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W. F. MACLEAN.

MONDAY MORNING, SEPT. 8, 1884.

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Canadian Agriculture.

Professor Bryon did well to invite the attention of the British association to the condition of agriculture in Canada. Very naturally he spoke of the old provinces chiefly, the truth being that the prairie farming and grain production of the great Northwest is a new development, the results of which will better appear by and by. We may say, indeed, that the harvest of the present year is the first one yet gathered in the Northwest showing any economic results of magnitude. This year, for the first time, does the harvest of the new country tell on eastern markets. But in years to come the further development of the new country will be rapid, with large results to the whole country.

Already it may be foreseen that the great new grain production of the Northwest must cause increased attention to be given in the old provinces to stock, and dairy, fruit farming. In these provinces the old system of depending on wheat chiefly has passed away, and it is not likely ever to return. The export of cattle, meat and dairy produce increases every year, and is capable of much further expansion in time to come. The settlement of the Northwest, and its large production of grain, must tend to promote greatly the beneficial revolution now going on in farming in the old provinces.

The professor takes occasion to point out again the adaptation of Ontario for stock-raising. The hills and valleys of the maratime provinces, he adds, are in great part suitable for the same purpose. But he sees, at the same time, that competition is heavy in the world's markets and that we shall require to farm skilfully and systematically if we are to continue making progress as even to hold our own. We have maturity and wealth opposing us even up to our own doors, and these same things are meeting us everywhere else. "It is obvious," he continues, "therefore, that our own future in the world's agricultural market must be cautiously and firmly handled. These are no times of half measures and indecision. To peddle beef and flour in Britain against her own farmers and all other comers implies more than commercial acumen; it means such a disposition of our landed estate, politically, scientifically, and practically, as shall bear the crucial test of such an association of men as the present. Nature has done much for the Dominion, but good farming and hard work must do the rest. We must look forward to a new development of agriculture as well as of manufactures in Canada.

Coal Combinations.

The strongest attacks that the N. P. is compelled to withstand, west of Nova Scotia, are upon the duty on coal. The free traders, or revenue tariffites, or whatever they ought to be called—for they have not yet even given their policy a name—are quite careful when addressing the coal protectionists of the east not to harp upon this particular string; but they fiddle upon it most industriously in this province, particularly before urban audiences. Ontario has no coal fields, unless there be some lying perdu in our newly-awarded territory, but our farmers have generally still their own fuel; therefore, it is upon the denizens of our cities and larger towns that the coal question is most persistently pressed.

That the duty upon coal never, at any time or under any circumstances, increases its price in this province The World, as a loyal but candid friend of the national policy, cannot admit. Neither can we admit that the price of coal is its commercial value, plus the duty. An honest observer, who is not a mere partizan, must admit that at times the duty on coal may affect its cost to the consumer to some extent, not necessarily to the amount of the duty; but he will not remain blind to the fact that the article is often given a fictitious value which it could and would be given if it were upon the free list. Protection has nothing to do with the closing of navigation, and we all know that the closing of navigation acts like yeast upon the price of coal.

Combinations of mine owners and of railway directors are the chief factors in the inflation of the prices of fuel. The mine owners refuse to produce except at such figures as suit themselves, and the railways controlled by them will not carry coals except for certain parties, and upon certain conditions, created by themselves. It is easy to understand the position in which this places the consumer.

Philadelphia, for instance, is the chief city of a great coal producing region. It is clear that a duty, protective or otherwise, cannot affect the price of coal in that city, because it could no more pay to carry Canadian coal to Philadelphia than it would to carry it to Newcastle, as the proverb hath. Yet we find from the quotations published in our Philadelphia exchanges that while Pennsylvania coal was selling in Syracuse, N.Y., at $3.85, $3.95, and $4.15, for grate, egg, stove, and chestnut, respectively, the same grades were being held in Philadelphia at $6.50 all around. The responsibility for this unnatural disparity lies at the door of the Reading railway company, which is a tool of the mine owners.

As the melancholy season is at hand, "the saddest of the year," when certain Canadian politicians delight to raise the coal cry, the facts given above are of some interest to all coal consumers.

More of the Mail's Madness.

Valuable experience is wasted upon the Mail. Despite alike the rejoicings of enemies and the protests and appeals of friends, the reckless organ remains wrapped up in its own conceit, impervious to all wiser counsels, and continues to treat the reading public as though it were made up of two classes, scoundrels and fools, the former its adversaries and the latter its obedient servants.

About two years ago it evoked a storm of indignation from all quarters by abusing the delagates to the reform convention in a vile and purposeless fashion. Now it repeats itself by similar treatment of the young men who have expressed the intention of joining in the Mowat demonstration. With an assinine affectation which is the marvel and the horror of all people of common sense, it alleges that no young man of "culture" or of "spirit" will participate in the reception to the provincial premier, and that those who do so will be blackguards, such "as may be found at street corners after nightfall. They are fond of the shelter of friendly fences, against which they can lean, to pull at the cigar ends that accident places at their command. They are redolent of whisky and slang, and tobacco and profanity." And more to the same effect.

We are not of those who think that our young men should tie themselves too tightly to any party without good reason to believe that such party has a broad and patriotic policy, and is prepared to concede to young men that which they have a right to ask for themselves and for their country, as a country, and not as a province or a colony. We know that our young men have not been properly treated by either party, either as to the franchise, or as to their proper places in the party councils; but we concede to every man, young or old, the right to his opinions, and the right to decide for himself in which political camp he finds the lesser evil—the less indifference to the proper aspirations of youth to the rights of citizenship, and the less hostility to the national idea. Waiving all this, did we deem it our duty and our place to oppose such affiliations, we should be the veriest dolts to do so in language eminently calculated to weaken our friends, rejoice our enemies, alienate the indifferent, and disgust everybody.

Many warm friendships subsist between the young men of the reform and the young men of the conservative parties. The latter are disgusted and humiliated to all their friends across the party line characterized, and that in advance of their appearance, in the good set terms of unprovoked blackguardism. The more one thinks of it the greater is the surprise that the organ of a great party should be left in such hands, and that any man of any attainments should be so careless both of the interests committed to his care and of his own reputation.

Members of the geological section of the British association must have felt a special interest in their visit to Canada, the geology of which presents some features not elsewhere to be met with in the world. And, as Sir Richard Temple remarked, members of the economic section had it brought to their notice, that in Canada much attention is being given to their specialty—the department of commerce and agriculture. The N. P. will give the economic section something to think about, though we cannot expect a vote of approval. Some good will have been done, however, if we can only get our English friends to realize that the N. P. is no mere accident of a year, but something that has come to stay, just because it is specially adapted to the country's circumstances.

There is probably no other British statesman living who has given more special attention that Mr. Grant Duff has during many years past bestowed upon the question of English and Russian relations in Asia. He ought to be able to do good service in Berlin as an authoritative exponent of the British side of that rather important question.

The experiment of sending Canadian boatmen to the Nile is to be tried after all, and men for this service are actually being engaged. One thing in favor of the venture is that the expedition will be in the Nile country during the coolest portion of the year: and our *voyageurs* will probably go and return without seeing the enemy in force, except at a considerable distance. If General Wolseley only gets a force big enough from the start, the boatmen will be in no particular danger, and it is mentioned that he stipulated for a large money vote and plenty of men before agreeing to take the command.

As a thoroughfare in St. Matthew's ward has for forty years borne the name of Logan, the residents of that section object to having the street rechristened Blevins avenue, as proposed. Quite right, too. This description of aldermanic ambition is altogether too petty, and its gratification might necessitate a rechristening of our streets after every municipal election, so that a citizen could never be certain in the month of January whether he lived on Queen street or in Boffin's lane. Let the street nomenclature alone when there are no duplications. If an alderman must have immortality let him join the Egyptian expedition, or go in search of the north pole, or invent a patent churn that will churn, or something.

Mr. Marion's latest novel is entitled "A Heartless Politician." We all know the hero of the tale. He belongs to the opposite party.

After thirty years of experience with legislative enactments, the Maine prohibitionists propose to embody their views in the state constitution. It is not clear whether they do this because they have lost faith in ordinary legislation, or because they have no faith in future generations, and desire to lay the dead hand upon them. Blaine is of course a prohibitionist in his own state, but he is a moderate bung starter among the Germans of the west. Will he vote for the Maine amendment or not? If not what will Neal Dow say, and if he does what will Hans Gambrinus say? The plumed knight is thus suspended between the thunder cloud of Maine and the beer vat of Ohio. His real sentiment is probably that of the elastic party who was in favor of the passage of a prohibitory law but opposed to its enforcement.

Dinna ye hear the slogan? It is the march of the Mowat men. They are coming—they will soon be here. Thousands, legions, multitudes of them, of all sizes, ages, and conditions. From where the crystal Detroit river flows between the United States bank cashier and his pursuer, to where the tawny Ottawa rolls its sawdust towards the blue St. Lawrence; from the mouth of the much-dredged Kaministiqua to the sewage-salted waters of Toronto bay, they gather; and the Mail microbe listens in his lair and is afraid, poor thing. Fear not, cultured cuss. There is not offices enough for them all!

There need be no doubt that the bringing over of the British association is destined to prove a big advertising card for Canada. It is perhaps the most important move yet made towards getting John Bull to understand that Canada is a country by itself and not a mere dependency of the United States. We have too long been overshadowed by our big neighbor, but now we are coming rapidly into notice. Already the association is looking forward to its second meeting in Canada, of course at Toronto. The Queen city will surely be prepared to acquit herself creditably on the occasion.

Canadian Literature.

BY R. W. PHIPPS.

A well-written article on the above subject, in the Week, by Mr. Collins, gives rise to suggestions it may be of service to print. It is there conveyed that our literature is scarcely worthy of the name, and a list of what is called such is given. What is the list? Chiefly histories and descriptions of Canada or the Canadians. Why? It was a field into which it would not have paid foreign authors to venture. All other literary opportunity is swept away by the remorseless inpour of foreign works. Therefore do we see such men as Mr. Collins employed in gathering together, on the dull, dead sea of colonial inaction, such floating *disjecta membra* of the wrecks of past transactions as may sustain heroic reputations, for a time, for some leading man or other whom the public may care to read about. You should read his books, too; there is life, power, thought in the style. Why waste your evenings on the silly scandal, hurried writing and dull novels—all on the same eternal model—of the newspapers; or on the fiction which comes here by the thousand bales from the States and Britain, destitute of one delineation of character, of one picture of life—stuff written to order by people who know nothing, to amuse people who never will know more.

Take another work—the lately issued "Toronto, Past and Present"—by Dr. Mulvaney. Here you have Toronto bay as when Simcoe built his canvas house under its bordering trees—Little York as when a thousand rivulets debouched their mud upon its site, and struggling citizens strove by logway and pattens to get across King street—Toronto lit by the midnight house-burnings of the rebellion—Toronto the small backwoods city by a lake, and surrounded by a wilderness—Toronto the great railway centre—the true capital of British America—the future capital of a nation yet to be—its history, its institutions, its inhabitants, so clearly described that an Antipodean, reading the work, might know Toronto better than do its residents—described, too, in language rich with frequent imagery and graceful with literary allusion, while, for quantity, the mass of writing completed in the short time allowed is to myself, whose lingering pen drags hesitatingly through a thrice-thought paragraph, a thing not to be understood. It is doubtful if there be another such guide-book.

Take another contributor, in a different line to Canadian literature, the Toronto cartoonist, Bengough. Gather the comic prints of the world, there will not at the present moment be found his equal in the art of caricature. Since Leech died, Punch has indeed many amusing society pictures; but in its attempts to hit off living men, it possesses scarcely the ghost of its former abilities. Its fellows are no more witty and far more vulgar. Paris produces but monsters when she attempts to caricature. New York has many spiteful political artists, but not one caricaturist. In no city but Toronto to day is there one who approaches the ideal acme of caricature—who can whenever he chooses to exert his powers, without annoying any one, yet make both original and audience laugh heartily at the portrait.

Here we have three in Canadian literature and art—each perhaps unequalled in his own style, yet we have many eminent in others. Why is our literature insignificant? We have writers, and if we had not, many stand ready to come. We have a population containing probably a greater proportion of readers than that of any community of our race. The reason is plain.

We have followed the pernicious method which has ruined the literature of the States. We have, as they, imagined that foreign books cheaply bought—or stolen—were as valuable as those written here. The States have refused to enact an honest copyright law, and therefore, they have no writers. Considering their vast market for books, their great riches, their numerous leisured classes, their literature is infinitely poorer than our own. Had they refused to take what they did not pay for, writers would have flocked to their shores, writers would have grown to eminence within their borders; and the literature there produced would have had an effect the foreign cannot—thought would have generated thought—their universities would have been thorough instead of superficial—their speakers would not have degenerated—the symbol of their ambition would now have been other than the dollar. The States have again personified the fable—all the powers have in the cradle bestowed their every favor, save one, and that one gave that which has poisoned all—the infatuation that literature could be stolen. That great gift above others is the fairy money. Fairly won it is the silver and the gold—it purchases the wealth of nations—it opens the palace doors. Fraudulently obtained, whether by a publisher from another, whether by a politician from a writer, whether by a nation from another, it turns to dross in the chest. If it yet purchase, the goods do not endure; but the contempt accompanying them is real—is burning—is deathless.

Pembroke, Sept. 3, 1884.

The St. Mary's Lottery.

To the Editor of the World.

SIR: My attention has been directed to a letter which appeared in your issue of Sept. 3, over the signature of Fair Play, and your comments thereon. The letter in question is identical with one sent to the News and Telegram, and purporting to come from H. F. Sharp, mayor of this town. You did not take the precaution to ascertain, as did the last named papers, whether the letter was genuine or not. Mr. Sharp has written you, and you now are no doubt aware that the letter was a forgery, or rather that Mr. Sharp's name was forged to it, and that no such meeting as mentioned in the letter ever was held. Such being the case, and as your paper professes so much solicitude for public morals, I think it is not asking too much to request you to give the facts connected with the letter to the public, and thus allow them an opportunity to judge what weight can be attached to the statements and dastardly falsehoods of a forger.

H. A. L. WHITE.

St. Marys, Sept. 5, 1884.

[When Mr. White is about it he might have told us all about the lottery.—ED. W.]

The Island Breakwater.

To the Editor of The World.

SIR: I know not whether it be a job to obtain a large sum of money from the government, or what the reason may be—that it seems is impossible to ascertain, but it is sufficient for the city, and those interested, to know that the very important works at the island remain uncompleted to the extent of 450 feet.

What makes the case more suspicious is this, that the very point left uncompleted is the worst position of the island, and the place where already a large quantity of land has been damaged by the force of the waves, and also a great amount of damage done to the property on the island.

The residents of the island, the same as of the city of Toronto, pay their share of taxes to the city; it is therefore the duty of the city to take action without delay to see that this important contract be completed at once. If it be left over for this winter, I prophecy, and, as an old island resident, can do so with some authority, that there will not be one quarter of the already completed part of the breakwater left standing next summer, and in addition to which, the water will wash through the island and make one clean sweep for the city, after which it requires no son of a Solomon to prophecy that the old wooden walls and fixtures along the front of our bay will be cleared off by a good southeast storm.

Toronto, Sept. 5, 1884.

COMO.

FINANCE AND TRADE.

WORLD OFFICE, Sept. 6.

Rise in the Rate of Money in New York—A Severe Criticism of the Conduct of the Northwest Land Directors—The Michigan Central's Yearly Report.

The Toronto and Montreal stock exchange boards did not meet to-day.

The New York bank statement shows a decrease of $1,571,475 reserve—money 3 per cent.

At Chicago to-day September and October wheat closed at the lowest prices of the day, namely: 77⅞ and 79⅞ to ½ respectively, these are also the lowest for these months this year. There are not wanting indications of further decline. Corn was higher and strong; September closed 56⅝, being one cent below the best prices of the day. October corn 53⅝, being 1⅛c better closing than last night. There was nothing done in September and October pork, but the nominal quotations were $1 lower to $18. Lard very dull, 7½c to 10c lower.

The New York market to-day opened strong and higher, then declined ½ to 2⅝, the latter being the Union Pacific. Jersey Central declined 1½ to 56. Lake Shore from 82⅝ to 80⅝, though lower before closing time. Northern Pacific, pfd., ⅞ to 49. New York Central 1½ to 102. Lackawanna 110⅝ to 108⅝. St Paul 86⅛ to 84⅛. Western Union Telegraph 66⅝ to 65⅝.

THE NORTHWEST LAND COMPANY.—It will be remembered, says a writer in London Truth, that the report of the committee of investigation into the affairs of this company was at the last meeting withheld from the shareholders by the action of the directors. It has now been published, together with remarks thereon by the board, but the directors' reply in no way improves their case, or disposes of the charges brought against them. The report fully confirms my former remarks as to the outrageous and unjustifiable expenditure incurred by the board. The members of the committee have evidently been at great pains to sift the whole matter, and, notwithstanding many difficulties, they have fairly succeeded. Their verdict, that "the directors have not manifested in the management of the company's affairs anything like the care and caution which prudent men ordinarily show in the conduct of their own," sums up the past history of the concern very concisely. The large capital with which the undertaking was started appears to have formed a pretext for all kinds of extravagant expenses, and stockbrokers, lawyers, accountants and officials have all come in for big slices of the cake. As to the directors, it seems from the report that they actually drew the enormous sum of £5318 in fees and other remuneration for the last disastrous year. This is charging a heavy price for mismanagement of the grossest kind. Some of the facts disclosed are rather startling. Thus, the committee point out that the sum of £13,226 has been paid to stock brokers for placing the share of the company, and from the amount stated it appears that even on independent applications somebody has pocketed a commission of a shilling per share. The directors' contention that this is the usual charge cannot be entertained. As a sample of exorbitant remuneration, the sum of £315 for auditing the accounts of the year is very properly criticised by the committee. But what can be thought of such financing as to pay seven per cent. interest for an advance of £500,000 to a Canadian bank, the loan being accompanied by an ample deposit of securities? The rate of expenditure is illustrated by the statement of the report, that for the year ending March 31, 1884, the sum of £22,892 was spent in earning £7683. Another feature to which the committee point, as showing the neglect of the directors of their most ordinary duties, is the fact that calls to the amount of £60,000 applicable to shareholders in Canada are in arrear. Of these £25,000 are now stated to be bad and unrecoverable, the holders of the shares being "men of straw." Calls upon shares representing something like £16,000 more have been voluntarily cancelled by the Canadian directors, acting as they say, by the authority of the London board; in fact altogether, the Canadian shareholders appear to have had a good time of it. It must have been strange legal advice, under which the directors seem to have always acted, and for which they paid so handsomely. I should like to know why so much indulgence was shown to Canadian shareholders, and whether the directors are not legally liable for any loss accruing from this course? No satisfactory explanation of the writing back of £20,000 on account of the non-completion of contracts for the sale of farm lands is forthcoming. Why were these contracts not enforced? The salary of the general manager in Canada, of £1500 per annum, is entirely out of proportion to the company's position. Surely "integrity and ability," as the directors express it, are to be had at a lower price even in Canada. The emigration and colonization schemes hatched by the directors are very properly discountenanced by the committee, who are evidently afraid that the present board might incur fresh obligations. With the recommendation that, "in view of the personal disagreements existing among the members of the present board, and their well-known difference of opinion regarding the future policy of the company, the present directors, both in this country and in Canada, should be requested to resign," I fully agree. They have made enough out of the unfortunate concern, and should make room for others who are able and willing to introduce the reforms so urgently required. It ought not to be difficult to find capable men amongst the shareholders, ready to accept office from no desire of fees or personal gain, but from the extent of their holding and consequent interest in the success of the company. Six directors should be ample instead of the excessive number of sixteen, and I hope the suggestion of the committee that the fees should be reduced to £500 will be adopted.

THE MICHIGAN CENTRAL'S YEARLY REPORT.—The report for the year ending June 30, 1884, shows total liabilities $34,714,244; income from all sources $12,958,007; total operating expenses and taxes $9,593,540; net income $3,364,466. After deducting interest, rentals and all other charges, a balance of $5,571,517 is carried forward, as against $5,944,460 forwarded last year at corresponding date. The number of miles operated is 1468. The total number of employes is 9136, receiving aggregate salaries of $5,180,209.

According to the Winnipeg Sun and Mr. Strathy the loans made by the Federal bank at Winnipeg were done against Mr. Strathy's express orders and during his absence in England.

Markets by Telegraph.

NEW YORK, Sept. 6.—Cotton quiet unchanged. Flour—Receipts 22,000 bbls., dull; sales 10,000 bbls, No. 2 $2.00 to $2.70, superfine, etc., $2.40 to $295, common $3.00 to $3.50, good $3.55 to $5.90, western extra $5.50 to $5.75, extra Ohio $3.00 to $5.90, St. Louis $3 to $5.90, Minnesota extra $5.75 to $6.00, double extra $6.00 to $6.15. Rye flour easier at $3.75 to $4.25. Cornmeal unchanged. Wheat—Receipts 100,000 bush., unsettled, lower, sales 2,552,000 bush. futures, 331,000 bush. spot; exports 70,000 bush.; No. 2 spring 87c, No. 2 red 89⅞ to 90⅛c, No. 1 red and white state 90c, No. 2 red September 88⅞ to 90⅛c, October 90⅛c to 92c, November 92c to 92⅛c. Rye steady; No. 2 64½. Barley nominal. Malt unchanged. Corn—Receipts 12,000 bush., firm; sales 128,000 bush. future, and 75,000 bush., No. 2. September 64½c to 66⅛c, October 3⅛c to 5c, November 1⅛c to 3c. Oats—Receipts 32,000 market weak; sales 240,000 bush. future 122,000 bush. spot; mixed 32½c to 35c, white 37c to 43c, No. 2 September 33c to 33⅛c. Hay firm 75c to 80c. Hops dull 19 to 29. Coffee easy, 10½c. Sugar steady, standard A 6⅛c, cut loaf and crushed 7⅛c. Molasses steady. Rice steady. Petroleum, crude, unchanged. Tallow unchanged. Potatoes unchanged. Pork dull, nominal. Beef steady. Cut meats weak; pickled bellies 9½c, shoulders 7½c. Hams 12½. Lard weak, $7.75. Butter firm, unchanged. Cheese firm at 6¾ to 10½.

CHICAGO, Sept. 6.—Flour dull. Wheat lower; Sept. 77½c to 78⅜c, Oct. 79½c to 80⅛c, Nov. 80⅞c to 81⅜c, Dec. 82½c to 83⅜c. No. 2 Chicago spring 77½c to 78c, No. 2 red 81c. Corn excited and higher at 55½c to 58⅛c, September 54⅞c to 58c, October 52½c to 54⅞c, November 56½c to 57½c, year 41⅞c to 42½c, May 42 to 42⅞c. Oats dull at 25½c, September 25⅛c to 25⅜c, October 25⅛c to 26½c, year 25½c. Rye steady at 54c. Barley firm at 67c. Pork dull at $18.50 to $19, September $18 to $18.25, October $17.75 to $18, year $12. Lard quiet; cash $7.35 to $7.37½, September $7.30 to $7.32½, October $7.35 to $7.42½, November $7.30 to $7.32½, December $7.35. Bulk meats easy; shoulders $6.75, short ribs $10, short clear $10.60. Whisky unchanged at $1.12. Freights—Corn 2½c to 2¾c. Receipts—Flour 9000 brls., wheat 112,000 bush., corn 197,000 bush., oats 188,000 bush., rye 25,000 bush., barley 7000 bush. Shipments—Flour 2000 bbls., wheat 9000 bush., corn 177,000 bush., oats 155,000 bush., rye 21,000 bush., barley 7000 bush.

—People who wish to note the progress Toronto is making ought to visit West Toronto Junction. It is within a few minutes of the Union station by the trains of either the Ontario and Quebec and the Grand Trunk or the Northern. The junction station of the C. P. R. is now in full blast and freight and passenger trains are stopping there every short while. New houses are going up all round while the plans of many handsome ones are still in the hands of the architects. Real estate in the neighborhood has steadily risen in value and promises to advance still more rapidly. A lot or block in this locality is the best investment a workingman or capitalist can go into. It will double itself in two years just as Parkdale, Brockton and the whole west end has done. Some of the best lots in West Toronto are to be had from George Clarke, 295 Yonge street.

Business Must be Dull.

From the Cincinnati Commercial Traveler.

A country merchant caught a thief going through his cash-drawer.

"Hello, there," he sung out, "what do you want in that drawer?"

"Oh, nothing," said the man sheepishly, backing off and trying to get away.

"Well, don't let me disturb you. Just go right ahead, you'll find exactly what you say you want. I've found the same thing there for the past six weeks."

—Mrs. George Simpson, Toronto, says: "I have suffered severely with corns, and was unable to get relief from treatment of any kind until I was recommended to try Holloway's Corn Cure. After applying it for a few days I was enabled to remove the corn, root and branch—no pain whatever, and no inconvenience in using it. I can heartily recommend it to all suffering from corns."

There is at present in a certain city in Italy an aged woman of humble origin, who possesses marvellous powers of clairvoyance. She has been consulted by persons of high social standing, and on more than one occasion by royalty itself. She has no power of mesmerizing others, being simply a medium. Her visitor places his hand in hers, when she immediately becomes clairvoyante, and in this state accurately describes his state of health and business, frequently making startling revelations. In the event of any ailment she prescribes herbal cures, often with powerful effect. Persons at a distance send a lock of their hair with a fee, which she holds in her hand, and so places herself *en rapport* with her patients. The foreign papers seem to have full faith in her powers.

—Mr. C. E. Riggins, Beamsville, writes: "A customer who tried a bottle of Northrop & Lyman's Vegetable Discovery says it is the best thing he ever used: to quote his own words, 'It just seemed to touch the spot affected.' About a year ago he had an attack of bilious fever, and was afraid he was in for another, when I recommended this valuable medicine with such happy results."

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TORONTO RAILWAY TIME TABLE

Departure and Arrival of Trains from and at Union Station.

GRAND TRUNK RAILWAY.

Departures, Main Line East.

7.15 a. m.—Local for points east to Montreal.
8.30 a. m.—Fast express for Kingston, Ottawa, Montreal, Quebec, Portland, Boston, etc.
1 p.m.—Mixed for Kingston and intermediate stations.
5.30 p.m.—Local for Cobourg and intermediate stations.
7.40 p.m.—Express for main points, Ottawa, Montreal, etc., runs daily.

Arrivals, Main Line East.

1 p.m.—Local from Cobourg.
9.15 a.m.—Express from Montreal, Ottawa and main local points.
11.30 a.m.—Fast express from Montreal, etc.
6.55 p.m.—Mixed from Kingston and intermediate stations.
10.30 p.m.—Express from Boston, Quebec, Portland, Montreal, Ottawa, etc.

Departures, Main Line West.

7.55 a.m.—Local for all points west to Detroit.
1 p.m.—Express for Port Huron, Detroit, Chicago and all western points.
4.00 p.m.—For Goderich, Stratford and local points north of Guelph.
6.25 p.m.—Mixed for Stratford and intermediate points.
11.15 p.m.—Express for Sarnia and western points; sleeping car for Detroit.

Arrivals, Main Line West.

7.55 a.m.—Mixed from Stratford and intermediate points.
8.10 a.m.—Express from Chicago, Detroit, Port Huron, and all western points.
11.30 a.m.—Local from London, Goderich, etc.
7.10 p.m.—Express from all points west, Chicago, Detroit, etc.
11.15 p.m.—Local from London, Stratford, etc.

Departures, Great Western Division.

7.15 a.m.—For Niagara Falls, Buffalo and local stations between Niagara Falls and Windsor.
9.25 a.m.—For Detroit, St. Louis and points in the southwest.
12.20 p.m.—For Detroit, Chicago and the west and all points east from Hamilton; runs daily.
5.35 p.m.—For Niagara Falls, Buffalo, New York, Boston and local stations between Hamilton and London, and Brantford, St. Thomas, etc.
6.30 p.m.—Local stations between Toronto and Niagara Falls.
18.45 p.m.—For Niagara Falls, Buffalo, New York, Boston and all points east and west of Hamilton.

Arrivals, Great Western Division.

8.40 a.m.—Express from Chicago, Detroit, Hamilton, etc.
10.15 a.m.—Express from London, St. Catharines, Hamilton, etc.
12.55 p.m.—Express from New York, Boston, Buffalo and all points east.
4.30 p.m.—Express from New York, Boston, Chicago, Detroit, London, etc., runs daily.
7.05 p.m.—Mail from Buffalo, Detroit, London, Hamilton and intermediate stations.
7.35 p.m.—Express from Detroit, St. Louis, etc.
10.55. p.m—Local from London and intermediate stations.

Suburban Trains, Great Western Division.

Leave Toronto at 7.40, 10.55 a.m., and 2.25 and 4.20 and 6.05 p.m.

Returning leave Mimico 8.35 and 11.35 a.m., and 3.00, 4.55 and 7.25, calling at Queen's wharf, Parkdale, High park and the Humber, both going and returning.

Sunday Trains, G. W. Division.

Trains leaving Toronto for Hamilton at 12.20 and arriving from Hamilton at 4.30 p.m., run on Sundays, but do not stop at intermediate stations.

Departures, Midland Division.

7.35 a.m.—Mixed—Blackwater and intermediate stations.
7 a.m.—Mail—Sutton, Midland, Orillia, Coboconk, Haliburton, Lindsay, Port Perry, Whitby, Peterboro, Lakefield, Port Hope, Madoc, Belleville, Hastings, Campbellford and intermediate stations.
4.10 p.m.—Mail—Sutton, Midland, Orillia, Coboconk, Lindsay, Port Perry, Whitby, Peterboro, Port Hope and intermediate stations.
4.55 p.m.—Mixed—Uxbridge and intermediate stations.

Arrivals, Midland Division.

11.45 a.m.—Mail 9.45 a.m.—Mixed from Uxbridge and intermediate stations. 9 p.m.—Mail. 6.10 p.m.—Mixed.

CANADIAN PACIFIC RAILWAY.

Departures Credit Valley Section.

7.10 a.m.—St. Louis express, for all stations on main line and branches, and for Detroit, Toledo, St. Louis and Kansas city.
1.05 p.m.—Pacific express, for Galt, Woodstock, Ingersoll, St. Thomas, Detroit, Chicago, and all points west and north-west.
4.50 p.m.—Local express for all points on main line, Orangeville and Elora branches.

Arrivals, Credit Valley Section.

9.20 a.m.—Express from all stations on main line and branches.
3.45 p.m.—Atlantic express from Chicago and all points west and stations on main line.
7.00 p.m.—Montreal express—All stations on main line and branches.

Departures, Toronto, Grey and Bruce Section.

9.40 a.m.—Mail for Orangeville, Owen Sound, Teeswater and all intermediate stations.
8 a.m.—Mixed from Parkdale.
5.00 p.m.—Express for Orangeville, Owen Sound and Teeswater.

Arrivals, Toronto, Grey and Bruce Section.

1.00 p.m.—Express from Owen Sound and intermediate stations.
10.30 p.m.—Mail from Owen Sound and intermediate stations.
6.50 p.m.—Mixed, arrives at Parkdale.

Departures, Ontario and Quebec Section.

9.00 a.m.—Limited express for Peterboro, Norwood, Perth, Smith's Falls, Ottawa, Montreal, and intermediate points.
4.30 p.m.—Express for Peterboro, Norwood and all intermediate stations.
7.40 p.m.—Montreal express for Peterboro, Norwood, Perth, Smith's Falls, Ottawa, Montreal, Quebec and all points east.

Arrivals, Ontario and Quebec Section.

9.15 a.m.—Express from Quebec, Montreal, Ottawa, Brockville, Peterboro, and intermediate points.
10.35 a.m.—From Peterboro, Norwood and intermediate points.
10.30 p.m.—Toronto express from (same as 9.15 and intermediate points).

NORTHERN RAILWAY.

Trains depart from and arrive at City hall station, stopping at Union and Brock street stations.

Departures.

7.45 a.m.—Mail for Muskoka wharf, Orillia, Meaford, Penetang and intermediate stations, making direct connections at Muskoka wharf with Muskoka boats.
12.00 noon—Steamboat express for Muskoka wharf, Collingwood and Meaford, making direct connections at Collingwood with steamers for Sault Ste. Marie and Port Arthur.
5.05 p.m.—Express for Collingwood, Penetang, Orillia and Barrie.
12.30 p.m.—Muskoka special express each Saturday during July and August for Muskoka wharf, connecting with steamers for Lakes Muskoka, Rosseau and Joseph.

Arrivals.

10.15 a.m.—Express from Collingwood, Orillia, Barrie and intermediate points.
1.45 p.m.—Accommodation from Meaford, Collingwood, Penetang, Muskoka wharf, Orillia, Barrie and int