HAVE YOU NOTICED?

THAT the oldest business houses here or anywhere are those that have only handled reliable goods.

THAT the cheapest thing is not always that which cost least money.

THAT MICHIE & CO.'S FINEST blend of Java and Mocha coffee makes a delicious cup, and

THAT it is cheap at 45c pound.

MICHIE & CO.

ONLY A BOUNDARY RIDER.

He was only a station hand. Where he came from, or why he came there, of course nobody knew—that is common enough in Australia, and perhaps commonest of all on a back country run in Queensland. To look at, indeed, he had something to recommend him—tall, straight, active and manly-looking—there was not a hand on the station who could ride a horse better than Jim. Jim what? You might have been disposed to ask—but that was just what nobody knew or cared much to know. Jim was plenty, when Jim was only a boundary rider on the Mulla-Nulla Run.

It was as Jim that he had joined and was entered on the overseer's book and as Jim he had worked there for at least a twelve month without anybody ever asking whether he owned another name or not. Mulla-Nulla Run is well known in Middle Queensland. It is rather a large one, and carries more stock for its size than most runs in the district—when Jim was there perhaps 50,000 head of cattle were depastured in its broad valleys and on its grassy downs, and there were about twenty-five hands besides the overseer to look after them. The owner, Mr. Leslie of Mulla-Nulla, lived there when he was at home, though, being a member of Parliament and a leading politician, he was a good deal away in Brisbane with his family.

It was a good place to live, too. The house—long, low and substantial—was built half way up the slope between the creek and the wooded range. It faced the west and from the veranda you looked out as far as the eye could see over the open plains, toward the setting sun. Miles upon miles of grassy plain, with here and there a shallow bottom where the pale Mimosas waved their thin feathery foliage and soft lilac flowers over the bed of the little winter stream that remained green so long through the fiery heat of the long, bright summer months. Miles upon miles—green as emerald after the rains—yellow as gold while the summer heat was still but a month or two old—brown as russet through the long hot months from December to April.

Many a glance Jim had cast at the house, lying nestling on the breast of the hill, half hidden in its fruit trees and shrubberies, only glimpses of its green-shaded windows and deep verandah, draped with its gorgeous flowering creepers, visible through the cold vista. In front, sloping to the stream, terrace after terrace, clothed with vines that spread their broad leaves tenderly over the great bunches of their white and purple grapes. Jim could admire the place to his heart's content, but from a distance only, for though Mr. Leslie was a popular man with his hands, his friendliness didn't extend past his family.

Yet Jim met the girls every now and then, as they rode with their father or brother, and more than once it had been his luck to see them near at hand—so close, indeed, that in his own mind he had settled which was the elder of the two. It hadn't taken him long to decide which was the prettier, and there could hardly be two opinions that he was right, for Margaret Leslie was a strikingly handsome girl. Yet, strange to say, it was another face that came back with strange persistency to Jim, on his long, solitary rides—other eyes than those of the belle of Brisbane that shone upon him in the still hours of the night in his lonely hut on the outlying boundary.

It would be rash to say what and how much a girl observed of what concerns herself. Perhaps it was not in Jim's mind alone that a face—only a face—unconnected with language, either spoken or written, appeared and reappeared at unbidden moments—who can say. There was something after all, uncommon about Jim, as he sat his horse Firefly with the ease of a centaur, and doffed his broad-brimmed cabbage tree hat to the passing girls—something engaging in the frank, manly look of respectful admiration which would be cast momentarily on one at least of the Leslie girls whenever they chanced to meet.

It was on a Friday night that it happened. It might have occurred on any other day of the week, although to this day Miss Leslie is of a different opinion. Jim was out on the Death's Valley Boundary that day, as luck would have it, and young Leslie and his sisters took their ride in the same direction. It may be that Jim's mind was running on the bright, dark face, with the eyes that glanced so quickly at him as he raised his hat in passing, but whatever the reason may have been he took no notice of the weather till he suddenly found himself face to face with an Australian thunderstorm.

A blinding flash, a deafening roar, a sudden fierce splash of blinding rain, like the discharge of a waterspout—and the storm was upon him. To make for cover was his first instinct, and at any rate his horse refused to face the storm, so in a minute he had turned and was galloping back in the direction of the boundary hut at the foot of the Death's Valley range. With flash and growl and roar, the storm swept after him, but it was the horse rather than the rider, that seemed to feel it. Jim indeed was resigned, for there was no escape from the rain, which came down with splash and hiss on the tangles of the dull golden brown grass that lay matted under foot, and by this time he was too well accustomed to this mood of Queensland nature to feel nervous about the jagged streams of steel-blue light that ran and flickered around him.

As Jim turned into the boundary hut gully he was startled by the sound of the long, shrill wail of the native Coo-ee-ee, which rang out strange and wild, through the dull splash of the falling rain. It seemed to come from the hut and Jim hounded on the party, then, had been caught in the storm—it was awakened, no doubt, but at least he would make their acquaintance. In another minute he had rounded the bend in the gully, and once more that cry, so wild and despairing, met him as he turned. It was strange and alarming, and as he peered through the swimming mist of the falling water, he could just make out moving figures in the uncertain light.

"Blacks!" he put spurs to his horse and sprang forward. Yes, but a few yards on and the dark, lithe form of a native, spear in hand, seemed to melt out of his path, and something passed him with a sharp swish, so close that involuntarily he stooped his head. In another moment he had reached the hut, and as he leaped to the ground he saw more dusky forms disappearing behind the veil of blinding mist.

A glad cry of relief welcomed his arrival, and the rough bark door of the hut was thrown open. With quick decision Jim plucked off the bridle and struck the horse sharply with the stockwhip in his hand. Firefly threw up his head indignantly and disappeared into the storm. Then Jim stepped quickly inside the door. He had been right—there they were. There, but in evil case. On the floor, half propped against the wall of the hut, half leaning against his younger sister's shouder, lay young Leslie, the first victim of the murderous attack of the natives. The slight shaft of the spear which had pierced his side lay on the ground beside him, while his half-glazed eyes looked up anxiously at the newcomer. "Pull it out!" he whispered huskily. Jim stooped and looked at it. "I don't know that it's safe," he said. "Now, now!" whispered the feeble voice, more huskily yet, "it hurts too much—pull it out!" Jim shook his head, then glanced a question at his sister. "Do what he asks, please," she said in a low tone. Jim drew out the spear. As he did so something struck the slight door and the sharp head and most of the shaft of spear came through.

There was a shriek—it came from the other girl who was crouching in an agony of fear against the opposite wall of the hut. Jim gathered up the coils of his stock whip and grasped the short loaded handle by the smaller end. "Don't be afraid," he said, reassuringly; "they won't come in while I'm here." He took his stand by the door. No more was said, and there was silence in the hut but for the weak, panting breathing of the wounded man and an occasional moan of terror from Miss Leslie. From the outside came the growl of the thunder and the monotonous splash of the falling rain. The dusky interior of the hut, dimly lighted by the little window, it's lower half barricaded by a rude shutter, flashed into splendor after the blue glare of the lightning. Slowly the minutes crept on—slower and yet more slowly came the gasping breaths of the wounded man. Gradually the lightnings paled, the long volleys of the thunder rolled sullenly away, the rain ceased, and the sun blazed out again in all his golden splendor. It was the signal for attack, and the sharp stroke and rebound of the spears grew frequent, while here and there one found its way through door or window, and stood quivering in the earthern floor.

The labored breathing of the wounded man ceased, and Jim motioned to his companions to shelter themselves under the rough table. At last! A hasty rush of naked feet upon the sodden earth—a rude impact against the frail bark door. The fastening gave way, letting the intruders fall on the earthern floor. They came at a bound through the opening, and fell headlong under the dealy stroke of the loaded whip at the very feet of the dead white man. Then the door was closed again and the silent watcher resumed his vigil.

When at last the sharp reports of half a dozen rifles told of rescue, the level rays of the western sun shone on the fragments of a broken door—shone on the calm face of a dead white man—shone on the pale faces of two zero-stricken women—shone also on the dead bodies of three natives, and on Jim, who, his long guard relieved at last, had fallen senseless in the doorway with spear wounds through thigh and shoulder.

They carried him to the house on the Mulla-Nulla slope, and when at last he recovered he rode away. Another rider has the northern boundary now, and one at least at Mulla-Nulla knows that Jim has a right to another name. One pair of bright eyes turns often in the direction where the boundary hut on the Death's Valley still stands. In one memory the last night of Jim's strong active figure as he rode away, with a lingering, backward glance is a living memory still—though he was only a boundary rider. Will Jim come back to Mulla-Nulla? The question has been often asked—the answer still remains, as so much remains—perhaps. Who can tell?

Not Particularly Impressed.

"This place," observed the guide, showing his American visitor through the mouldy castle, "is over 600 years old."

"Is that all?" said the American, sniffing the air incredulously. "It smells a thundering sight older."—Chicago Tribune.

Why?

"Why," asked the philosopher, "why is it that a man—the noblest created object—why is it that a man should have such doubts of his ability to win a woman's affection when he considers the success in that line of a cross-eyed, pudding-shaped stump-tailed pug dog? But the assembled listeners answered him not.—Tit-Bits.

A Run to "Impromptu."

When arranging their list of club runs at the beginning of the season it is usual for cycling clubs to leave several dates open, and these appear on the fixture cards as "impromptu."

At a meeting held by a newly formed Tyneside club one of the members was asked to nominate a place.

"Wey, Aa think," said he, "that we might hev a run te Impromptu; there's a lot of clubs hev runs to it."

And he wondered why they all laughed.—Tit-Bits.

Second Thoughts.

A man with a pained expression of countenance sat on a dry goods box.

"Are you ill?" someone asked.

"No."

"Have you lost anything?"

"Never had anything to lose."

"What's the matter, then?"

"I'm sitting on a wasp.'

"Well, that was my first impulse.

"Why dont you get up?"

"Well, that was my first impulse, but I got to thinking I was hurtin' the wasp as badly as he was hurtin' me and concluded to sit here awhile."—Spare Moments.

Children like using Odoroma, thus forming habits that will ensure them good sound teeth the rest of their lives.

EXTENSION TO RICHMOND HILL.

County Council Enlarge the Time for the Completion of the Metropolitan Electric Railway.

The Property Committee of the York County Council, at their meeting yesterday morning, extended until November the time granted the Metropolitan Railway Company for the extension of their line to Richmond Hill. The by-law in point makes it compulsory upon the committee to do this if the solicitor and engineer are satisfied that the delay is unavoidable. County Solicitor Robinson stated that in March, 1894, shortly before the agreement with the Council, Mr. John M. Anderson entered an action against the company seeking an injunction to restrain them from expending moneys in extending their line. The action was still pending, although every effort had, he was satisfied, been made to bring it to trial. The company would not be justified in proceeding while the suit remained undecided. Mr. Warren, president of the company, and Mr. Walter Barwick, their solicitor, gave an assurance that everything possible had been done to bring the matter to an issue. Reeve Hill strenuously objected to the permission being granted. He raised the point that a committee appointed in 1894 could not act in 1895, and Solicitor Robinson himself had grave doubts as to their jurisdiction. It was also possible, said the solicitor, that the County Council might still have jurisdiction over the York roads in railway matters, even after the Ontario Government abandon them to the municipalities. Three members of the committee dissented from the granting of the extension.

The Metropolitan Fenders.

A car "fender" built on an idea of Manager Moyes of the Metropolitan Street Railway, has been attached to car No. 3 of that service and will as soon as possible be placed on all the others of the Metropolitan line. The fender, which is 5 feet 8 inches by 2 feet 6 inches, and lies without rocking about three inches above the rails, hangs on two perpendicular springs, instead of horizontal ones, as is the case with those of the city cars, and its braces are attached to the main body of the car. There is consequently no recoil, and whatever the fender picks up it holds, as was demonstrated when the car ran at considerable speed into a flock of sheep, coming in an opposite direction. The fender's simplicity of construction ensures cheapness and a weight some 50 pounds lighter than the city ones. Another point in its favor is that it can be folded up while on the car to the saving of much valuable room in a motor shed.

NORTH TORONTO.

Mrs. Lawrence, wife of the chief constable, returned yesterday from Reigate, England, where she has been visiting relatives for some months.

The usual meeting of the Council of North Toronto has been postponed from to-night until the 15th instant.

Mr. W. Douglas, clerk of the town of North Toronto, is back again from his holidays.

Rev. C. O. Johnson gives his lecture "Courtship and Marriage" at the Davisville Methodist Church to-night.

GRAND JURY'S PRESENTMENT.

Overcrowding of the Central Prison—Government Attention to be Called.

The presentment of the Grand Jury of the Court of General Sessions made to Judge McDougall yesterday showed that out of 35 cases 29 true bills had been returned.

A recommendation was made in favor of allowing aged prisoners in the Central to have outdoor exercise before the expiration of the usual month. Attention is drawn to the overcrowding of the Central prison, where 396 convicts are confined in the room of 350.

In the Mercer, which is favorably mentioned, there are 81 inmates, of whom 46 inhabit the refuge.

Gratification is expressed at the work being done in the House of Providence, in which there are 360 inmates, including 50 children between the ages of 1 and 4. A new wing for old people is being erected.

There are 258 patients in the General Hospital, where, owing to bad water, typhoid is on the increase. In Grace Hospital there are 65 patients. The Insane Asylum contains 700 inmates, and restraint has not for 12 months been exercised. The Victoria Industrial School, to which special attention was paid, is found to be in first-class shape, and Mr. Hassard is commended.

Judge McDougall, in reply, avowed his intention of calling the attention of the Government to the overcrowding, which he thinks a great mistake.

PEARY SPEAKS OF BLOOMERS.

Esquimaux Women. He Says. Were Pioneers in the Costume.

Halifax, N.S., Sept. 30.—Lieut. R. E. Peary passed through Halifax yesterday on his way to Philadelphia. Mrs. Peary met him here.

Lieut. Peary spoke freely of life in the northern latitudes. He said that the women of civilization might learn much from the Esquimaux women in the way of amiability. "Scolding," he said, "they have not yet acquired."

"They were the pioneers in bloomer wearing," the Lieutenant continued. "They wear trousers down to their knees and a pair of skin boots. Between their boots and trousers is a bare space like that in the costume of the Scotch Highlander.

"We struck some days when the mercury was 44 degrees below zero, but the cold was not uncomfortable. I have suffered with it more in Florida. The warm spells in the north, however, are enervating. The most extreme hardship that we experienced was during an expedition to Cape York. For forty-eight hours we were without food."

CUT TO PIECES.

James Boyd, a Farmer, Literally Ground Up by a Train.

Britton, Mich., Sept. 30.—Last night Wabash train No. 55 struck a man on a culvert half a mile north of this place and ground him all up. With the exception of the hands and feet there was no resemblance of a man about the remains. The head was entirely gone, only a piece of skull and the skin from one side of the face being found. But the remains were identified as those of James Boyd, a well-known farmer, who lives about three miles northeast of this place, by the clothing.

London's Automatic Doctors.

From The Buffalo Courier.

"I returned from England last week," said William F. Breed, of Brunswick, Ga. "I saw a 'Doctor' Something advertising wagon a few minutes ago which reminded me of the 'automatic doctors' of London. They are curiosities, indeed, and may be found all over the great metropolis. The automatic doctor is a slot machine, made to represent the anatomical parts of the human frame, with slots to represent all sorts of bodily complaints. For instance, by dropping a penny in a slot in the forehead you'll get a prescription for a headache. By putting a penny in a slot in the big toe of the machine, you'll get a prize in the shape of a corn or bunion cure. Every ill that man is heir to is provided for, and antiseptic dressings for cuts, tonic for bald heads and even a cure for the prevalent illness, called 'katzenjammer,' are dispensed by the silent doctor-apothecary. The machine is in great disfavor with the medical fraternity."

A MONTH OF DANGER!

October Weather Dreaded by Rheumatic Sufferers.

Sudden Changes in Temperature Bring Agonies and Suffering.

Paine's Celery Compound Should Be Freely Used This Month.

The Only Medicine That Cures Rheumatism and Sciatica.

We have just entered on the month of October, a time fraught with tremendous dangers to all rheumatic sufferers. It is terrible to contemplate the agonies that thousands will have to endure. The victims are many; they are old and young, rich and poor. Some wealthy sufferers will betake themselves to climes with fewer dangerous changes of temperature; but the vast majority are obliged to face and endure the evils that must surely come, unless they seek the help of Paine's Celery Compound, that medicine that never fails in the most terrible cases of rheumatism.

In the complete banishment of rheumatism and sciatica, Paine's Celery Compound has more wonderful cures to its credit than can be shown by all other combined medicines.

It should be remembered that Paine's Celery Compound does not simply relieve for a few days or weeks; this wonderful medicine goes straight to the root of the trouble and takes away the seeds of disease forever. Medical men know well of its value in rheumatism, and endorse its use. It is therefore folly on your part to go on suffering when such a cure is within your reach. If you are a rheumatic sufferer, and wish a complete cure, see that you are not influenced to take something else, even if your dealer recommends it; your safety depends entirely on Paine's Celery Compound and its miraculous virtues.

FORTUNES IN THE LAW.

An Average of Forty-Four Estates Gives Half a Million Dollars to Each

The Daily Telegraph has an article on lawyers' fortunes. "Get money, my boy," said an eminent barrister to his son. "It will buy you everything you want except an easy conscience, and it needn't prevent you from having that." A few lawyers evidently do "get money." Whether they keep an easy conscience is a point on which they alone can throw any light. The "D. T." writer thinks that the average earnings of a barrister are no larger than the average in other callings. Three hundred pounds a year is a fair average, he thinks; £500 distinctly better than the average; £1000 very good; and £2000 as much as any but a very few are likely to win. The fortune-makers are those who gain the great prizes of their calling. Here are a few of them during the past five or six years:

Sir Montague Edward Smith (aged 84), formerly a judge of the Court of Common Pleas	£238,615
Sir James Bacon (97), the last of the Vice-Chancellors	135,647
Sir Henry Manisty (81)	122,815
Sir John Mellor	97,000
Baron Huddleston (73)	64,579
Lord Justice Bagallay	64,609
Baron Bramwell (84)	60,954
Lord Justice Cotton (71)	59,089
Lord Hannen (73), formerly president of the Probate and Divorce Division	57,085
Earl of Selborne (83), twice Lord High Chancellor	57,552
Lord Justice Christian (Dublin)	70,000
Rt. Hon. G. A. Chichester May (77), ex-Lord Chief Justice of Ireland	54,314
Lord Craighill, Scottish judge	55,000
Lord Fraser, Scottish judge	47,000

Lord Coleridge does not appear in the above selection, for his estate was sworn for probate at £14,455; but he had disposed of about £50,000 by settlements a few years before his death. County Court judges and Police Magistrates appear to leave fortunes varying from a few thousand to 50 or 60. The Telegraph enumerates 37 estates of lawyers the average fortune of which is £43,000; but taking the estates of judges alone during the five or six years under review, the average works out at nearly £52,000 each. An analysis given by the Telegraph in November last of the fortunes left by 65 doctors gave an average of £50,000. Law is thus at least as profitable as medicine. The examples taken from both professions are those of men who did not start with great wealth. A list of lawyers who were rich by inheritance as well as by practice gives an average fortune for twenty estates of £91,552 each, about £4000 less than the average fortune of eighty-four members of the Stock Exchange. It would seem from this that though a tidy fortune may be made at the Bar, the Stock Exchange offers better facilities. It possibly gives greater opportunity for elasticity of conscience. But it is not the best road for the would-be millionaire to tread. The lower branch of the legal profession—using the adjective, of course, in its strictly technical sense—is the one to which money-making youth should be directed. The Telegraph gives a list of 44 solicitors' estates. We take the following, excluding for reasons of space, all fortunes under £100,000:

John Clayton, F.S.A. (98), Town Clerk of Newcastle-on-Tyne	£728,746
Joseph Maynard (89), Crowder & Maynard	436,383
Charles Kaye Freshfield (83), solicitor to the Bank of England and formerly M.P. for Dover	256,089
Sir William Richard Drake (73), Treasurer of County Courts	237,080
Bernard Wake (70), Sheffield	100,614
John Giles Mounsey (58), Carlisle	128,038
Alfred Grundy (78), Manchester	121,962
Robert Edmund Mellersh, Godalming, solicitor and banker	193,607
George Woodcock (54), Birmingham, solicitor, and of Rudge & Co., Coventry, 'cycle manufacturers	113,324
George Burrow Gregory (79), Treasurer of the Foundling Hospital, formerly M.P. East Sussex	186,307
Charles Bull, Bedford Row, who died intestate	133,358
Preston Karslake (68), Regent-street	130,288
Frederick Willmott (67), Hawks, Willmott & Stokes	117,766
Bartle John Laurie Frere (78), Frere, Foster & Co.	114,392
Edward Walmisley (79), Abbingdon-street	133,240
Frederick Itid Nicholl (78), Howard-street	106,067
William Smith, Stockport	115,067
John Hope (65), Edinburgh, Writer to the Signet	145,223
Henry Ray Freshfield (81), formerly solicitor to the Bank of England	338,630
	£5,160,995

An average of the 44 estates gives a fortune of £117,000 to each solicitor. Not a bad profession, apparently, even in these hard non-litigating times.

JENNY LIND'S GRAVE.

A Handsome Monument Marks the Spot Where the Swedish Nightingale Lies.

Letter in Boston Transcript.

It has been stated that the grave on Malvern Hills, in England, of Jenny Lind Goldschmidt, the Swedish nightingale, has been sadly neglected and is not even marked by the simplest slab. This is not true. A handsome and costly monument in the shape of a cross tells the passer-by that the remains of that noble woman, renowned, not only as the most wonderful songstress of her day, but for her almost unparalleled generosity and saintly character. It is stated that her husband, long after her decease, was in the habit of visiting her grave daily and strewing upon it the most beautiful flowers. He was a most devoted and loving husband, and her last days were made happy and sweet by his kind attentions. Mr. P. T. Barnum, her American agent, in a visit to England some years before his death called upon the Goldschmidt family and saw the daughter and granddaughter. In the house were a number of fine portraits and marble busts of the Swedish nightingale. She was much beloved, not only by her own family friends, but by multitudes who have been the grateful recipients of her many charities. Her very last days were spent in singing for indigent clergymen. It is recorded of Mr. Barnum that he could make her cry any time by repeating to her a story of poverty, and that she always "backed her tears with a purseful of money." Jenny Lind had a world-wide reputation as a songstress, but without this she would have been honored and almost adored as a greathearted, benevolent woman, and, as some one has said, would have "been known and loved if she had never sung a note."

How To Cure Headache.—Some people suffer untold misery day after day with headache. There is rest neither day nor night, until the nerves are all unstrung. The cause is generally a disordered stomach, and a cure can be effected by using Parmelee's Vegetable Pills, containing Mandrake and Dandelion. Mr. Finlay Wark, Lysander, P.Q., writes: "I find Parmelee's Pills a first-class article for bilious headache."

Secured Some Plugged Coin.

Sombra, Ont., Sept. 30.—The store of Henry Stokes was burglarized last night and the safe door blown off. All the burglar got was some old plugged coin. Stokes carries a general stock and is a heavy buyer of grain and has at times $4000 or $5000 in the safe.

NOTICE.

FEMALE SHOP INSPECTOR.

Applications for the position of Female Shop Inspector for the municipality of the city of Toronto will be received at the Medical Health Office, St. Lawrence Hall, No. 157 King-street east, on Monday evening next, Sept. 30, between 7 and 10 o'clock. Applicants must apply in person, and will be required to produce one reliable certificate of character, and such testimonials of special qualification and fitness as they may possess, these must have regard only to actual experience or knowledge of the work as prescribed in the Act. General recommendations or testimonials will not be considered.

51 MEDICAL HEALTH OFFICER.

Notice to Contractors.

TENDERS FOR FENCE.

TENDERS will be received by registered post, addressed to the City Engineer, Toronto, up to 11 o'clock a.m., on Saturday, Oct. 12, 1895, for the construction of a FENCE ON THE ROSEDALE RAVINE.

Specifications may be seen and forms of tender obtained at the office of the City Engineer, Toronto, on and after the 5th day of October, 1895.

A marked cheque, payable to the order of the City Treasurer, for the sum of 2½ per cent. on the amount tendered for must accompany each and every tender, otherwise it shall be ruled out as informal.

The lowest or any tender not necessarily accepted.

DANIEL LAMB,
Chairman of Committee on Works.
Committee Rooms,
Toronto, Sept. 30, 1895.

AUCTION SALES.

IN the Matter of the Worsted and Braid Company, Limited, Toronto Junction.

The undersigned have received instructions from E. R. C. Clarkson, Trustee, to offer for sale by Public Auction, at their warerooms, No. 64 Wellington-street west, Toronto, on TUESDAY, OCT. 15, at 11 o'clock a.m., the real estate, machinery, plant, equipment and stock in trade of the above-named company, in three lots, as follows:

Lot No. 1: Factory premises at Toronto Junction, with boiler, engine and sundry equipment, per inventory, $10,415.

Lot No. 2: Machinery, tools and plant used in connection with the manufacture of shoe and corset laces, braids, elastics and cord, per inventory, $18,430.68.

Lot No. 3: Stock in trade, part in process of manufacture, about $1500.

If these lots are not sold separately they will be put up immediately afterwards in one lot.

Terms for lot 3, cash; for lots 1 and 2, as may be arranged.

The property may be seen on application to W. Sykes in charge.

SUCKLING & CO., Auctioneers.
246

HYGEIA PURE WATER

In quart bottles (four glasses each) nicely carbonated,

AT 75 CENTS PER DOZEN.

The cheapest of all table waters, one-quarter the price of Apollinaris.
Perfectly pure and reliable.
I welcome inspection of our premises, and invite analysis of the water.
Artesian water only used in all our goods.
Best druggists and grocers.

J. J. McLAUGHLIN,
Manufacturing Chemist,
153-155 SHERBOURNE-ST.

MEDLAND & JONES.
General Insurance Agents, Mail Building
TELEPHONES { OFFICE, 1067. MR. MEDLAND 3092. MR. JONES, 5028.
Companies Represented:
Scottish Union and National of Edinburgh.
Insurance, Co of North America.
Guarantee Co. of North America.
Canada Accident Assurance Co. 246

PASSENGER TRAFFIC.

SPECIAL EXCURSION
Toronto to Montreal
By The People's Favorite Steamer PERSIA J. H. SCOTT. Master,
Lighted throughout by electricity. Leaving Toronto at 3 p.m. every Tuesday.
FARES:
MONTREAL { Single $6.00 / R-turn $10.00.
KINGSTON BROCKVILLE { Single $3.50.
PRESCOTT { Return $6.00.
Meals and berths included. Return tickets good until Oct. 19th.
Passenger accommodation unsurpassed. For tickets and full information apply to W. A. Geddes, Geddes' Wharf.

NIAGARA FALLS
Park and River Railway.
THE FINEST ELECTRIC RAILWAY IN THE WORLD.
This railway skirts the Canadian bank of the Niagara River for 14 miles in full view of all the scenery of Falls, Rapids and Gorge, and stops are made at all points of interest.
Close connections are made with all steamers at Queenston and with all railroads centreing at Niagara Falls, Ont.; also with boats connecting with Buffalo, enabling tourists to make the round trip in one day.
Rate to Niagara Falls and return, good until Sept. 14th, $1.50; Buffalo $2.00.
For special rates for excursions, maps, pamphlets, etc., address
ROSS MACKENZIE,
Manager, Niagara Falls, Ont.

STEAMER LAKESIDE
leaves Yonge-street Wharf at 3.30 p.m. daily for St. Catharines, connecting at Port Dalhousie with G.T.R., for all points on the Welland Division, Niagara Falls, Buffalo and points east. W. A. Geddes, Agent.

NIAGARA FALLS LINE
CHANGE OF TIME.
THE STEAMER
EMPRESS OF INDIA
will leave daily at 3.30 p.m. from Yonge-street Wharf (West Side) for St. Catharines and all points on the Welland Canal, Niagara Falls, Buffalo, Rochester, New York and all points.
Tickets at all G. T. R. and principal ticket offices and on wharf.

NIAGARA RIVER LINE
Change of Time.
COMMENCING
MONDAY, SEPT. 16th
Steamer will leave Yonge-street wharf at 7 a.m. and 3 p.m. ONLY for Niagara, Queenston and Lewiston. Returning arrive Toronto about 1 p.m. and 8.15 p.m.
JOHN FOY, Manager.

RICHELIEU AND ONTARIO
Navigation Company.
CHANGE OF TIME.
Steamer Hamilton will leave Hamilton Monday, Sept. 30, at 9 a.m., and Toronto at 2 p.m., running on mail line time-table, between Toronto and Montreal for this trip only. After 30th inst. steamer Hamilton will be the only steamer of this company running from Toronto, and will make her regular weekly trips going east from Hamilton on Monday at noon and Toronto at 5 p.m. For tickets, staterooms, etc., apply to JOS. F. DOLAN, Agent, 2 King-street east, and for freight to W. A. GEDDES, Yonge-street wharf. 246

ALLAN LINE
Royal Mail Steamships. Liverpool, Calling at Moville.

FROM MONTREAL.		FROM QUEBEC.	
Sardinian	Sept. 21	Sept. 29	
Laurentian	" 28	" 28	
Parisian	Oct. 5	Oct. 6	
Mongolian	" 12	" 12	
Numidian	" 19	" 20	

RATES OF PASSAGE.
First cabin Derry and Liverpool, $50 and upwards single. Second cabin Liverpool, Derry Belfast, Glasgow, $30; return $55. Steerage $16.
*The Laurentian carries first-class passengers only from this side. The Laurentian and Mongolian call at Quebec on the Saturday, 3 p.m., and proceed at once to Liverpool direct, not calling at Rimouski or Moville.

STATE LINE SERVICE
NEW YORK TO GLASGOW.
State of California, Sept. 28; State of Nebraska, Oct. 12.
Cabin passage, $40 and upward, return $80 and upward; Second Cabin $25, Steerage low est rates.
For tickets and every information apply to H. BOURLIER,
Gen. Passenger Agent Allan Line and Allan State Line 1 King-street west, Toronto 26

BELL TELEPHONE
OF CANADA.
PUBLIC OFFICE.
Long Distance Lines.
Persons wishing to communicate by telephone with other cities and towns in Canada will find convenient rooms at the General Offices of the Bell Telepone Company, 37 Temperance-street. Open from 7 a.m. to midnight, Sundays included. 246
METALLIC CIRCUITS, SOUND-PROOF CABINETS.

Warehouse and Factory
BROOMS
Extra strong and well made.
CHAS. BOECKH & SONS
Manufacturers, Toronto.

Smoke
NEEDLES
10c, Worth 20c.
Insist on getting EL PADRE "in the new size." 246

PASSENGER TRAFFIC.

STEERAGE-SECOND CABIN
Advices indicate an increase in steerage rates to and from Great Britain, Germany, Russia, Scandinavia and European countries. Those sailing to or sending for friends should arrange at once in order to obtain the low rates. For full particulars apply to
BARLOW CUMBERLAND
72 Yonge-street, Toronto.

American Line.
NEW YORK—SOUTHAMPTON (London—Paris)
New York..Oct. 2, 11 am | Paris, Oct. 30, 11 a m
Paris.....Oct. 9, 11 a m | St. Louis..Nov. 6, 11 a m
St. Louis..Oct. 16, 11 a m | New York Nov. 13, 11 a m
New York Oct. 23, 11 a m | Paris, Nov. 20, 11 a m
Red Star Line
NEW YORK—ANTWERP.
Noordland..Oct. 2, noon | Westernl'd Oct. 30, noon
Kensington Oct. 9, noon | Noordland. Nov. 6, noon
Friesland..Oct. 16, noon | Kensington Nov. 13, noon
Southwark. Oct. 23, noon | Friesland..Nov. 20, noon
International Navigation Co. Pier 14 North River. Office, 6 Bowling Green, New York. BARLOW CUMBERLAND, Agent, 72 Yonge-street, Toronto. 135

Gold Fields of South Africa
SPECIAL NOTICE—The White Star Royal Mail S.S. Teutonic, Oct. 2,
will connect with the CASTLE LINE Mail S.S. DOUNE CASTLE, from London, Oct. 11.
Through Steerage
and second cabin rates from New York, including maintenance while awaiting steamer in England. For further information apply to Charles A. Pipon, General Agent, or any local agent of the White Star Line in Canada. 135

PIPON & THORLEY,
8 King-St. East, Toronto.
Tickets issued to all points
Sterling Exchange of all kinds bought and sold.
Drafts issued on all parts of the world.

WHITE STAR LINE
Sailing every Wednesday from New York for Liverpool, calling at Queenstown.
S.S. Teutonic.....Oct. 2, 4 p.m.
S.S. Britannic.....Oct. 9, 9 a.m.
S.S. Majestic.....Oct. 16, 9 p.m.
S.S. Germanic.....Oct. 23, 9 a.m.
Winter rates now in force.
CHAS. A. PIPON,
General agent for Ontario, 8 King-street east, Toronto.

SOUTH AFRICA
SPECIAL RATES
Toronto to Cape Town and Johannesburg.
R. M. MELVILLE
Agent Castle Line R. M. S. S. Co.,
Corner Toronto and Adelaide-streets. Toronto

DOMINION LINE ROYAL MAIL STEAMSHIPS
LIVERPOOL SERVICE.

Steamer	From Montreal	From Quebec
Angloman	Oct. 5, daylight	.....
Vancouver	Oct. 12, daylight	Oct. 13, 9 a.m.
Scotsman	Oct. 19, daylight	.....
Oregon	Oct. 26, daylight	Oct. 26, 2 p.m

Montreal or Quebec to Londonderry or Liverpool, cabin, $50 to $70; second cabin, $30; steerage, $16. Midship saloons; electric light; spacious promenade decks. A. F. WEBSTER, King and Yonge-streets. D. TORRANCE & CO., General Agents, Montreal.

GRAND TRUNK RAILWAY.
5 Express Trains
WESTERN EXCURSIONS
OCTOBER 3, 4 and 5
TORONTO TO

Chicago	$10.00	AND RETURN
Detroit	4.00	
Port Huron	4.00	
Cleveland	6.50	
Saginaw	7 00	
Bay City	7 00	
Grand Rapids	8 00	
Cincinnati	10 00	
St. Paul	33 00	
Minneapolis	33 00	
St. Paul, Minneapolis via lake and rail, meals and berths included	34 50	
Chicago	10 00	
St. Paul and Minneapolis	33 00 and 34 50 According to Route.	

Valid for return leaving destination on or before October 21st.
Proportionate rates east and west of Toronto.
Pullman reservations can now be made at City Offices, 1 King-street west or 20 York-street.

GO WEST!
OCT. 3rd, 4th, 5th.
VIA
CANADIAN PACIFIC RY.
From Toronto to

Detroit	$ 4 00
Cleveland	6 50
Saginaw	7 00
Bay City	7 00
Grand Rapids	8 00
Cincinnati	10 00
Chicago	10 00
St. Paul and Minneapolis	33 00 and 34 50 According to Route.

Tickets good for Return until Oct. 21.

Intercolonial Railway
OF CANADA.
The direct route between the West and all points on the Lower St. Lawrence and Baie des Chaleurs, Province of Quebec, also for New Brunswick, Nova Scotia, Prince Edward and Cape Breton Islands, Newfoundland and St. Pierre.
Express trains leave Montreal and Halifax daily (Sunday excepted) and run through without change between these points.
The through express train cars on the Intercolonial Railway are brilliantly lighted by electricity and heated by steam from the locomotive, thus greatly increasing the comfort and safety of travelers.
Comfortable and elegant buffet sleeping and day cars are run on all through express trains.
The popular summer sea bathing and fishing resorts of Canada are along the Intercolonial, or are reached by that route
Canadian-European Mail and Passenger Route.
Passengers for Great Britain or the Continent, leaving Montreal on Sunday morning, will join outward mail steamer at Rimouski on the same evening.
The attention of shippers is directed to the superior facilities offered by this route for the transport of flour and general merchandise intended for the Eastern Provinces, Newfoundland and the West Indies; also for shipments of grain and produce intended for the European market.
Tickets may be obtained and all information about the route, also freight and passenger rates on application to
N. WEATHERSTONE,
Western Freight and Passenger Agent, 93 Rosin House Block, York-street, Toronto.
D. POTTINGER, General Manager
Railway Office, Moncton, N.B.
25th April, '95.