

DINED AT THE NATIONAL.

**Mr. Plimsoll Again Entertained—Spec
of the Talented Young Minister
of Marine.**
A dinner was tendered Mr. Samuel Plimsoll

roll, Saturday evening, by the members of the National Club. Mr. Barlow Cumberland, president of the club, was in the chair. Among the guests was Hon. C. C. Tupper, the young and eloquent Minister of Marine and Fisheries, who in response to the toast, "Her Majesty's Ministers," thanked Vice-President Akers for the kind references he made, in proposing the toast, to the birthday of Sir John Macdonald and congratulated the club on its anniversary. He then gave his opinion. He said he had the greatest pleasure in accepting the invitation to dine with one known the world over as a friend. He said that he was glad to see the poor Jack, and whether he was a poor man or a rich man, he thought that he could not go the whole length of the

reforms he proposed they must recognize him as a man who had accomplished an enormous amount of good for the British seaman. The welcome to Mr. Plimsohl was characteristic of the great city of Toronto and as representing marine interests he (Mr. Tupper) had great pleasure in joining in the welcome. Whether Canadians agreed with Mr. Plimsohl or not they were willing to discuss these matters with him or anyone else fairly and with a bold and confident front and a good record.

Canada's Record a Good One.

Although a colony of the British Empire

And now we have stepped behind the Mother Country in the matter of reforms for molasses. It has been the United States in the reform for reforms and has on its statute books a law which Congress has not yet been able to adopt. Canada has beaten even the Mother Country in some regards, and what Mr. Pimsoell was fighting in Britain for poor Jack, the question was taken up here years ago and settled. The Government has been doing a magnificent factory way. Officers were appointed by the Government to make sure that no vessel went to sea improperly loaded. No discretion was given to the vessel owner, but the whole matter was the vessel owner of a poor vessel. The Government in favor of power was placed upon the statute book and power obtained from parliament to carry

it out most effectively. While the shipping interests in some countries retarded the reforms, vessel owners in Canada raised outcry, but gave their hearty co-operation working out the reforms. Canadians have no reason to be ashamed when compared with the Mother Country, or with any other nation. No man in parliament here has dared to propose such reforms.

The Cattle Trade Must Not be Impaired.
He assured Mr. Pimmsoll, who had not gone altogether on theory, that he had come to Canada to see the cattle trade.

[illegible]

Mr. Tupper then spoke of the pleasure afforded him to tell the people of the importance of the commercial marine of Canada, and foretold in glowing terms the future development of marine interests. He said that since Confederation they had gained success with many great questions

including the development of railways, and the construction of a canal to link the Great Lakes with the St. Lawrence and the Atlantic railway system. The natural complement to this system, the extension and development of the Great Lakes ports, was a natural property to Canada. The spirit of the age was in the air. The world was moving in one direction, and he was sure public opinion would support him. The fact that he might be seen on Toronto Bay [April 22, 1846] was a great advantage. He did not discredit that idea less than they were with respect to the great growth of the cities of the inland marine he referred to the trade of the Great Lakes. He said that in the last 234 days of navigation, more tonnage had passed through the Great Lakes than in the 365 days of navigation that went from or to the great ports of Liverpool and London, which was a great advantage. He said that the tonnage through the river in that time, which was more by several millions of tons, was not more by a million in the whole year. Therefore, the mineral man could hardly exaggerate the advantages of coasting through the waterway of the Great Lakes. He said that the advantages of coasting through the Great Lakes were a great advantage.

The Growth of the Canadian Maritime Provinces

In the last 10 years the development of

The United States has a tonnage only one-third that of Canada, although no less than its own is denied a portion of the coasting trade by the fact that it is not permitted to enter the waters of the United States. When they did enjoy a part of the coasting trade the condition of affairs was such that the United States had the alternative of a better development of their own marine. To that end the United States has been endeavoring that not only Canadian vessels of any vessel of any tonnage could call at the ports of Toronto.

The return would well satisfy any one who had helped to build up the shipping of the United States, even Great Britain, tax shipping for the maintenance of lightships, and the United States board in the United States estimated that if this were so Canada supports one-third of the cost of the United States.

the number without charge. In addition to the free use of the land, the Indians offered free coasting privileges to the country which offered in the same manner to the white men. The Indians defended themselves and in their marine and the land was despoiled. [Applause.]

There was a great deal of difficulty Tupper said, nearly every the people of the coast were built in the same manner, by Nova Scotians all way round to Beuring Sea. He hoped that the people of the coast would be able to get the best of the sea. If Canadians were in killing them they must trust upon the people of the coast to get the best of them. They would give way a little to the people of the coast. He hoped the people on the cattle, but he hoped that the people on the cattle would be able to get the best of the soil would allow them to do a little killing that score. [Applause.]

Mr. Pitmeall says He would be known as a gentleman. He was a gentleman a reply which showed that he been greatly enlightened by his visit and wasted only a reform which would be a great deal of good to the people.

Tupper on the extent of information breadth of knowledge shown in his speech.

the Minister had given to Canada. As an example of the care taken by the Canadian Government he said that until a few y

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PITERS

DIFFERENCES

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New York
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Mr. Cur
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Chair recor

There was proud sails of milled, and for the ladies steel full availability of the surely have it.

A large number of League players their respect for the tournament for the bidition for the this week.

and pucks was most ran on scratch match sport strokes of Skaters skin to the Island.

great race as
skater is under
hour and when
men's mouth
cord in deca
skater who has
A Pullman
friends left the
Brothers' ex
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The commit
national curlin
completed its p
will be held in
curlers from a
and Canada an
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competed for.

DASER

Station Island

"No, there's besides what Thago," said Seers, "description of the Football game, Executive committee session, Union in session with President McGivern, A. B. Griffin and the Mr. Barly thirty unified enormous amount team into effect there is plenty kicking the men shape to be able which he saw the first-class and the their blocking time and effect long clean and

It would be extremely
with any of the re-
duce the game into
playing it instead.
becoming so popular.

The Executive
report, which will
meeting, which is
the Rossin House
day, Jan. 31.

A score of notes
received by the as-
which are:

That the five-year
That the five-year
That Rule of ac-
style of wing pl-
will be permitted
to expose until the team
That handling ce-
alized.

That field camps
That umpires be ag-
That no diverg-

That no appeal
be permitted.
That the goal posts
That all ornaments
book.
That a date be fixed