ATIONAL CHURCH

d Election of Officers Statement of Ac- rts from Every rtment.

ing of the First Con- was held last week. , B.A., pastor of the eneral statement was ws:

life and work of our other year, our first ne of deep and heart- for the marvelous and ch he has led us. In year our pastoral rela- the removal of the Rev. to Sycamore, Illinois. , which followed Mr. our pulpit was sup- nisters, some from the a distance. In th s are especially offe on, Dr. Wild and ld be stated, w last named gentle ne of trouble, a "fri s placed this chu him which it will fin harge. In the month minister was engaged, for all concerned, he unworthy his high vo- ort time he was sum- About this time, we re- mber of friends took On Sunday, Dec. 7, d, B. A., of Cobourg, ular ministry in our us strongly recom- the unanimous choice whom he serves. s. Mr. Aylward growing congreg in him, in our pe future. We are not, d prosperous people, er so bright and hope- With the blessing o ler things in the future accomplished in the losses by death during mention the names of Mr. Bartlett and the sister, Mrs. Burns. To ds of each and all of r tenderest sympathy. t low by sickness are rs. Wm. Davis, Mrs. rs. Wallace and the the most part, how- iends are partly if not fact in which we all will be seen from the he total income of the year is nearly $3,200. nmunicants on churc Resident list, 17 mon- al, 192.

TANCE.

n it transpires that the utors to the church had, been dropped during r places, however, have w subscribers; while the nd for the last two ws an increase of 20 per e period of 1889. The surer's report:

CEIPTS.	
ces, 1889	$ 511 46
	1,842 85
	892 71
	114 20
	5 00
	25
	2,000
	100
	$5,716
RSEMENTS.	
upplies	$1,3[illegible]
	6[illegible]
	10
	2,56[illegible]
	204
	157
	395
day school	69 37
ies' Aid	141 25
	$5,716 66
hurch property:	
SSETS.	$31,500 00
	1,000 00
	70 00
	210 62
	$32,780 62
BILITIES.	
	$10,000 00
	1,000 00
	212 29
hurch	21,568 33
	$32,780 62

und correct. NGRIDGE, NDSON, } Auditors.

ES OF WORK.

Society is in successful l be seen from the treas- ed the sum of $892 dur- The society received, arty thanks of the church rk accomplished. hool report showed the rs on roll to be 184; ers, 25; total, 209; aver- 1889, 168. E. report gave the num- bers at 26; associate mem- members, 13; total, 67. men's Sunday morning e average attendance had

er Organist Green and , was doing well with 25

FFICERS.

were elected as follows: Crossin (re-elected), John- gridge, George Marshall, loule. Trustees—Messrs. Langridge, George Mar- swson. Treasurer—Mr. re-elected). Secretary— s (re-elected). Finance Crossin, Crouch, Davis, r, Robert Marshall and e-elected). Sunday School ward (president), Mr. ntendent), Mr. W. Bro s. Emery and Bartle J. Fairbairn (organist) oir leader), Mr. C. Pink

onorary president, Mrs t, Mrs. Holt; first vic rmain; second vice-pr idge; secretary-trea Pew allocation—Me and Greenway (gallery) Emery, Bartlett and). Plate collectors—East nston, Matthewson and Messrs. Geo. Anundson, d Montague. Tellers— ndson and Crouch. Audi- gridge and Geo. Anund- resident—Mr. George

, Buck street, Kingston, ffered with an inflamed ough for seven months, ysicians without success, Miller's Emulsion of Cod n. It's as palatable as y all druggists. 1

and-knit by Donega ool, very warm, durable Twelve pairs sent post n's long knickerbocker t post free for $5, $6 or ality. Postoffice orders M'Hugh (Limited), Bel zxt

THEY WANT SOME PIE.

The Manufacturers Protest Against Tax Discrimination.

If Tax Exemptions and Fixed Assessments Are Necessary They Demand That All Be Served Alike.

The fixed assessment fad has had its day. The injustice of this system of exemption from taxation has for some time past been the cause of much dissatisfaction among manufacturers who are prepared to bear their proper proportion of the municipal burdens, and they have at last succeeded in part in curtailing its operations. The chief business that came before No. 1 Committee Friday afternoon was the consideration of the following petition:

We, the undersigned manufacturers of the city of London, in view of the fact that a number of exemptions have been made to the various manufacturers of this city; and that there are proposed bylaws before your honorable body for the limitation of the assessment of other manufacturers; and that your petitioners are among the largest manufacturers and ratepayers of this city, and have never been granted nor asked any exemptions, humbly petition that your honorable body, before acting upon such bylaws, or granting further exemptions, will pass such bylaws as shall be for the general benefit of the manufacturers of this city. And further, that your petitioners may be permitted to present their views in relation to these matters to a committee of your honorable body. (Signed.) McCormick Manufacturing Company, Carling Brewing and Malting Company, Stevens, Glass & Clark, D. S. Perrin & Co., John Labatt and C. S. Hyman & Co.

THE PETITIONERS' CONTENTION.

Mr. C. S. Hyman on being asked to express the views of the petitioners said, "You are all aware, gentlemen, that several bylaws have been passed recently granting fixed assessments to several manufacturers. These bylaws simply mean that those in whose favor they are passed escape their just share of the burden of the city's taxation. The ratepayers whose names appear on this petition pay at least 1-20 of the taxation of the city, and we contend that all the manufacturers in the city are shareholders in the interests of the city, and if some manufacturers should be granted exemption, it appears to the petitioners that there should be some basis on which all manufacturers should be able to share alike. I may say just to illustrate the way in which the present system works that I had to-day a man came to me, who had seen the name of my firm upon the petition, and complain of assessment on his establishment. He has about $12,000 invested in his business, $8,000 of which is in machinery. His establishment is fully assessed and the building at $12,000, making in all $24,000. There was recently a bylaw passed in which a certain company's assessment was reduced to $20,000 for ten years. In this case, as in several others, there is nothing to show that the manufacturer thus favored employs more men than many other concerns which receive no favor at all. The petitioners are quite capable of paying their taxes, but we are all business men, and being large ratepayers we desire that our contention should be heard by your committee. If there must be exemptions, all we ask is that if they continue that we should all be placed upon the same basis, and that hereafter exemptions be conducted strictly upon a set and recognized system. The basis might be placed upon the number of men employed by the firm seeking exemption, upon the amount of stuff manufactured, or upon the amount of capital invested. Any system would be acceptable to your petitioners which would enable us all to enjoy the same privileges in conjunction.

Mr. Talbot McBeth (representing Messrs. D. S. Perrin & Co.) and Mr. A. W. Porte each indorsed the sentiments expressed by Mr. Hyman.

Chairman Spencer—I think that the members of the committee are quite alive to the necessity of taking some steps in this direction. Your petition, gentlemen, shall receive the attention of the committee.

The petitioners then bowed their acknowledgments and retired.

As the aldermen were unanemously of the opinion that it was necessary to put a stop to the practice of granting this variety of exemption, it was decided to lay the petition over for further consideration, and also that no further exemptions be made until some system is adopted.

TURNING OVER A LEAF.

When the clauses of the mayor's inaugural address which came under the attention of No. 1 Committee were read, Ald. Gartshore moved with reference to clause No. 1 that all committees hand in their estimates immediately. Carried.

A committee from the Council composed of Mayor Taylor, Chairman Spencer, Treasurer Pope and City Auditor Jewell will meet a committee from the Middlesex County Council at a date to be agreed upon, when the affairs of South London will be adjusted, necessitated by the amalgamation of that ward.

The same committee will report upon the clause dealing with the consolidation of the city debt.

Respecting the publication of the assessment lists it was decided that copies should be procured of the lists recently published in Hamilton and Toronto. Pending the receipt of the same the clause was laid over.

When the question of leasing or selling the city's stock in the London and Port Stanley Railroad was taken up, Mayor Taylor suggested that negotiations should be opened at once for the disposal or lease of the same, as either could be conducted more advantageously at an early date.

Ald. Taylor appraised the committee of the fact that the G. T. R. Company had approached the city respecting what terms the lease would be renewed upon.

Ald. Gartshore suggested that an advertisement be inserted in the Railway Gazette, intimating that the lease will soon run out, and calling for terms in a general way as to its lease.

Mayor Taylor supported this idea, as he contended that it was a business matter of dollars and cents.

At Ald. Taylor's request a communication will be sent to the Grand Trunk Railway officials notifying them of the expiration of the lease and asking that their terms for its lease be sent.

MINOR MATTERS.

The communications of Mrs. Bremner, Jane Lloyd, Helen Hannifin, Sarah Johnston, Sarah Tweedie, Anna Roe, Mrs. E. Saunders, re remission of taxes, were filed.

The dog tax of G. Plastow was struck off.

Half of the assessment of Rebecca Yeo was struck off.

The communications of Wm. Lamb, John T. Moore, P. M. Lawrason, Thos. R. Rhoder and C. Wettlanfer were filed.

The taxes of Mrs. Long were remitted.

The communication of Mr. B. C. McCann re the sewer rate of R. N. Currie was filed.

The petition of Secretary C. R. Sayer, of the Y. M. C. A., re remission of taxes, was referred to the commissioner.

At the request of Secretary Graydon $1,000 will be placed at the credit of the Hospital Trust.

Mrs. Holborn's petition was granted by remitting $3 from her taxes.

The salary of the assessors was fixed at $400 each, out of which they will be required to pay their assistants.

The following members were present: Aldermen Spencer (in the chair), Gartshore, Wilkey, Taylor, Ivey, Judd, Mayor Taylor and Secretary Pope.

EXCHANGE OF PULPITS.

The Sensation Regarding Reciprocity in Preaching.

A Well-Known Anglican on the Woodstock Episode.

Mr. A. H. Dymond, of Brantford, writes as follows: The recent well-meant fraternization of an Anglican and Presbyterian minister at Woodstock has excited more attention, I venture to think, than, taken by itself, the event deserves. Enthusiastic Christians of various churches have rushed to the conclusion that at least church union, if not the millennium, must surely be nigh at hand, while stern advocates of church order and canon law have held up the Anglican clergyman to public scorn as a violator alike of law and good order and his ordination vows. Perhaps some greater importance than is necessary has been attached to the occurrence by the excellent incumbent of Old St. Paul's, Woodstock, being duped "dean" in some of the papers, and occasionally with the prefix of "very reverend," this making Mr. Wade appear as the highest dignitary, saving the bishop, in the diocese. There is but one dean in Huron, the Very Rev. Dean Innes of St. Paul's Cathedral Church, London, a clergyman of long standing and just influence. The Rev. W. H. Wade is one of the junior clergy in point of ordination in the diocese. After some fourteen years' experience as a devoted lay church worker in England he came to Canada about five or six years ago, was appointed to Burford by the bishop, ordained, and after a brief interval invited to assume his present charge. A rural dean in Huron has no visitorial power or authority. His sole duty as rural dean consists in presiding twice a year at a ruri-decanal meeting, and that office Mr. Wade fills. He is a most earnest, genial, whole-souled man, just the one who, from his temperament and antecedents, would be likely to overlook objections which would deter others of cooler natures and more systematic clerical training. But he is the last man anyone who knows him would care to censure harshly. No doubt he has broken the canon law, which expresses and declares that—

No minister or other person shall be permitted to officiate, permanently or occasionally, in any congregation of this church, except he shall have been episcopally and canonically ordained and shall also conform to the doctrine and discipline of the church.

If any of his critics choose they can "present" Mr. Wade to the bishop and demand his trial under the clergy discipline canon for admitting an unauthorized person to officiate in his church. But while feeling that, in the present state of the canon law, Mr. Wade should have subordinated his own inclinations to the established rule and usage of his church, and not lightly have offended even the prejudices of less ardent brethren, I am quite certain not only that he will not be "disciplined," but that, looking at the intentions and motives doubtless prompting the act, he will generally be blamed for an error of judgment and too effusive zeal and nothing more. The fact is that when public opinion runs a little ahead of the law, somebody is pretty sure to break it, and in the Anglican Church to-day the movement—largely promoted by men of the "High Church" school in Ontario—in favor of church union, and the organized effort in the by no means "High Church" diocese of Huron and elsewhere for the more extended utilization of the male laity already (expressly sanctioned by canon) in connection with the work and services of the church, all point to the relaxation of rules by which in any direction the "liberty of prophesying" is unnecessarily curtailed. That the privilege of inviting their brethren of the Presbyterian Church occasionally to address their congregations would be highly gratifying to many Anglican clergymen, I am fully assured, and the thorough training insisted on by the Presbyterian Church as a precedent to ordination, not to mention the eminent gifts of many of its ministers as a guarantee that no Anglican congregation would be likely to suffer by such a change in the law. I speak, of course, with less confidence when alluding to the tendencies of our Presbyterian brethren, but if I am not mistaken, they would not object no their ministers becoming familiarized with the Anglican form of worship. Already the musical portions of divine service in many Presbyterian churches are sufficiently florid and striking to rival even "advanced" Anglican methods and would occasion uneasiness if introduced in certain "Low Church" quarters. An antiphonal arrangement of Scripture readings is not unknown on special occasions, and, if our grand, concise and comprehensive Anglican liturgy could be adopted wholly or in part it would here and there, I believe, be welcomed as gladly as a stream of water in a very dry and thirsty land. Last, but not least, would be the habituating of Presbyterian divines to the composition of sermons approaching Anglican discourses in brevity, say to their curtailment to 40 or 45 minutes, or less, if not too severe an effort at compression. Let us, instead of either jubilating or wrangling over an altogether exceptional incident, see whether we cannot come to some arrangement perfectly consistent with Anglican order and Presbyterian inclination by which such occurrences as that at Woodstock might cease to be uncommon.

A DESPERATE STEP.

How New York Tailors Will Dispose of Their Bad Bills.

NEW YORK, Jan. 31.—The members of the Merchant Tailors' Society have decided to take a desperate step to force their customers to meet bills promptly. There are about 130 members of the society and it is reckoned that they have customers who owe them $100,000. At a recent meeting of the society it was decided to put all these bad bills up at auction and sell them to speculators for as much as they would bring. Edwin N. Doll, the secretary of the society, says that the sale will disclose the names of all the men who owe the money. "The scheme has been resolved upon," he said, "to expose the genuine deadbeats and not to embarrass those who, through misfortune, have been unable to meet their bills promptly." The first public sale of these bills will take place in the real estate exchange about the middle of next month. About $5,000 worth of bad bills will be sold on the first day.

A Good Appetite

Is essential to good health; but at this season it is often lost, owing to the poverty or impurity of the blood, derangement of the digestive organs, and the weakening effect of the changing season. Hood's Sarsaparilla is a wonderful medicine for creating an appetite, toning the digestion and giving strength to the wholesystem. Now is the time to take it. Be sure to get Hood's Sarsaparilla. z

Removed to 195 Dundas street, one door west of Crystal Hall. Trunks and valises at factory prices; repairing a specialty. M. SCARROW.

THE RAILWAYS.

Two and a Half Miles a Minute May be Made.

Canadian Locomotive Works Crowded—The Jack Sheppard of Finance—The C. P. R. and the H. and D.

The low-roofed, small-windowed, malodorous car generally provided for smokers must go. The new cars being put into service on many of our first-class roads have a separate smoking compartment for the smoker, who can sit and burn the weed in comfort without going from one end of the train to the other in search of a smoking car.

One of the new "granger" Congressmen from Kansas named Anderson has introduced a resolution in the House of Representatives at Washington calling on the Inter-State Commerce Commission for information as to the legality of the Western Traffic Association. The chairman of the Inter-State Traffic Commission has declared that it is legal.

The Canadian locomotive works at Kingston are crowded with work. They have in hand five 50-ton locomotives for the C. P. R., ten heavy moguls for the G. T. R., four side-tank engines for the Chignecto Marine Transport Railway, Amherst, N. S. They will weigh 90 tons. Also five standard eight-wheelers, weighing 43 tons, to be built for stock. Three hundred men are employed.

Talk about your Napoleons of finance, who by a simple dash of the pen accumulate millions unlawfully. There is a case on the Northern Pacific who is now in his natural home for stealing $2,000 worth of tickets in two nights. He was simply a night operator. He deserves to be called the Jack Sheppard of finance. But some people have no conscience worth mentioning especially as to the relations of meum et tuum.

For a few days past there have been rumors passing around that the C. P. R. Company is about to purchase the Hamilton and Dundas Railway. Mr. Weatherston, the present lessee of the H. and D. road, says negotiations have been in progress with that idea in view for some time, but he seems to think that the C. P. R. will grant Hamilton nothing better than a loop line, and if the H. and D. road is purchased it will furnish the necessary connection with the C. P. R. main line.

In a recent interview the president of the Great Northern Railroad said every road going out of Chicago is carrying its full capacity, in fact, some of them are actually crushed with business, yet they are not making money. He says if they would pay five traffic managers in Chicago $100,000 a piece to get out of town, to clear out altogether, the roads could then make some money. "These fellows, traffic agents so-called, seem to think the railroads are operated solely for their special benefit, to get even with some rival agent by cutting rates, and they draw their $20,000 to keep up that sort of thing. I would not have one of them on my road as a brakeman; I'd kick him off the premises." That is pretty strong language, but the condition of the Western roads will not improve until they get rid of some of these autocrats of tariff-breakers.

The Pittsburg, Fort Wayne and Chicago Railway claims to have beat the record for fast time recently. A special train on the Chicago division ran 53 miles in 45 minutes, 11 miles of which were covered in 7 minutes, or an average of 94 miles an hour. If the veracity of the above road was not as unspotted as "the father of his country" the record would be doubted. Speaking of speed for railway trains, in a lecture before the Franklin Institute, Philadelphia, Prof. Wm. D. Marks gave evidence in proof that a speed of 2½ miles a minute can and may be obtained. He anticipated that in the near future trains will make the run from New York to Philadelphia—89 miles—in 36 minutes. It is perfectly practical to maintain an average speed of one mile a minute with the present condition of power and rolling stock if there were a universal demand for it.

The annual meeting and dinner of the Central Railway Club was held at the Hotel Iroquois, Buffalo, on Wednesday. The business meeting was held in the forenoon in the club room; some questions on uniform car inspection, and the M. C. B. standard car coupler were discussed, after which the election of officers was next in order, resulting in the re-election of Mr. E. Chamberlain, N. Y. C., as president. F. B. Griffith, D. L. and W., vice-president, Jas. McBeth, secretary-treasurer, and H. D. Voigt and W. E. Corcoran, assistant secretaries. Among the subjects for discussion at the next meeting in March is one on "Defects in car wheels," on which Mr. J. D. McIlwain, of London, Ont., is to report. The annual banquet was served in the dining-room of the hotel. About 200 members and invited guests, including some 40 ladies, were present. The menu was rich, and the after-dinner speeches were the best the club had ever heard; in fact, they were "Depewish" to a degree. The Central Railway Club has not only the enviable record of being the leading club of its kind in the country, but has a number of speakers that would grace any occasion.

A dispatch from Toronto says: When Charles H. Tupper was here recently he dropped the significant remark that he hoped in a short time to see Toronto a seaport, but he declined to impart the basis of his hope. John Brown, one of the leading members of the Toronto Board of Trade, has just returned from Chicago, where he interviewed prominent citizens on the subject of having ocean vessels trade on the upper lakes and found them all enthusiastically in favor of the project. The most feasible means of accomplishing the end sought has been decided to be a ship railway connecting the other lakes with Lake Ontario and the deepening of the St. Lawrence canals. There are, he says, two routes for the railway under consideration by the promoters of the idea and capitalists. One route would connect Lakes Michigan and Erie by crossing the State of Michigan, and Lakes Erie and Ontario by crossing New York State. The other would connect all the lakes with Lake Ontario by crossing the Western Peninsula of Ontario.—[The Northwestern Railroader.

The Handsomest Woman in London

remarked to a friend the other day that she knew Kemp's Balsam for the Throat and Lungs was a superior remedy, as it stopped her cough instantly, when other cough remedies had no effect whatever. So to prove this and convince you of its merit any druggist will give you a sample bottle free. Large size 50 cents and $1. zxv

To insure satisfactory results Strong's Baking Powder should always be used, as all baking powders are not of uniform strength and some are not pure. This powder is made fresh daily and sold only at Strong's Drug Store, 184 Dundas street; price, 25 cents per pound. 24tf

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TO WEAK MEN Suffering from the effects of youthful errors early decay, wasting weakness, lost manhood, etc., I will send a valuable treatise (sealed) containing full particulars for home cure, FREE of charge. A splendid medical work; should be read by every man who is nervous and debilitated. Address, Prof. F. C. FOWLER, Moodus, Conn.

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Purify the Blood, correct all Disorders of the LIVER, STOMACH, KIDNEYS, and BOWELS. They invigorate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Females of all ages. For children and the aged they are priceless.

Manufactured only at 78, New Oxford Street (late 533, Oxford Street), London, and sold by all Medicine Vendors throughout the World.

Purchasers should look to the Label on the boxes and Pots. If the address is not 533, Oxford Street, London, they are spurious.

Burdock Blood Bitters

REGULATES —THE— Bowels, Liver and Blood. CURES Constipation, Bilious ness, all Blood Humors Dyspepsia, Liver Com plaint, Scrofula, and all Broken Down Conditions of the System.

WATFORD, ONT.

My daughter, after a severe attack of Scarlet Fever, was completely broken down. I spent hundreds of dollars in doctors' bills with but little satisfaction. Before she had taken one bottle of Burdock Blood Bitters there was a remarkable change, and now she entirely cured. MRS. HOPPERTON.

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Will Reopen Monday, Jan. 5.

Classes Monday, Wednesday and Friday from 7 to 9 p.m.

Fees for 36 lessons, $3. Subjects taught: Mechanical, Geometrical, Freehand and Model Drawing, Perspective Geometry, Ornamental and Industrial Designing, Modeling, Lettering.

Extra classes—Monday, Friday and Saturday, from 2 to 4 p.m. Oil, Water Color and China painting.

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J. H. GRIFFITH, Sec-Treas

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The finest Hotel in the city. Situated in the business center. Passenger and baggage elevators. Good sample rooms. Rates, $2 to $2 50 per day.

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JOHN McGRORY, Proprietor.

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Overlooking Central Park, Fifth Avenue, 58th and 59th sts., New York. HIGHEST CLASS. ABSOLUTELY FIRE-PROOF. On American and European Plans. Within half block 6th Ave. Elevated R. R. terminus. 5th Ave. Stages and Cross Town Cars pass doors.

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Remodeled and refurnished. The most complete, luxurious and liberally managed hotel in Toronto. Immunity from noxious gases and malaria guaranteed by the most perfect system of ventilation traps and thorough plumbing known to sanitary science. zz

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Ever offered. See our east window for them.

$3 50

TO ORDER. MADE IN FIRST-CLASS STYLE.

We have a limited quantity of these goods, so that first come first choice. We expect to make 40 pairs per week.

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UMBRIA	Saturday, Feb. 7, 2 p.m.
SERVIA	Saturday, Feb. 14, 10 a.m.
ETRURIA	Saturday, Feb. 21, 2 p.m.
AURANIA	Saturday, Feb. 28, 8 a.m.
UMBRIA	Saturday, March 7, 2:30 p.m.
SERVIA	Saturday, March 14, 8:30 a.m.
BOTHNIA	Saturday, March 21, noon.

RATES OF PASSAGE—Cabin, $60 and upwards, according to accommodation. Intermediate passage, $35; return tickets on favorable terms. Steerage tickets to and from Liverpool and Queenstown, and all other parts of Europe, at lowest rates. Through bills of lading given for Belfast, Glasgow, Havre, Antwerp and other ports on the continent, and for Mediterranean ports.

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Steamers every Saturday from New York to GLASGOW AND LONDONDERRY

Cabin Passage to Glasgow or Londonderry, $50 and $60; return, $90 and $110. Second-Class, $30. Steerage passage, either service, $20.

MEDITERRANEAN SERVICE.

New York to Gibraltar and Naples direct S.S. BELGRAVIA. Wednesday, Feb. 25. Mediterranean Rates—Cabin, $60 to $100, steerage, $30.

Travelers' Circular Letters of Credit, and Drafts for any amount issued at lowest current rates. For Books of Tours, Tickets or further information apply to HENDERSON BROS., New York; A. G. SMYTH, insurance agent, 443 Richmond street; E. M. PEEL, ticket agent, No. 1 Masonic Temple, Richmond street, or EDWARD DE LA HOOKE, No. 3 Masonic Temple, Richmond street.

Dominion Line

ROYAL MAIL STEAMSHIPS.

Special Reduced Winter Rates

LIVERPOOL SERVICE

	From Portland.	From Halifax.
OREGON	Thur., Jan. 29.	Sat., Jan. 31.
TORONTO	Thur., Feb. 12.	Sat., Feb. 14.
SARNIA	Thur., Feb. 26.	Sat., Feb. 28.

Rates of passage: Cabin, from Portland or Halifax to Liverpool—$40, $50 and $60; return, $80, $90 and $110; intermediate, $25; steerage, $20.

Bristol Service for Avonmouth Dock.

ONTARIO from Portland about Jan. 23.

DOMINION from Portland about Jan. 18.

No passengers carried to Bristol.

These steamers have saloon staterooms, music-room and bathrooms amidships, where but little motion is felt, and carry neither cattle nor sheep.

LONDON AGENTS—E. M. Peel, No. 1 Masonic Temple; E. de la Hooke, No. 3 Masonic Temple; A. G. Smyth & Son, 443 Richmond street; F. S. Clarke, 416 Richmond street; D. Torrance & Co., general agent, Montreal.

WHITE STAR LINE

Fall and Winter Season Beginning Aug. 1.

Royal and United States Mail Steamers for Queenstown and Liverpool.

CELTIC	Jan. 21
GERMANIC	Jan. 28
ADRIATIC	Feb. 4
TEUTONIC	Feb. 11
CELTIC	Feb. 18
MAJESTIC	Feb. 25

From White Star Dock, foot West Tenth St. Saloon rates, $50 and upwards; on Teutonic and Majestic, $60 and upwards; second cabin rates, Majestic and Teutonic, $35 and $40; round trip, $70 and $80, according to location of berth. Excursion tickets on favorable terms. Steerage, $20. Company's Office, 41 Broadway, New York.

For further information apply to W. Y. BRIMSON & SON or EDWARD DE LA HOOKE agents of the line for London, Ont.

TROPICAL TOUR $150.

Tourists can visit Jamaica and her GREAT EXHIBITION, remain there 12 days including Board and Residence at the CONSTANT SPRING HOTEL, at Kingston, or a tour of this beautiful Island by the ATLAS LINE STEAMERS for $150; with the option of extending their trip at the rate of $5 A DAY to Hayti and Columbia. Accommodations First-Class. PIM, FORWOOD & CO., 24 State St., N.Y. THOS. COOK & SON, Tourist Agencies zxv

ALLAN LINE

Royal Mail Steamships.

Reduced Saloon and Intermediate Rates.

	From Portland.	From Halifax
SARDINIAN	Jan. 22	Jan. 24
POLYNESIAN	Feb. 5	Feb. 7
CIRCASSIAN	Feb. 19	Feb. 21
SARDINIAN	March 5	March 7
POLYNESIAN	March 19	March 21

First cabin, single $40, $50, $60, return, $80, $90 and $110, according to accommodation; intermediate, $25; return $45.

Steerage, both outward and prepaid, at lowest rates.

For further information apply to E. DE LA HOOKE, No. 3 Masonic Temple; T. R. PARKER, No. 1 Masonic Temple; HENRY TAYLOR, Masonic Temple, the only authorized agents London.

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