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Enormously The Largest Sale Of Any CIGAR In Canada.

NEW SAINTS IN HAMILTON.

Two of Them Baptized Into the Church.

ONE YOUNG, THE OTHER OLD

A Brother From Toronto Went Up to Help Institute the Branch.

March Through a Field of Red Clay, With Grass Up to the Knees—A Hymn Sung Under a Roof of Umbrellas and a Plunge Into the Cool Water—Sons of England and Sister Societies at Church—Other News From the Ambitious City.

Hamilton, May 23.—(From The World's Staff Correspondent.)—A small body of Hamiltonians, who say that they have been unable to find anything satisfying in the various churches of this city, met to-day at the house of Hiram Dickhout, railway employe, 169½ Locke-street south, to organize a branch of the Latter Day Saints. The service was held in the sitting room. Each visitor, as he or she came in, was taken by the hand by the host and his two pretty daughters, and by Elder Virgin, who had come up from Toronto to initiate the new church of 12 members. Brother Dickhout, who had an abscess on the side of his head, added to the picturesqueness by wearing a big red turban, and Elder Virgin was faultlessly attired in an orthodox clerical suit, white tie and patent leather boots. The congregation was composed of some 20 persons, the majority of whom were women, while the men, with one or two exceptions, were long past the prime of life. Three hymns from "The Saints' Harp," one of which was "Abide With Me," a prayer and a short sermon on baptism, all very orthodox, by Elder Virgin, completed part 1 of the service.

Part 2 was the immersion of new disciples, one woman and two men having announced their intention of joining the church. Headed by Brother Dickhout, wearing his red turban, the congregation, followed by George Pennell and Charles Gillespie, the two new adherents, carrying a large picnic basket, containing the old suits, for the water, the crowd, augmented to about 150, struck out for the creek a half-mile distant. The spot selected was where a maple tree spread over the stream, and to reach it one had to walk through a field of red clay and grass, up to the knees, a tramp which the fast-failing rain made anything but pleasant. The lady disciple backed out, but the two men were not to be deterred, and rapidly donned their old clothes. The little baud of worshippers sang a hymn under a roof of umbrellas, and then Brother Dickhout, leaving the patent-booted Virgin on the bank, slid up to his waist in the water, and called on Pennell, an upholsterer of 22, to join him. "George Pennell, I have commissioned thee," was the prelude to Pennell's disappearance backward in the water, and his immediate scramble up the opposite bank.

Charles Gillespie's turn came next. He is an old, bent-over man of 75, with long white beard and scanty head of hair. His face and forehead were covered with erysipelas, and as he walked feebly into the water without hat or coat, there were cries of "Shame!" from the crowd. The new disciple, however, paid no attention to the sympathy of the lookers-on. Clasping his hands and looking into the sky, he cried out with fervor, "Oh, the blessed water of the blood of Christ! Lord Jesus, thou hast led me at last into Thy Kingdom!"

Someone in the crowd remarked: "I guess this will put him nearer the Kingdom than he thinks." Then he, too, went under. The feelings of the crowd were at high tension, but here a small boy threw a Scotch terrier into the stream, with the exclamation, "He's going to be baptized too!" and everyone laughed.

Sons of England at Church.

The annual church parade of the Sons of England and sister societies in this city took place this afternoon to the Victoria-avenue Baptist Church. An impressive sermon was preached by Rev. J. F. Barker. Among the notables in the march were: A. Roach, D.D., S.G.P., S.O.E.; George Iloss, president, I.P.B.S.; G. Graham, district master, L.O.A.; W. F. Burton, president St. George's Society; James Galloway, president A. & N. Veterans; William Lamb, D.D., G.M.B.A., and Mrs. Revell, D.D.G., president Daughters of England. Peel's Band provided excellent music.

Trip of the Crescents.

About 15 members of the Crescent Cycle Club left yesterday afternoon (Saturday) for Brantford, staying there till to-day, when about 20 members who left this morning met them, and the whole contingent proceeded to Woodstock for the races there on the 24th. Billy Barnes and J. H. Wheeler will represent the Crescents in the races. Capt. J. H. Stuart had charge of the boys, with Lieut. Connell second in command.

Minor Notes.

To-morrow being Queen's Birthday, the postoffice will be open only from 6 to 11 a.m. and 6 to 7 p.m.

In the police cells to-night are F. Conlan, who picked a purse from a lady's pocket at the G.T.R. station, and Mrs. Sutton, charged with assaulting her husband. A short time ago this lady was sent to jail for trying to cut her husband's throat with a table knife, and since coming out has been drinking heavily.

Rev. Robert Burns, pastor of Simcoe-street Methodist Church, preached to a large congregation to-night on "The Uses and Abuses of the Bicycle." The uses were commercial, social and military, and the abuses, "scorchers," riding for gambling purposes and Sunday desecration. The preacher held, however, that where it was right to go on foot or by conveyance, it was equally right to use a bicycle.

Some boys, unable to keep their fireworks until to-morrow, let off a number of crackers in a closer buey of 65 Evans-street, this afternoon, and burnt down the carpenter shop of S. Cook.

City Hall Notes.

The City Council will meet to-morrow to consider the Gas Company case. This is one of the most important matters that have come before the Council this year, and the attitude of the aldermen on the case will be watched with interest. It is said that a big delegation of gas consumers will be present to urge the Council to have the case appealed.

Dr. Sheard returned from New York on Saturday.

The City Engineer will recommend to the Board of Works that Wilcox-street, from Spadina to Robert and from Huron to St. George, be paved with brick on the initiative, and the same street from Huron to Spadina-avenue be paved with asphalt on petition.

Mr. Keating also recommends that a cedar block pavement on Walmer-road from Bloor-street to Lowther-avenue be constructed on the initiative.

Baptist Young People's Excursion.

One of the pleasantest trips of this summer will be that of the Baptist Young People to their annual convention, to be held in Chattanooga, Tennessee, in July next. The official route for Canadians will be the Cleveland, Cincinnati, Chicago & St. Louis (Big Four Route), from Detroit to Cincinnati, and the Louisville & Nashville and Nashville, Chattanooga & St. Louis Railroads from Cincinnati to Chattanoogn. Returning, tickets will be good to stop over at the Nashville Exposition and Mammoth Cave. One fare for the round trip from all points in Canada, and special through cars from Toronto. For full information call on or address Fred L. Ratcliffe, Canadian transportation leader, 21 McMillan-street, Toronto, Ont.; O. S. Blackman, G.E.A. Big Four Route, 447 Ellicott-Square, Buffalo, N.Y.

S. Ackerman, Commercial Traveler, Belleville, writes: "Some years ago I used Dr. Thomas' Eclectric Oil for inflammatory Rheumatism, and three bottles effected a complete cure. I was the whole of one summer unable to move without crutches, and every movement caused excruciating pains. I am now out on the road and exposed to all kinds of weather, but have never been troubled with rheumatism since. I, however, keep a bottle of Dr. Thomas' Oil on hand, and I always recommend it to others as it did so much for me." ed

To Chattanooga and Nashville.

On account of the B. Y. P. U. meeting to be held in Chattanooga July 15, 16, 17, 18, the C., H. and D., in connection with the Queen and Crescent, have made a $3 lower rate than the one fare for the round trip. This will enable those intending to go to Chattanooga to also attend the Tennessee Centennial at Nashville for the same money as heretofore paid for the Chattanooga trip alone. Remember the dates and the rates. For special information apply to D. S. Wagstaff, G. N. A., C. H. & D. Ry., Detroit, Mich. ed

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Healthful, durable, attractive. Send for catalogue. Tisdale Iron Stable Fittings Company (Ltd.), 6 Adelaide street east, Toronto. 136

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If prices influence business we should have 10 days of extraordinary selling.

BEDROOM SETS

For a good substantial set can't say lower than $7.90.

CARPETS

A good quality Tapestry Carpet for 39c.

A very special line at 60c.

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A 4-hole Cook for $12.

A 6-hole Range, high shelf, for $18.50.

"Moffat's Imperial Pearl" Range, best range on market, for $25.

Extra help engaged to care for the people.

Cash or credit—one price.

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TRIED TO STOP THE CARS

Continued From Page 1.

Attorney-General to give them a general fiat, to which he objected, and the fiat is consequently limited to the question whether the company should be prohibited from operating the cars to-morrow on the ground that the bylaw has not been read a third time. If I have to go into the question of the original agreement the argument will be very prolonged. It is, however, necessary to refer to two clauses of the original agreement. The first is the grant of the privilege of running cars without any limitations whatsoever. It is an absolute grant for a street car service for seven days, including Sunday, subject to the proviso that no cars shall run until a vote of the citizens has been taken. Under the statutes of 1892, which legalized the agreement, there is a full grant, not a privilege. The Toronto Railway Company, therefore, enjoy this grant with the one restriction.

The Sole Question.

Mr. Laidlaw, continuing, said the sole question is whether the one restriction on the running of the cars on Sunday had been removed; whether the citizens had approved of a Sunday service by a special vote taken on the question. The whole point is that the operation of Sunday cars is dependent on the voice of the people. The Ontario Government had validated and confirmed the agreement between the city and the company. Sunday cars are not dependent on the City Council passing the bylaw, but only when the bylaw embodying the agreement is approved of by the people. We rely on the original agreement, which sends the matter to the citizens for their votes. We depend on the people declaring for a Sunday car service, and that service to follow the vote of the people.

Not Dependent on the Council.

Mr. Laidlaw emphatically maintained that there is nothing in the agreement providing that there is to be a vote and then an act of the City Council before a Sunday service is operated.

"Our opponents state in their affidavit that there is a majority of 321 in favor of a Sunday car service."

His Lordship: But do not they say something about a scrutiny?

Mr. Laidlaw: I will not follow them so far as that.

His Lordship: The scrutiny might give you more or less votes, or even a majority the other way.

Mr. Laidlaw: The majority has been declared by the vote.

The Judge: Take it the vote is right, is it a final vote?

Mr. Laidlaw: I submit that it is, so far as this matter is concerned. They are asking now for an injunction to interfere with our right.

His Lordship: Still there are the two weeks provided for.

Mr. Laidlaw: I submit that your Lordship should not consider the question of the injunction upon the statements of these affidavits, but upon the law. No act is predicated upon the vote. The vote has been given and the service defined. The bylaw does not confer any rights upon the company, nor does it prohibit the company in any way.

The People's Affirmative Answer.

The people have given an affirmative answer to the question whether they wish a Sunday car service or not. The certificate of the returning officer in this vote is of the same effect as that of the returning officer for election of Mayor or aldermen. The latter are entitled thereafter to take their seats pending an inquiry. The act makes the agreement binding, subject simply to the vote.

His Lordship: Has the vote of the people really been taken? [Laughter.]

Mr. Laidlaw: We presume that it has.

His Lordship: But there is something else to be done. If you run the cars and it turns out that the vote was against you, what then? You might run your cars for six weeks.

Mr. Laidlaw: They might come and ask you to restrain our running, but we are not going to anticipate that.

Corporation Repudiating Their Own Act.

Mr. Laidlaw added: The corporation in this matter are seeking to repudiate what they have done.

The learned counsel then dealt with the scrutiny, arguing that it was a scrutiny of ballot papers only, not of voters. There could be no scrutiny till the bylaw was passed and application had been made to the High Court of Justice.

The Company Not Attacked.

Mr. Laidlaw argued that the company was not attacked, and that what was chiefly urged in the affidavits was a question of mere form. The citizens had declared for a Sunday service, and the company was under agreement with the city to give that service in pursuance of the vote of the people.

"Those asking this injunction must give security to your Lordship—security for all loss and damage that may arise if the cars do not run on the morrow. We can calculate what that amount will be from the average receipts of the company.

"The citizens were not asked. Are you in favor of the bylaw? but are you in favor of the operation of a Sunday service of street cars?"

His Lordship: You say that the agreement and the vote give you the right to run the cars on Sunday?

Mr. Laidlaw: Yes, certainly.

His Lordship (smilingly): Well, I think it is shocking to be held here till midnight on a Saturday to decide this point. [Laughter, in which all, save Mr. Blake, again joined.]

Mr Bicknell's Contention.

Mr. Bicknell argued that the right to a Sunday car service was acquired under the original conditions and agreement for the sale of the franchise, subject to the single limitation that the cars should not be run on the Sabbath day until a majority of the citizens voted in favor thereof; that the right to the Sunday car service was confirmed by the legislation of 1894 and 1897 under the same limitation, and that the summing up of the votes by the City Clerk, under the provisions of the act of 1894, established the complete right of the company to run their cars, and also that they were under a legal obligation to give this accommodation to the citizens.

Judgments Cited.

The judgments of the Court of Appeal in the cases of the Attorney-General v. Niagara Falls Railway Company and the Hamilton Street Railway were referred to, and it was argued that under the authority of these judgments the court would not grant an interim injunction at the instance of the Crown, and that the real central question was whether the company acquired the right under the contract supplemented by the favorable vote. The original conditions and agreement and the legislation of 1892, the legislation of 1894 and the agreement and legislation of 1897 and the bylaw and legal effect of the certificate of the City Clerk, summing up the votes, were discussed and analyzed.

The arguments were closed at 11.50 p.m.

The Judge's Decision.

His Lordship then gave judgment that in his opinion the motion must be refused on the ground that the right to run Sunday cars was acquired under the original agreement and the vote of the citizens, and that, although there might be technical objections and forms of bylaw and ballot papers, he was convinced that the electors voted on the question whether they were in favor of or opposed to a Sunday car service, and that the court would accept the certificate of the City Clerk as a sufficient declaration of the right to the car service.

SUNDAY, MAY 23, 1897,

Will be a Memorable Day in the History of Toronto's Progress—Sunday Cars Made Their First Appearance.

The 23rd of May, 1897, will be long remembered in Toronto as the first Sunday upon which the street cars have run—as the first Sabbath upon which the less-well-to-do classes of the community have, like their richer brethren, enjoyed the privileges of easy transportation. Owing to the inclemency of the weather, the majority of the citizens stayed indoors all day; the trolley lines were, therefore, not patronized by people seeking the fresh air of the parks and suburbs, as they would have been had the day been fine, but the cars were found very useful by church-goers on their way to and from various places of worship, as was evidenced by the fact that the traffic was larger just before and just after the morning and evening services than at any other hours of the day. The down-town churches, as had been expected, benefited most by the innovation, for it enabled residents of the more distant parts of the city to enjoy the excellent sermons and the fine musical services to be heard at such places of worship as St. James' Cathedral, St. Andrew's on King-street and the Metropolitan.

So striking an innovation did the cars seem to the people, and so curious did many appear about them, that a stranger in the streets would have thought that Toronto had never seen a trolley before. When the first cars ran out about 9 o'clock in the morning numerous groups along the streets stared and rubbed their eyes, and stared again, as if unable to believe their senses. After a few minutes, however, the citizens began to realize that the cars were cars, and not apparitions, and many commenced to use them. The exceptions were a few exceedingly consistent saints, who, though they had long distances to go to church, firmly set their lips and plodded manfully through the drenching rain, ever and anon casting deprecatory glances at the wicked trolleys passing with their loads of protected passengers.

And those who took advantage of the cars also seemed impressed with the strangeness of the situation. A man, as he mounted the steps, smiled consciously, as does a small boy in a new suit of clothes, and if, perchance, any of his friends were already on board, he was greeted with bits of badinage, such as, "Why, you wicked fellow?" or "Well, I am surprised that you would ride on a Sunday car!"

Not a few were so struck with the novelty of riding on a Sunday trolley that they lost control of "where they were at." Three of a Yorkville-avenue party of four on their way to St. James' Cathedral in the morning left their prayer-books behind them on a Yonge-street car.

A fad that developed during the day was the securing of transfers by passengers who did not wish to use them, but wished to keep them as souvenirs of May 23, 1897.

Nearly everybody must have been surprised at the little disturbance of the quiet of the Sabbath caused by the operation of the system. The motormen had instructions not to use the gongs, except in cases of danger, and, as the cars rumbled along, they made less noise than the hoofs of teams of horses drawing carriages along the asphalt pavements.

THEIR FIRST DAY.

The citizens of Toronto were a glad-hearted people yesterday. It is not often you see tens of thousands in a city glad in their hearts over one event and showing pleasure and satisfaction in their faces and actions. There was a buoyancy in the conversation of everyone you met, and "God bless the man that voted for Sunday cars" was a frequent exclamation.

One of the arguments that The World laid stress on was that one-seventh of all the inclement weather fell on Sundays, and that for that alone—if for no other reason—the people who had to go out on Sundays should have the cars. The rain of yesterday made the cars a god-send to many church-goers. A colored man riding in a King-street car said: "I believe the good Lord just sent this rain to show those people that Sunday cars are a necessity."

A very prominent Anti said on Saturday: "It is most important for us that we get this injunction to-day; for if the people once see the cars running on Sunday they'll find out that there is no harm in them." Many who opposed the cars had to make that confession to themselves before the day was over.

A prominent young lawyer resident in Rosedale said a few days before the vote that he would not oppose the cars, but he thought he'd not vote for them. The gentleman to whom he said this had the satisfaction of seeing the lawyer in question occupying a whole Church-street car to himself, scooting through the rain toward Rosedale. He seemed evidently enjoying himself.

Mr. George Gooderham was a pleased passenger on the Belt Line in the afternoon.

On one car at one time two passengers were seen to pay their fare, each with a bill shoved into the box.

The congregation of the Metropolitan Church were "waiting for cars" after the morning service yesterday. About 400 people who attended service returned to their homes on "Sunday cars."

While the chimes of St. James' Cathedral were ringing out the National Anthem before the service last night a Church-street car stopped at the corner of King, and, of the 21 passengers, 20 alighted, among them Mr. Edward Gurney, who made a hurried transfer to a Bathurst-street car. Every other passenger that alighted walked straight into St. James' to swell a congregation that filled the big church to the doors. Every car that stopped at the Cathedral last night brought from 5 to 20 worshippers.

"You put 10 cents in the box," said one man to another in a Broadview car yesterday.

"Well, it goes to the hospital, you know," was the reply.

"Is that so!" said the other in surprise, "I didn't know that. Here, conductor, here's another dime, seeing that it goes to the hospitals."

When the rain was pouring down yesterday afternoon two little girls and four little boys alighted from a Belt Line car in front of St. Philip's Church, and in 10 seconds they were in their seats at Sunday school, dry and happy.

Mr. S. H. Janes came down town on a car about 2 o'clock with a valise. This was labor saved to coachman, footman and two horses.

The total receipts from the Sunday car service yesterday will be about $2000, which will be divided among the hospitals of the city, according to the number of beds occupied.

The Belt line cars were crowded all day, and it was astonishing to note the number of children who were accompanied by their parents.

Even Inspector Jimmy Stephen patronized the cars yesterday.

Amongst the members of the Metropolitan Church congregation who, at the termination of the morning service, availed themselves of a conveniently passing northbound street car, to take a cheap trip homewards, was one of its foremost members, who had been most vehement in his opposition to the introduction of the "desecrating" Sunday trolley. He had to be satisfied with standing room, too.

"What!" surprisedly exclaimed a passenger—a moderate pro-car man—"You on a Sunday car, Mr. —!"

"Well," answered the other, somewhat shamefacedly, "I suppose I can ride on them if you can. They'll all do it!"

A devout old lady, who was strongly opposed to Sunday cars, was prevented by the rain from going to church as usual yesterday morning. Her eldest daughter has just returned from Detroit, and, all unaware that the cars were actually running, the old lady remarked: "What a pleasant thing it must be for you, Mary, to come back to a quiet Sunday, without those noisy trams, as you have had in Detroit? It's sad to think this is our last quiet Sunday."

The devout old lady was not disillusionized until on her way to church in the evening. Of such is the noise of the Sunday car!

At the corner of King and Yonge-streets several times during the day conductors were asked to receive contributions from pedestrians who had no occasion to use the cars, but who were glad to see them running and wanted to swell the Hospital Fund.

There was some dissatisfaction at the early hour at which the cars were taken off last night, several hundred people getting left. The opinion is expressed freely that the cars should run until 11 o'clock at the earliest.

In conversation with one of the men at work as to his experience of Sunday cars, he said it was a good thing for him. During the last week he had only been able to get in broken time and the most he made was 75 cents. Yesterday he had got in a full day.

Doctors were busy visiting patients yesterday and many went their rounds on the cars, giving their horses a much-needed rest.

Sixty people by actual count boarded the cars after leaving St. James' Cathedral last night. Most of them had prayer books in their hands.

The running of the Sunday cars released a number of coachmen and cab drivers from work yesterday. Fewer carriages were seen on the streets and in front of the churches than on any previous rainy Sunday.

The Belt Line and King-street cars carried a lot of passengers to St. Andrew's on King-street, both morning and evening. In the morning 15 persons were seen to descend from one car and enter St. Andrew's, while at night upwards of a hundred took advantage of the trolleys to get to this church alone.

A number of people went to the Church of the Redeemer by car.

John Ross Robertson, M. P., ex-Mayor James Beaty, Q. C., A. W. Ross, John Laxton, E. S. Cox and Rabbi Lazarus were all on one car yesterday.

A Trip of Your Life.

On June 29, 30 and July 1, 2 and 3 the Wabash Railroad will sell tickets to California at the lowest rates ever made to the Pacific Coast; tickets good to return up to Aug. 15. Christian Endeavor delegates going via the Wabash and Santa Fe special train will have the advantage of special low rates at hotels en route and in California. Full particulars of this wonderful trip from any ticket agent, or J. A. Richardson, Canadian Passenger agent, northeast corner King and Yonge-sts., Toronto. ed

The Arcadia Floated Off.

Quebec, May 23.—A Signal Service despatch of this morning (Sunday) says the stranded German steamer Arcadia, which was ashore four miles north of Cape Ray, Nfld., was floated off early this morning, and is now in company with the tug Lord Stanley at Port au Basque.

Don't Drink the Water.

Our drinking water is not quite what we could wish for these days—no doubt largely owing to the spring freshet. To avoid any ill effects which would be likely to arise from drinking this water it would be far better to drink the Golden Ale of the Eaton Bros. Brewing Company of Owen Sound, limited. 136

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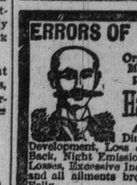
ERRORS OF YOUNG & OLD



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In Three Months Humor Spread Over His Forehead

Into His Eyes and All Over His Hands

Such Itching, Burning Torture—How It Ended.

When a child is cured of the itching torture and burning inflammation of eczema or salt rheum, it is no wonder that words fail to express the joy of the grateful parents, and that they gladly tell in as strong terms as possible the plain story of suffering relieved and health restored. Many testimonials relate the wonderful success of Hood's Sarsaparilla in such cases, even after all other prescriptions and medicines fail. Here is one:

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"Dear Sirs:—Our boy Harvey will remember the good Hood's Sarsaparilla did him as long as he lives. He was a healthy baby when he was born, but before he was three months old a breaking out appeared on both sides of his face. Physicians did him little good and said but for his strong constitution he could not have lived through his dreadful suffering. The humor spread over his forehead, into his eyes, and came out on his hands. It was indeed pitiful to witness the poor child's sufferings. It was very painful for him to open or shut his eyes, and we had to tie his little hands to prevent him from scratching the itching, burning skin. My mother urged us to try Hood's Sarsaparilla. We did so, and a short time after he began to take this medicine we saw a change for the better. We continued until we had given him five bottles, and then the eczema had entirely disappeared, and he has ever since been perfectly cured of this dreadful disease. His sufferings extended over two and a half years. People for miles around knew his dreadful condition and know that Hood's Sarsaparilla cured him. He is now a bright, boy, perfectly healthy and has the finest skin of any of my five children."

MRS. L. KLAUSFELDER, Collegeville, Pa.

Hood's Sarsaparilla is sold by all druggists. $1; six for $5. Be sure to get Hood's.

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3665 Diamonds.

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FOR SALE—FOUR COCKER SPANIEL puppies, whelped March 1, 1897; sire "Red Butte," by "Ch. Red Obo," dam Flirt, by "Ch. Red Obo." For particulars apply to Lyn Cocker Kennels, Lock Box 30, Lyn, Ont.

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WANTED — RENT GOOD HOUSE near Toronto, with few acres of land and outbuildings. Box 33 World.

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BICYCLES FOR HIRE BY THE DAY, week, month, or season, at lowest living prices. Ellsworth & Munson, 211 Yonge-street, opposite Albert.

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THE TORONTO SUNDAY WORLD IS for sale at the Royal Hotel Newsstand, Hamilton.

ARTICLES FOR SALE.

BICYCLES FOR HIRE BY THE DAY, week, month or season at lowest living prices. Ellsworth & Munson, 211 Yonge-street, opposite Albert.

RE SINGER'S HYGIENIC BICYCLE saddle—of 120 Queen west. After riding on it all day, I dismount, feeling no aching or seat-soreness, says Dr. S. B. Pollard.

EDUCATIONAL.

CENTRAL BUSINESS COLLEGE, TOronto—day and evening sessions; special facilities for shorthand, typewriting, and all commercial subjects; correspondence invited. Address W. H. Shaw, Principal.

MARRIAGE LICENSES.

H. S. MARA, ISSUER OF MARRIAGE Licenses, 5 Toronto-street. Evenings, 589 Jarvis-street.

FINANCIAL.

MONEY TO LOAN—CITY PROPERTY —lowest rates. Maclaren, Macdonald, Merritt & Shepley, 28 Toronto-street, Toronto.

NEW YORK STOCKS BOUGHT AND sold on margin; new syndicate commission plan, whereby investments protected. J. C. Laidlaw, 14 Janes Buildings, Toronto.

LUMBER.

FLOORING, SHEETING, SHELVING, doors and sash, on hand and made to order. Prices to suit the times. The Rathbun Company, Front-street West.

VETERINARY.

ONTARIO VETERINARY COLLEGE, Temperance-street, Toronto, Canada. Session 1896-97 begins Oct. 14.

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UNWIN, FOSTER, MURPHY & ESTEN, Surveyors, etc. Established 1852. Corner Bay and Richmond-streets. Tel. 1336.

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KILMER & IRVING, BARRISTERS, Solicitors, etc., 10 King-street west, Toronto. George H. Kilmer. W.H. Irving.

LOBB & BAIRD, BARRISTERS, SOlicitors, Patent Attorneys, etc., 9 Quebec Bank Chambers, King-street east, corner Toronto-street, Toronto; money to loan. Arthur F. Lobb, James Baird.

RE. KINGSFORD, BARRISTER, SOlicitor, Notary Public, etc., 10 Manning Arcade. ed

LOANS OF $1000 AND UPWARDS AT 5 per cent. Maclaren, Macdonald, Merritt & Shepley, 28 Toronto-street, Toronto.

GALLAGHER & BULL, BARRISTERS, Solicitors, etc., Canada Life Building, Toronto. Money to loan. Ziba Gallagher, W. P. Bull.

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Goods sent for and delivered. Express paid one way on goods from a distance.

"NO WELL-APPOINTED TABLE SHOULD BE WITHOUT DELICIOUS, SPARKLING RADNOR." 135

The Fastest on Record.

The Geisha Company, which is billed for the week at the Grand, came in yesterday by special C. P. R. train from Montreal, making the run in seven hours and eight minutes.