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ADDRESS

The Toronto World.

THE WORLD,

THURSDAY MORNING, MARCH 2, 1862.

THE RAILROAD PROBLEM IN THE UNITED

It is to be feared that people on this sid the border scarcely pay as much attention as they should to what is going on over the way. American news of the sensational kind, relating to murders, suicides, elopements, divorces, and crimes and casualties of all kinds do, indeed, receive a full share of our attention. Further, everything in American politics that can be made fun of, that can be used to point a joke or adorn a speering tale, is eagerly seized upon, and is old over and over again. The American humorists, too, keep us in a perpetual smile while we are "taking in" the good things they make up; nor need we wonder at this offer positive proof. York street was paved when we notice English country papers drawing the far larger portion of their funny olumn from American sources. But reother questions in the United States, we do not interest ourselves as much as it might be for our advantage to do. One present exception must be noted, the Toronto society for the suppresion of vice, though adopting an old Eng lish designation, is drawing on New York for example and instruction. There are many important matters, indeed, affecting interests-religious, social, industrial and commercial-concerning which we might wisely try, more than we have yet done, to profit by American experience. This does not mean that in any given case we are simply to see what the Americans have done in a similar case and then go and do likewise. Not at all; the part of wisdom for us is to examine and understand larger fund of that expensive commodity than we have as yet. For what experience they have they have paid perhaps very other and poorer streets. In fact, the sum dearly; it is open to us to take the of the whole matter is, the contractors benefit of their experience cheaply want to make a big haul, which will leave and to profit by it. What things have hap us with a lot of rotten wood pavements and to profit by it. What things have hap pened to the Americans, and what things they have done or enjoyed, or suffered in consequence, it may profit us greatly to observe and take note of. In the way both of example and of warning we may gain a great deal of insight into many of the citiz ns in debt. in all directions for what they do not want, and will leave them no money to pay for what they do.

It cannot be expected, of course, that the leagues will at once take such radical ground as we have proposed. That organization, though, has done an incalculable amount of good in agitating the question what they do not want, and will leave them no money to pay for what they do. troubles of the time by making ourselves acquainted with what has been done in the States: also with what has not been done.

Among these difficulties of the time in which American experience may be a help to us. the railroad problem is a principal and prominent case in point. For us to turn to English experience in this matter as a guide would be of little use in comparison. It is not the English railway system, but the American, that we have in Canada . and therefore it is from the latter, much more than from the former, that we must draw what what is more, they take action in the matexperience we wish to judge from besides our own. Yesterday, in speaking of the relations of governments and railways, we standing rule when a candidate wants to wealth. took occasion to say that in the States the demand for government ownership of railways and telegraphs was every year gaining the best harbor on the lakes—allowing Toin strength and volume. To show how the press over there, or a portion of it, is now et cetera. et cetera. And it's a standing talking on the subject, we refer our readers to a short article from the New York Truth. copied elsewhere. We have seen the same case far more strongly stated before, but let this be taken as an example to hand, Members are sent to Ottawa to support

we beg to add.

a newspaper concern-"only this and nothing more." It is a concern used by the press, to be sure, but really cotrolled by send an oppositionist nobody cares what a few great capitalists, prominent among he says. So everything goes, and our harwhom are Jay Gould and Cyrus W. Field. bor with 'em-mighty fast, too, the last. It is not wonderful, therefore, that the Nice thing, party government, isn't it, and popular movement is ridiculed and "sat very good for harbors? upon" by the great New York dailies. Popular and patriotic enough as they may be on many other questions, they are on railway and telegraph questions the organs of budget speech, where the tariff alterations the companies out and out. In arguing the case for the companies the Tribune takes the lead; and, in order that our literally and tried to understand it. After the companies the takes the lead; and, in order that our literally and tried to understand it. After the companies the Tribune must have puzzled anybody who took it literally and tried to understand it. After the companies out and out. In arguing the case for the companies the Tribune must have puzzled anybody who took it literally and tried to understand it. After the companies out and out. In arguing the case for the companies the Tribune must have puzzled anybody who took it literally and tried to understand it. After the companies out and out. In arguing the case for the companies the Tribune must have puzzled anybody who took it literally and tried to understand it. After the companies out and out. In arguing the case for the companies the Tribune must have puzzled anybody who took it literally and tried to understand it. After the companies the tribune must have puzzled anybody who took it literally and tried to understand it. readers may hear both sides, we add to mentioning that Kentucky jeans were to the article from Truth one of the best pay cotton duty, the report went on to say pleas the Tribune has yet put forward. that "black and bleached cotton, three

The plea is in substance this, that freights and six card only," was to pay 12½ per cent. are now cheaper than they were before the alleged great monopolies sprung up, and that the evils complained of are curing thread" in any of the newspaper reports, themselves. It is a plea for "let alone" or in the Hansard report either. From a fectively as the experience of the last year for the policy of doing nothing, and letting copy of the official schedule it now appears of unrestrained and unregulated self-govthings drift, in the belief that "it will be that "black and bleached cotton" refers to

make the eleventh item read thus: "Cot-THE LOCAL IMPROVEMENT PLAN. Ald. Turner, whose advent into the countries of might have led people to expect some-bleached, three and six cord, twelve and one-half per cent. ad valorem." To this thing of the sort, has got the council to ask power to compel people to block-pave or anything else under the frontage act, if special description of cotton thread is the lower duty of 121 per cent. limited; all the half in numbers and property on the others will pay 20 per cent. street does not petition against it. Now,

M. P. P.'S AND FREE PASSES. if this be passed, it will be very easy for We call the attention of the electors any contractor to get plans engineer-d Ontario to the fact that a number of the through the council, selecting plenty of members of the provincial legislature are in treets for their operations, where they the habit of accepting free passes from the railway companies not mere trip-tickets, but season passes. To accept them is street in a petition against it. What has downright dishonesty, as well as recreancy een done in the States will be repeated toward the trust wherewith they are chargere; speculation, jobbing, contract-grabed. A member is elected to look after the bing, will just run riot in the council champeople's interests, not the railways, and to ber for years; the contractors and their preserve his integrity the people pay them griends will make their hundreds of thous-\$600 for their sessional expenses including ands, the unhappy citizens on the lines semileage. And this is an ample allowance. lected will have, whether or no, to foot the How would some of these dead-head members bill. We repeat, many ratepayers in many like to see their names in print? cities in the States have been ruined by this

know it will be very difficult to get to

gether half the names and property on a

Does any man in his seuses want his street

covered with rotting wood, end up, absorb-

all-at an immense expense. Bay street

was left in its original macadam and plank

sidewalks. What has happened? Scarcely

an additional house is being built or

the block-paved street, or has been,

while splendid houses are going up all along

Bay street, the centre of which is a good

road yet, its sidewalks are very good

while those on block-paved York street are

miserable, uneven, disgusting to walk on,

and the centre is rapidly rotting away.

Now, facts like these tell. Here they are

putting down their highly-praised cedar

block-what is it? Seven-inch blocks

soft wood, which will beat down

two inches, and then you have a lot of five-

will happen? Why, all streets

inch blocks, which will roll and rattle,

improvements. This will all fall on the

no money to pay for what they do.

was more need.

The property owners' association have

being given, and are to be heard this week

at the house. The citizens should

strengthen their hands. There was never

THE HARBOR.

had Toronto harbor under their considera-

either way, for if they send a government

man he mus'nt say anything, and if they

In last Friday night's report of the

very scheme of allowing the councils to compel COL. BRINE of the royal engineers, relocal improvements. For notice, here are gardless of the unhappy fate of Mr. Powell, rich people on a street; they are able to is said to be about to cross the British pay a couple of hundred dollars, far less channel in a balloon, going from Canterone hundred. But here are a lot of poor bury to Boulogne. After all, the only won people who each own a house or two-just der is that this excursion has not been taken before. With a steady wind at startas wide a front as the rich man-must may just as much-a hundred dollars will sound ing, reliance could be had in general on its lasting long enough for the very swift like half ruin to them. And after it is done on three-fourths of the street they will mode of travel in a balloon across the have a block pavement they did not want channel. At all events, it sounds more at all. A few years and it is rotten, while like a genuine attempt when aronauts, instead of talking wildly about traversing the one good coat of macadam has lasted twenty years on many streets, and answered every Atlantic, are content to try first a channel purpose. It is ten times as healthy too.

IF THE IRISH CANADIAN has no other objection to Mr. Somerville, the reform caning and sending out poisonous gases all the didate in South Wentworth, than that he time. It is said property advances in value is "a Scotchman" the editor must be hard and buildings go up where the street is up for arguments. If ever there was a block-paved. We deny it altogether. We genuine Canadian by birth, education and aspirations "Jim" Somerville is that man, with wood several years back-sidewalks and

THE RAILROAD PROBLEM.

(From the New York Truth, Feb. 28.) It is a favorite argument of monopolists that railroads are not public enemies and public plunderers. It is an argument that wholly begs the question. Nobody says they are. Nobedy wants to abolish rail roads. What we want is to put railroads where they belong. Within them is a latent power over the fortunes of mankind greater than was ever wielded by king or emperor. Such a power must be lodged greater than was ever whether by king of emperor. Such a power must be lodged with the people in a government like this, which professes to be founded upon the equality of men. It is now lodged with corporations, and through them with a few individuals, who exercise it practically without restraint and with increasing ag-

The question is whether we shall permit rise and fall. We say again people should this to continue. And if we are to stop it, how shall we do it? Shall we regulate the not mortgage their properties, or allow them to be mortgaged over their heads, for rus is to examine and understand any such work. And if allowed, what them to the control of a commission? The so paved will be exempt from more radical thus far. It is doubtful, however, if either plan would be wholly successful. The former could only be done in a general way, and as to the latter, so good a monopoly advocate as Charles Francis Adams, jr., favors it, because he thinks it would result in leaving railroad corporations paying their share of ordinary

alone.

It cannot be expected, of course, that the

the rear.

And there is but one radical remedy. very properly petitioned against this power The perfection of our postal system points that out with unerring certainty. It is to make the railways government property and operate them by government ma-chinery. Then every citizen will be bene-fited by them, and protected from the extortions that are now so prevalent.

This would not be confiscation. The right to take private property for public use upon paying its value is inherent in the

Another piece has been washed off the island. The Dominion government have state. state. It was by virtue of that right delegated to railroad corporations that nearly

iet this be taken as an example to hand, from the present week's record. There are in the United States hundreds of papers that talk on this subject to the same effect as Truth does.

That side, however, is yet in the minority, and so far William H. Vanderbill and Jay Gould sit sirmly on their respective thrones. They and stiffen your thrones. They and stiffen your thrones. They and there so their expective thrones. They and there so their extent, and what is called the associated press is not, as most people suppose, simply a newspaper concern—"only this and so the suppose is not, as most people suppose, simply a newspaper concern—"only this and so the suppose is not, as most people suppose, simply a newspaper concern—"only this and so the suppose is not, as most people suppose, simply a newspaper concern—"only this and so the suppose is not, as most people suppose, simply a newspaper concern—"only this and so the suppose is not, as most people suppose, simply a newspaper concern—"only this and so the suppose is not, as most people suppose, simply a newspaper concern—"only this and so the suppose is not, as most people suppose, simply a newspaper concern—"only this and so the suppose is not, as most people suppose, simply a newspaper concern—"only this and so the suppose is not, as most people suppose, simply a newspaper concern—"only this and so the suppose is not, as most people suppose, simply a newspaper concern—"only this and so the suppose is not, as most people suppose, simply a newspaper concern—"only this and suppose is not, as most people suppose, simply a newspaper concern—"only this and suppose is not, as most people suppose, simply a newspaper concern—"only this and suppose is not, as most people suppose, simply a newspaper concern—"only this and suppose is not to the same of totation to to the support through the suppose is not to the same opinion or move as support that the result is that the roads have a survived, that the roads have and proven on the survived, that the roads have and the survi getting educeted by the same events, and very rapidly. It may be doubted whether any commission could possibly disseminate success at probing for bullets, was highly as much information in as short a time and successful in despatching bulletins; but in a form to stick in the mind as long. Men remember lessons that they pay for

roundly.

The best of it is that railroad managers are getting educated. They have been compelled to appeal to commercial bodies, to merchants, to public journals and public opinion, to save them from the consequences of their own acts. They have learned that they cannot afford to make transportation ment is a particularly expensive and in-

all right in the spring "-or some other the eleventh item under the head of "cot-time. Regarding the Tribune's plea of ton" in the tariff, which has to do with Oil Co., No. 5 Merchants Bank, Toledo, "let alone" we may have something to say on a future occasion; meantime we give it to our readers.

"let alone" we may have something to thread in hanks. Before all cotton thread on spoels paid 20 per cent., in hanks 12½ per cent. The effect of the alteration is to pleasure,

MONEY AND TRADE.

MARA 8 26 TORONTO STREET, TORONTO. Stock Brokers, Commission & Gene

ral Agents. sell on commission Canadian

Toronto Stock Market.

TORONTO, March 1.—Banks—Montreal, 2084 and 2074, trans 10 at 208, Ontario, 61 and 61, Toronto, 1734 and 173, trans 100 at 1724, 50 at 178, Merchants, 132 and 1314, Commerce, 1444 and 144, Imperial, 138 and 137, Fedieral, 1624 and 1624, frans 10 at 162, 100, 90, 10, 16, 10 at 1624, Dominion, 1969 and 196, Standard, 1154 and 115, trans 50 at 115, do. 50 per cent. buyers 114, British Aarrica, sellers, 137, Western Assurance Company, 181 and 180, Confederation Life Association, 270 and 251, Consumers' Gas Company, 165 and 154, Dominion Telegraph, buyers, 90, Canada Permanent Loan and Savings Company, sellers, 2254, Freehold, sellers 184, Western Canada Loan and Savings Company, 181 and 1804, B. & Loan Association, 107 and 1063, trans 20, 40 and 50 at 1074, Farmer's Loan and Savings Company, sellers, 1264, London and Canadian Loan and Aid Association, sellers, 149, National Investment Company, buyers, 110, People's Loan Company, buyers, 100, London and Ontario Company, buyers, 116, Toronto House Building, sellers, 145, Maniboba Loan, 122 and 120, trans 50 at 120, Huron and Erie Loan Company, sellers, 122, Ontario Loan & Debenture Company, sellers, 133, London' Loan, 114 and 110, Hamilton Provident, sellers, 144, Brant Loan and Savings Company, sellers, 133, London' Loan, 114 and 110, Hamilton Provident, sellers, 144, Brant Loan and Savings Society, buyers, 1012, Ontario Investment Association, buyers, 133.

Montreal Stock Market.

MONTREAL, March 1.—The stock market was trong to-day, the leading banks showing an upward endency. Banks wers specially strong. Montreal old at 208½ for 25, 208 for 180, 208½ for 130, 208½ or 15, 209 for 30, 209½ for 150. Toronto sold at 72½ for 20. Merchants' advanced ½ to 132½ for 50, ent back to 132 for 6, and sold up to 132½ for 25, ent back to 132 for 6, and sold up to 132½ for 25, ichelieu and Ontario was lower at 57½ for 130. ity Passenger sold up to 136 for 30, 135½ for 25, 71½ for 25, 172 for 12. Canada Cotton at 150 for 35. Montreal Cotton held at 175. Canada Central ailway, 102 held. Champlain Railway, 93½ held. Montreal Stock Market. Montreal Cotton neu at 1.
 Kailway, 102 held. Champlain Railway, 93½ held.
 Paul sold at 11 for 110. Canada shipping 97½ for Canada Paper. 120 held.

E. STRACHAN COX STOCK BROKER,

No. 86 King St. East, Toronto Also represents the Grain and Provision House

Grain and Produce Markets.

MONTREAL, March 1.- Flour-Receipts 300 bris MONTREAL, market uniet at generally unchang-sales 300 brls; market uniet at generally unchang-ed prices; sales, 100 brls superior extra at \$5 15; 100 brls extra at \$6 05; 100 brls strong baker's at TOLEDO, March 8. -Wheat - No. 2 red, \$1 2

Wheat 1,000 and 1,000 bush.

12 m.— Wheat, No. 2 red, at \$1 25\frac{1}{2} for cash and March, \$1 26\frac{1}{2} for April, \$1 28\frac{1}{2} for May, \$1 26 for June, \$1 15 for July, \$1 11 asked for Ang., \$1 7 for year. Corn, high mixed, 64e bid; No. 2, 61 bid for cash, 62e for March, 62e bid for April, 64\frac{1}{2}

tion for the last we don't know how many years, but far back in the misty annals of the past, anyway. So have the waves, and what is more, they take action in the matter, which is just the difference between them and the government. Now, it is a standing rule when a candidate wants to be member for Toronto, that he's got to refer to the crying evil of the destruction of the best harbor on the lakes—allowing Toronto to be reduced to a mere way station, et cetera, et cetera. And it's a standing rule—no, it's a sitting rule—that he sits down on the Ottawa benches and says mighty little about it. Rule of the rame—the game of party government, if embers are sent to Ottawa to support ohn A. or Mr. Blake—not to be saucy adpreted to have an opinion or move will educate both people and managers.

every mile of road was built. It would not be extending the functions of government to the woll and to the functions of government to the management of private business. Railways are now operated by virtue of a government to the management of private business. Railways are now operated by virtue of a government. It is the plan that must eventually be adopted, or we will come to live under a government to the management of private business. Railways are now operated by virtue of a government. It is the plan that must eventually be adopted, or we will come to live under a government to the management of private business. Railways are now operated by virtue of a government to the management of private business. Railways are now operated by virtue of a government. It is the plan that must eventually be adopted, or we will come to live under a government. It is the plan that must eventually be adopted, or we will come to live under a government. It is the plan that must eventually be adopted, or we will come to live under a government. It is the Plan that must eventually be adopted, or we will come to live under a government. It is the Plan that must eventually be adopted, or we will come to live under a government. It is the Plan t

-WHERE IGNORANCE IS BLISS 'TI the grandest bulletin of success is that which heralds the wonderful cures performed by Burdock Blood Bitters, that matchles tonic and blood purifier which acts at once upon the bowels, the skin, the liver and the kidneys, while it invigorates and strengthens the whole system. -Burdock Blood Bitters, the greatest dis-

covery of the age. It unlocks all the se-cretions, and cleanses and invigorates the entire system. Sample bottles, 10 cents; arge size \$1, of all medicine dealers. -THE CAUSES OF COLDS-Are getting overheated in hot rooms or crowded assem-blies, sitting in a draught, or cooling too rapidly after exercise, muffling up warm and changing to lighter wrappings, cold and damp feet. No matter what is the cause Hagyard's Pectoral Balsam is the sure for all throat and lung diseases that induce consumption.

-Had suffered many physicians and grew no better but rather worse. Mr. D. H. Howard of Geneva, N. Y., after dismissing his physicians, tried nearly half a gross o the various blood and liver remedies adver tised, with no benefit; when one bottle of Burdock Blood Bitters cured him of Paratised, with no benefit; when one bettle of Burdock Blood Bitters cured him of Paralysis and General Debility. At the advanced age of 60, he says he feels young again, and is overjoyed at his wonderful recovery.

Gents clothing, kid gloves and teathers a specialty Silks, velvets, damasks, repps, shawls, table covers and pressed.

Toronto exhibition, 1870, awarded first extra prize for dyeing silks, etc. 1880, diploma—highest award possible,

\$810,492.04 \$881,578.71 \$2,036,823.05 \$4,401,833.86 \$7,538,612.35 \$10,350,512.22

\$15,061,529.12 \$16,640,786.24 \$18,077,541.66 \$19,204,787.02

\$22,092,734.32

\$25 120 804.24

\$25,636,195.41

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Mr. Thomas Cates, from Angus, Ont., says: The apparatus you made for me in 1873 had the effect of curing my Double. Spinal Curvature. I was helpless, now I am strong and healthy, (may be re'erred to). James Wylc, Commission Mrchant of Hamilton, says: My child was troubled with Spinal Curvature; was given up by the Doctors; only got instrument for relief. The boy is now the healthiest child I got (may be referred to). Hundred to the spinal Truss. Pad only one ounce; perfect ventilation, constant pressure give to motion of the body. Send for Book on Rupture and Human frame, best information.

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fire, at \$6.50 per ton.

Coal injured by late fire VERY LOW. It must be sold

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COME AND SEE ME. J. L. BIRD

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Thursday, Feb. 16th 1882, Trains will leave Union Station, Toronto, at 7.30 m. and 12.30 noon, for main line; 8.45 a.m. for Trains will arrive at 10.50 a.m., 6.20 p.m., and J. W. LEONARD, JAMES ROSS,

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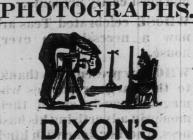
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LOVELL BROTHERS. BOOK AND JOB Steam Printers & Publishers, Fine work of Every Description a Specialty. The Excelsior Odorless Excavating Company, with their new and improved apparatus (awarded First Prize at the Centennial Exhibition), are prepared to execute orders for removal of night soil in a more satisfactory manner than any other firm in the Domin'on. Head office, 9 Adelaide street east. York-ville office, J. Alberry, saddler, opposite Severn's S. W. MARCHMENT & CO., Authorized City Contractor. Attention given to Book Work. Esti-

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SPECTACLES EYE GLASSES. C. POTTER, Optician. 31 KING STREET EAST, TORONTO, Makes a specialty of giving an easa fit so that he will not tire the eye, 30 years' experienc, 14.

It. is East. TIT

Eve

Its

It is

Arr

which

Winnip

1st, this

Hudson

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WATER day afternoon at 4 A petition from others praying that t of the board and c necessity for large some other streets

power. The petition two steam fire engin paratus of the sys concentrate the po-case of emergency. After much discus cided to authorize defunct sewer north inch tile one.

The extension of t
Terauley street to
street was up for c
tance is 750 feet an inch pipe \$1350 and en the pressure on the district south of chairman reported to be continued lately been petitione feet long and cost ab hundred dollars but

The chairman sub but the committee of consider them fully length. He recommined mains on Front at and connecting these main, thus obtaining main, thus obtaining consequently more prehighest and most val. He also recommended pumping engine to cost to be issued to mest the department.

Communications we nearly all the men i department asking incrementant asking incrementant asking incrementant a special me

very few consumers.

PUBLIC SCHO Chairm Galley preside After role the desagret at the desagret ceased's family was p The school managem mended that further provided for the junio nity of Givens street street sehool, and We the senior third book a hood of Bathurst street. A petition was read ers asking for a reco salaries fixed by the b motion of Mr. Roden ried, acknowledging munication sent in b

their present position HOPE AN It was reported y

at the same time resp all teachers that it we nation of those who

\$70,000, with about