railway and rapid transit. From the tone of the mayor's message, the inception of electricity, and it seems to be an assured fact, will be used as an opportunity for repaving the business streets, which have long been an eyesore and very much dilapidated. Altogether the outlook for the coming summer in London is bright. Solicitor Ivey and Manager Carr, of the street railway company, were out of town yesterday, and there was a diversity of opinion as to whether they were in Toronto on radial railway legislation, or in Detroid interviewing Mr. Everett. It is possible that one might have been at each place. Anyway, the situation

did not alter during the day.

"Surely the difficulty between the company and the council can be bridged," said an embryo municipal humorist yesterday. This man has an assured future before him, and if he cultivates his wit he will soon press Ald. Garratt for first position as council joker.

"Why cannot the city widen one bridge and the company the other?" asked another citizen whose taxes are paid, and who therefore feels free to give the aldermen advice. "I think it would be better to abandon Victoria bridge altogether," he continued, "and build a loop line, using York street and Clark's bridges.

And many of the aldermen think like-The council intends to fight for the cross-town line in the East End from

Dundas to the Hamilton road on Egerton street. This and a short portion of Adelaide street are the only points of variance in regard to routes, and no difficulty is expected from that quarter. City Clerk Kingston, at a great deal of trouble, has prepared a comparative statement showing the abstract of contemporary street railway agreements. It proves interesting in view of the probable near solution of the question in

DETROIT. Term - Thirty years; from Dec. 4, Mileage-None.

Percentage-None. Fares—Five cents, with transfers; children under 6 years old free; eight tickets for 25 cents, for use between 5:45 a.m. and 8 p.m.; six tickets for 25 cents

for use between 8 p.m. and 5:45 a.m. Rights of corporation at end of the agreement-At expiration of term city may purchase at arbitration value, but the value of franchise not to be considered by arbitrators.

Tracks, poles, etc.-Poles within a two-mile circuit to be of iron, outside of that may be of wood. Tracks to conform to grade of street.

Hours of labor of employes-Conductors and motormen to be citizens of the United States, ten hours to be their day's labor, to be performed within twelve consecutive hours.

Removal of snow-City to keep the track clean same as rest of street, but not to remove snow or ice for purposes of company. Taxes—Company to pay taxes on all

its property except its franchise and Damages-Company gives bond of \$100,000 to save the city harmless from damages caused by exercise of fran

Paving and repairing, etc.-Paving to be done and streets kept in repair by city, except as in case of replacing the pavement or widening the pavement for the company's purposes.

TORONTO. Term-Twenty years; from Sept. 1 1891-to be renewed for a further ten years if legislation for that purpose is granted. Mileage-Single track, 800; double

track, 1,600. Percentage-Eight per cent. on gross receipts up to \$1,000,000; 10 per cent. on next \$500,000; 12 per cent. on next \$500,-000; 15 per cent. on next \$1,000,000; 20 per cent. on all over \$3,000,000.

Fares--Five cents, with transfers; 10

cents night fare; infants in arms free: other children under 9 years, half fare: school children, ten tickets for 25 cents eight tickets for 25 cents for use 5:30 a.m. and 8 a.m. and 5 to 6:30 p.m. Rights of corporation at end of agreement-City at end of term may take over all real and personal property of the company necessary to operation of railway at arbitration value. City to

pay for land only what it is worth, without reference to its value in connection with operation of railway. Tracks, poles, etc.-Tracks to conform

to grade of street. Hours of labor-No employe of company to work more than ten hours a day, or 60 hours per week, or six days per week.

Removal of snow-Track allowances to be kept free from snow by company.

Taxes—School rates payable for public schools only. No further stipulation as to taxes.

Damages-Company to indemnify city against damages arising out of construction or operation of railway. . Paving and repairing-City constructs, reconstructs and maintains in repair the street railway part of road way, constructing permanent pavement where old lines are replaced by new. Pavements broken for purpose of repairing tracks to be replaced by the

HAMILTON. Term-Twenty years; from Dec. 22,

Mileage-Single track, \$400; double, Percentage-On all receipts under \$125,000, 6 per cent.; between \$125,000 and \$150,000, 6 1-2 per cent; between \$150,000

and \$175,000, 7 per cent.; between \$175,-000 and \$200,009, 7 1-2 per cent.; on \$200,-000 and over, 8 per cent. Fares—Five cents, with transfer; children under 5 years not occupying

seats free; eight tickets for 25 cents, for use between 6:20 and 8 a.m., 11:50 a.m. to 1:30 p.m., and 5:50 to 6:30 p.m.; children 5 to 12 years, 3 cents, or ten tickets for 25 cents.

Right of corporation at end of agree-ment—City may take over railway at end of term at arbitration value according to actual value, without regard to use or net revenue. Tracks, poles, etc.—Tracks to con-form to grade of streets; poles on certain streets to be of iron.

running cars not to work more than ten hours in 24. Any employe working obliterate future expense. AMERICA. 27u HOTEL IMPERIAL, CHICAGO.

more than ten hours to receive extra pay at the rate of 25 cents per hour. Removal of snow—Company to re-

move snow from tracks and spread same evenly over surface of street.

Taxes—No stipulation as to taxes. Damages—Company to indemnify city against damages arising out of construction and operation of railway.

Paving and repairing—Company to construct and keep in repair paved and macadamized streets and crossings. macadamized streets and crossings between tracks and two feet outside each rail similar to what city uses on balance of streets, material to be supplied by city; first paving to be done

OTTAWA. Term-Thirty years from April 13,

Mileage-No double mileage, but \$450 per mile of street occupied by company during first fifteen years of franchise and \$500 per mile during last fifteen

Percentage-None. Fares—Five cents with transfers. From 12 midnight to 5:30 a.m., fare 10 cents. Workingmen's tickets, 33 for \$1; school children under 14 years, 40 tickets for \$1; children under 10 years of age, drop fare, 3 cents.

Rights of corporation at end of agree ment-At the end of term city may take over railway on payment of value thereof as determined by arbitration, arbitrators to consider only actual value of property, plant, etc., and not value of rights, privileges, revenue,

Tracks, poles, etc.—Tracks to be flush with the grade of streets. Poles to be uniform, dressed and painted.

Hours of labor-No provision. Removal of snow-If company runs its cars on wheels in winter it must remove the snow from curb to curb of the streets occupied by the company, except such as may be required for sleigh-

Taxes—Company exempt from taxa-tion on its income, franchise, and all its property, except real estate. Damages-Company responsible for damage caused by construction or op-

eration of the railway.

Paving and repairing—When city ermanently paves any street the company shall pay at the rate of \$1,000 per mile instead of \$450 or \$500 mileage.

KINGSTON.

Term-Forty years; from July 1, 1894 Mileage-None. Percentage—None. Fares—Five cents from 6:30 a.m. to

10:30 p.m. night fares, 10 cents; workingmen's tickets, eight for 25 cents; children's tickets, ten for 25 cents. Rights of corporation at end of agreement-Same stipulation as in Toronto Tracks, poles, etc.—Tracks to be flush

with grade of streets, and poles to be to the satisfaction of the engineer. Hours of labor-No stipulation. Removal of snow-Snow to be remov

ed by the company and kept at a level for fifteen feet outside of each rail. Taxes-No stipulation. Damages-Company responsible for

damages caused by construction or operation of railwaly. Paving and repairing—In case of re-pairs to track, streets replaced by company at its own expense with same ma-terial as the roadbed is composed of, but after the expiration of fifteen years of franchise city to pay for repairs.

MONTREAL. Term-Thirty years; from Aug. 1,

Mileage-None. Percentage—Company to pay city 4 per cent of its gross earnings up to \$1,er cent additional for each \$500,000 to \$3,000,000; 15 per cent over \$3,000,000.

Fares-Five cents. Between 12 midnight and 6 a.m. company may charge 10 cents. Children on parents' knee free. Six tickets for 25 cents; 25 tickets for \$1; between 6 and 8 a.m. and 5 and 7 p.m. 8 tickets for 25 cents. Rights of corporation at end of agree

ment—At end of term or each five years thereafter, upon giving six months notice, city may assume all property of company necessary to operation of railway upon paying its value and 10 per cent additional, to be determined by arbitration. Poles, tracks, etc.-Tracks to con-

form to grade of street, and rails to meet with approval of engineer. Hours of labor-Employes of company not to be held to work more than ten hours per day or 60 mours per week. Removal of snow-Company to keep tracks clear, but city may remove all snow from curb to curb, the company to pay half cost of same.

Taxes-No stipulation, but company must erect shops and manufacture cars

in the city. Damages-Company responsible for damages caused by construction and operation of railway. Paving, repairing, etc.-Company to make all excavations and lay tracks; repairing with same material as bal-

ance of street. Advertising pays: Newspaper adver- good quality-in short, it tising pays best of all. Our most successful and prosperous merchants and tradesmen, whose bright record has added imperishable luster to the history of American commerce, can all testify large stocks, plenty of variety, to this truth from personal experience. The newspaper is the commercial

traveler in city and country home, who tells at the fireside, to the evening circle, the merits of your wares and mer- thing has to be up to standchandise, if you are wise enough to employ it to speak for you. It never is neglected, never goes unheeded, never speaks to inattentive or unwilling ears. It never bores. It never tires. It is always a welcome visitor and meets a cordial reception. It speaks when the day is done, when cares vanish, when the mind at peace and at rest is in its most receptive mood. Then it is that its story is told and all who read treasure what it says and are influenced to go where it directs for the thing for which

What other influence can be so potent to help trade as this quiet but powerful

advocate? Let it become a salesman in every home for your wares. Let it make its mighty plea for your benefit. And we assure you it will do more than all other influences to promote your business and put money in your purse. In our long experience we know whereof we speak. Try it.

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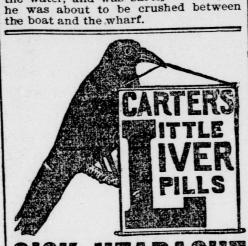
MINNEAPOLIS, Minn., Feb. 26 .-The Crown Lithographing Company and the Housekeeping Publishing Company, at Seventh street and First avenue, were destroyed by fire yesterday. Loss, \$300,000. Insurance is very

DAYTON, Ohio, Feb. 26.—The house of G. W. Weaver and wife, an aged couple living two and a-half miles southwest of Trottwood, Montgomery county, was burned on Sunday night, and the charred bones of Weaver and his wife were found in the ruins. It is thought robbers committed the deed.

DIDN'T PASS. WASHINGTON, D. C., Feb. 26.-The amendment to the general deficiency bill appropriating \$425,000 to pay damages to Canadian sealers under the findings of the Paris tribunal, was at first adopted by the United States House of Representatives by a vote of 91 ayes to 86 nays. On the aye and nay

vote it was rejected, ayes 112, nays 143.

The vote was mainly on party lines, Republicans and Populists opposing it and the Democrats favoring it. IN A PERILOUS PREDICAMENT. QUEBEC, Feb. 26.—While backing his horse and sleigh on the ferryboat at Levis last night, a man named Poulin, milk inspector, had a narrow escape. While on the gangway the boat moved off with the tide, the gangway fell off, and the sleigh hung down the boat's side, with the horse pulling on it from the deck. Poulin hung on to the back of the sleigh, with his feet dangling in the water, and was barely rescued, as



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these are some of your positions. Just try these motions, up and down, without the tub. That will prove how hard they are. Then try Pearline's way of washing.

That will prove how needless and absurd they are. Without the washboard and the rubbing on it, and without bending over the wash-tub or bobbing up and down over it -you save the wear to your clothes and the work for your back. That's Pearline's way. Directions on every package.

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LUCANIA Saturday, March 23, 3 p.m
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AURANIA Saturday, April 13. 8 a.m
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