named Bernston, who had occupied the little brown cottage at No. 36 Baynes-st., Buffalo, left it and moved a few blocks away. A week ago last Saturday a nicely-dressed young man, of perhaps 25 years, called upon Dr. Hill and engaged the house. Next day a wagon load of furniture arrived, accompanied by two men. In a moment the door of the house at No. 36 closed on John C. Emery and his young friend, George Allen. The wheels had begun to turn.

On Monday morning a young man drove to Cottle's office. He was George Allen, alias Charles O Wilson. He carried a note to the lawyer. It invited him to drive with the bearer to a house in Chenango-street, to visit a man who wished to consult him about important legal business. Cottle got into the buggy with the man, and was whisked away to the little brown house in Baynes-street. His companion hurried him into the house, the door of which was not locked. Cottle was ushered into the sitting-room.

If he recognized Emery at once the terrible irony of the missive must have occurred to him. If he did not know him, there is no doubt that his client, in the zenith of his revenge's triumph, must have revealed himself.

There is little doubt but he was at once frightened or forced into silence and dragged to the cellar. He was cuffed, shackled and encased in the dog-collar chain. He was placed in a chair before the post to which the collar-chain was tied.

If John C. Emery was a man for gloating, he must have surfeited himself. He had in his power the man who had sneered at his threats, and who had practically dared him to cross the border and make a try for the big fee. Nor until John C. Emery is captured, or until Octavius O. Cottle admits the whole truth, will the events that occurred in the dingy cellar of the Baynes-street house be known. Emery may have threatened him with instant death as a means of furthering his purpose. He may have held out to the aged lawyer the prospect of slowly starving in an empty house, gagged and tied in a cramping position. Perhaps he went at his business immediately, and told Cottle that he held him hostage till the money that had been drawn from him was paid back.

Wrote a Letter for Cash.

At any rate, the captive's hands were freed and he wrote a letter, dated Niagara Falls and signed by himself. It was addressed to his wife.

About noon on Monday Emery took this letter and left the house. He came direct to Fort Erie and put up at the American House. When the little bus arrived from Victoria, he button-holed the old negro who drives it, and offered him lucrative work for a few hours. The negro was to take the letter and drive to Buffalo, delivering it at the Cottle home in North-street. He was to wait for an answer, and bring back the person who should desire to go. It was so done. The driver delivered the note, and in a few minutes Edmund P. Cottle, very pale, came from the house, and told the negro to drive him to the man who had given him the note. Within the hour, young Mr. Cottle and John C. Emery were in the latter's room at the American House.

Their conference was long. It is known that Emery demanded an immediate payment of $5000 as a respite for the elder Cottle.

"You had better decide quickly," he said, "I will hold your father prisoner until noon on Wednesday. If by that time you have not consented to my terms, you will never see your father alive."

On Monday afternoon E. P. Cottle returned to Buffalo from Fort Erie. On Tuesday the Cottles raised $5000 in cash, and in the afternoon Edmund crossed to Fort Erie with it in his pocket. He went to the American House, but there learned that the wily Emery was not there. He knew there was a possibility that the son would return for him with detectives who might be able to carry him by force across the border. He left a letter for Cottle, telling him to come at once, and alone, to Hammond's Inn, which is in a lonely region three miles back of Fort Erie. Cottle went thither and delivered up the $5000. Emery made another demand, when the first payment was in his pocket. Just the amount is known only to the two. Emery demanded that it be paid at Hammond's early on Wednesday morning, promising the release of the prisoner at noon. He let Edmund have no inkling of where his father was secreted, but told him he was in a place where the police could not find him and where his vengeance would be speedily and safely wreaked should the money be not forthcoming.

Wanted Another Draft.

Young Cottle returned to Buffalo. There is little doubt but that Emery would have secured another wad had not accident intervened. Late on Tuesday night he called at the Baynes-street house and called off Allen. The pair went away, whether because they feared the police were working on the case or because they wanted to confer secretly is not known. There is no reason to believe that they intended to leave the house entirely and let the captive work out. They left at 10 o'clock, and at 2 o'clock Cottle was discovered by Patrolman Scheu. The police immediately set a watch on the place, but they had foxy men to deal with. Emery and Allen never came back.

After Asst.-Supt. Cusack's conference with the Cottles, he had the younger send a message to Emery at Hammond's telling him that he had consented to his demands and would meet him at noon. Emery had become aware in some manner that his bird had flown, and he, too, had taken wing. When Cusack and Cottle went to keep the engagement, they found their telegram uncalled for and unopened.

John C. Emery and his confederate were gone. They had $5000. Octavius O. Cottle had had a terrible experience. The police, handicapped by the delay, were outwitted.

Yesterday morning Mr. Cusack, armed with warrants, which had been sworn out by Cottle, went to Niagara Falls. There he enlisted the aid of Chief Young, who promised a careful watch for the conspirators should be made in all the border towns in the vicinity.

Headquarters' Detectives Devine and Muckler, accompanied by E. P. Cottle, went to Fort Erie yesterday, as though expecting to find Emery and Allen sitting on the wharf with fishing rods in their hands. Of course, they returned without a prisoner. They had found plenty of traces of the men there. They had stopped at the American House for several days preceding the abduction. The crime is one on which prisoners may be extradited, but Emery and Allen seem to have had a good start and profited by it.

NEWS AND VIEWS.

In The Sunday World—Bright Features of Toronto's Brightest Weekly.

To-morrow's Sunday World has as usual a full number of entertaining and interesting features.

In the Carman-Campbell controversy, Mr. Peter McArthur, associate editor of New York Truth, writes a clever defence of his friend Bliss Carman, and applies Campbell's own methods to himself.

Ebor is at his best in "Tales of Midsummer Time," a mingled yarn of human credulity, jollity and iniquity.

Dulcimer's racing comment will be found newsy and to the point without any mincing effects.

The editorials on social subjects are fully up to date. The sketches are entertaining, the society news is fresh.

All the events of the day will be recorded. For the latest news and views buy The Sunday World.

Sole agents for Pabst's Milwaukee Lager, the finest lager beer in the world. James Good & Co., 220 Yonge-st.

WILL SIT UNTIL AUGUST

Continued from First Page.

ternational Radial Railway Company.

Mr. Maclean (York) took the opportunity to move the insertion of a clause obliging the company to limit its passenger rates to two cents a mile. On rising, Mr. Maclean said he had intended to discuss the two-cent proposal in connection with the Toronto, Hamilton & Buffalo Railway, but, as that bill had gone back to the Railway Committee, he would move to insert the two-cent-a-mile provision in the next bill that came up, viz., the Hamilton Radial. He urged that reduced rates had resulted in increased earnings, and in a short speech went over the arguments he had formerly cited.

Dr Sproule Supports It

Dr. Sproule vigorously supported Mr. Maclean's amendment. He pointed out that many places in Western Ontario possessed railway services with a less charge than two cents per mile. Then there was the Ottawa Electric Railway, on which one might ride five miles for a five-cent fare; yet it was considered a good investment, and the shares in the road were sought after.

Sir Richard Warmly Approves.

Sir Richard Cartwright was no less outspoken in his endorsation of Mr. Maclean's proposal. He thought that when incorporated railways run through sections already well served this Parliament had a perfect right to pass just such enactments as the amendment aimed at. Moreover, he believed there was much truth in Mr. Maclean's contention that a cheapening of rates would result in larger receipts and thus impose no real hardship on the company. Sir Richard contended that he had not had very much time to examine the details of this amendment, and it was possibly rather awkward to discuss a matter of this kind, sprung somewhat suddenly upon the House. In respect to this particular road, he would suggest to Mr. Maclean that it would conduce better to his purpose if he were to introduce his amendment on the third reading of the bill. "I think, speaking from recollection, where a similar rule has been introduced in the case of English roads, that all that has been required is that there should be one train each way per day.

Mr. Maclean: In New York State it is not so.

Sir Richard Cartwright: I am speaking of the English tactics. They have a Parliamentary train, as it is called, on which the rate is one penny a mile, but that, however, must have been from a very early period in railway history in England. I think that the rate has been found to be profitable enough. For myself, I have considerable sympathy with the proposition he has laid down, and, while I see grave difficulties about interfering with roads which have already been constructed and which are heavily burdened with debt, and roads which are not paying anything like interest on the capital, and foreign capital at that, which has been put into them, I must say that in the case of new roads constructed under present conditions I cannot but feel that there is very fair ground in taking some such step as Mr. Maclean suggests, and insisting that some reasonable rate, which it is for the Government to consider, should be introduced for the bulk, at any rate, of the traffic.

Mr. Mulock Would Like It To Carry.

Mr. Mulock said it would hardly be advisable at this stage, and on partial discussion, to vote down a proposition that was to be introduced later on. The sense of the House should be taken on the proposition only after full discussion. He sympathized with the movement, but in initial cost of railways, arguments that had been advanced it appeared to him that a statutory limitation such as proposed by Mr. Maclean would have the effect of developing greater economy, not only in management, but in itial cost of railways. Heretofore we have been in the habit of incorporatng railways, and allowing them to water their stock, and nominal capital which finds its way at par into the hands of the general public, and at par becomes a charge for all time upon the earning power of a railway, which after all is a monopoly to tax the people. It is impossible to regard a railway, so far as it concerns the people that are served by it, other than in the light of the enjoyment of a monopoly. Geographically it excludes all others from the same territory, and that being the case it is our duty at an initial stage to put in conditions that confront the investing public. He thought that Mr. Maclean was proceeding in the right direction, and he trusted that he would not allow it to be informally defeated, but would either take the substantial opinion of the committee or else leave the proposition unprejudiced by being formally defeated.

Col. Denison's Warm Support.

Col. Denison said: Sir Richard Cartwright has referred to the English railways having a penny-a-mile rate. I know that it was in existence 27 or 28 years ago, when I first went to England, and I am quite satisfied that it must have been incorporated in the original charters to railways. If the English Parliament would do that so many years ago, not knowing what the results of railway traffic would be, it is much more necessary for us now to start out on the new line. We have been going on a three-cents-a-mile rate, and it has been urged by some here tonight that we should not make an exception in the case of this particular line. That seems to be a very poor argument, if we are ever to commence limiting the rates. We might as well commence now. We have got to commence on a new line some time or other, and why not begin at once? As has been pointed out by previous speakers, this company has practically covered the whole of the Niagara peninsula, and also up to Guelph and Brantford. The Ontario Government has recognized the principle that railways should not be allowed to earn too much, for I find a section in this act respecting electric railways, passed last session, to that effect. It shows, he added, the desire on the part of the Legislature of Ontario to control the earning power of these railways. I also see that sec. 7 of the bill says: "The fares to be taken by the company for each passenger shall not exceed five cents for any distance not exceeding three miles, and shall not exceed one cent per mile for any additional distances. Children under ten years shall be carried three miles for three cents, and for any additional distance at the rate of half a cent a mile."

Col. Denison pointed to the street railway arrangement in Toronto, which provided for a rate less than half a cent per mile. Besides, he said, in conclusion, "If this company don't want the charter as we give it to them they can leave it alone."

Mr. Masson, seeing the drift of sentiment in favor of this amendment, moved that the committee rise and report, which was agreed to. The House then went into Committee of Supply.

Ocean Mail Subsidy

There was a protracted discussion on the estimate of $126,500 to pay the Allan Steamship Company for ocean mail service between Great Britain and Canada. In reply to questions from the Opposition, Hon. Mr. Foster stated that the Government was doing all that could possibly be done as matters stood to promote the fast Atlantic service. The report of the Earl of Jersey in the Intercolonial Conference was still before the British Government, and he did not expect, in view of recent political occurrences, that we should have formal action until the new Government had been firmly established in power. Meantime, Lord Rosebery and the late Secretary of State for the Colonies had expressed their sympathy with the resolutions of the conference favoring Imperial aid to improved steamship communication. The Pacific Steamship Line was being continued by temporary arrangement with Mr. Huddart, and he did not think anything further would be done in regard to the Atlantic scheme until the British Government hod stated its policy.

As to the cable scheme, Mr. Foster replied that that was altogether distinct from the steamship matter. Canada's engagement was simply to be at one-third the cost of a survey; but, as tenders had been called, the cost was pretty well known without that additional expense, and there would be no expense to this country. Among others, Mr. Charlton opposed the subsidizing of the steamship lines. Sir Richard Cartwright said that he had found the English postal authorities extremely ignorant of Canadian requirements, and stubbornly set in their own ways. He thought the Imperial Government should guarantee something substantial as a mail subsidy.

Hon. Mr. Foster said he believed the British Government was disposed to deal generously with Canada as to postal payments in the event of the establishment of a fast service. After some further discussion the item passed, as did several appropriations for the fisheries service. The House adjourned at 11.10 p.m.

Election in the Railway Committee.

Noisy as were the proceedings of the Railway Committee on Wednesday, they were without parallel for disorder and unruliness to-day. It was the same old fight over again between the rival Nova Scotia railways. At one time a dozen members were on their feet talking simultaneously. One member invited another to come outside and repeat his words, while Joseph Martin was peremptorily told to hold his tongue. For a time pandemonium reigned.

A motion by Mr. Edgar to add a clause to the preamble that nothing in the bill should affect pending legislation was defeated by a vote of 42 to 19.

Mr. Mulock sought to introduce a motion, which was ruled out of order. He thereupon challenged the Chairman's ruling, which was sustained by 21 to 6.

Mr. Casey then called attention to the fact that there was not a quorum of members present, and the committee had to adjourn without any conclusion being reached. It may be explained that there are 164 members of the committee, 83 constituting a quorum.

Bills Assented To.

During the afternoon Sir William Strong, Chief Justice of the Supreme Court, acting for the Governor-General, gave assent to a number of bills. He was escorted into the chamber by the Premier, and attended by Lieut.-Col. Prior, M.P., extra A.D.C. After the Commons had been summoned, the bills were assented to.

New Close Season for Fish

An order-in-Council has been passed prescribing the close seasons for certain kinds of fish, as follows: Salmon trout, 1st to 30th November; whitefish, 1st to 30th November; speckled trout, 15th September to 1st May.

Niagara Central Bill in the Senate

On the third reading of a bill in the Senate respecting the St. Catharines & Niagara Central Railway Company, Mr. Power moved that a clause be added applying the Ontario law with respect to drainage to the bill. There was a long debate on the amendment, Senators Power, McCallum, Miller and McMillan supporting it, and Senators McInnes (Hamilton), Cowan and Scott opposing it.

Sir Mackenzie Bowell said that if the Ontario law with regard to drainage was the best law he thought Parliament would be acting wisely in incorporating it in the general railway law of the Dominion, but he had a decided objection to tacking a clause of a provincial law, which was liable to be changed at any time, to a Federal bill. The amendment was defeated on a vote of 20 to 22, and the bill was read the third time.

Program for Monday's Unveiling.

Sir Mackenzie Bowell announced that the program for the unveiling of the Macdonald monument on Monday would include a military review on Carter-square at 10 o'clock, after which the militia will march to Parliament Hill and fire a feu de joie. Immediately afterwards, at noon, the statue will be unveiled, and short addresses will be made. The Manufacturers' Association have requested permission to place a floral wreath at the base of the statue. A short poem will be read by Arthur Weir of Montreal. The Lieut.-Governors of the provinces have been invited, as well as many distinguished and representative public men. Lieut.-Governors Kirkpatrick of Ontario and Daly of Nova Scotia have signified their intention of being present.

Notes.

New rules governing the practices of the Exchequer Court have been adopted.

An order of the Exchequer Court was issued to-day confirming the trade mark of De Kuyper & Son of Rotterdam, which has been a matter of litigation in Canada for two or three years.

Mr. Carscallen, M.P. for North Hastings, was in his place to-day for the first time this session. He has just returned from California, where he had been sojourning for the benefit of his health.

The Journal says: The bicycle craze has struck Parliament. The latest examples of the progress of civilization are Messrs. MacDowell (Saskatchewan) and Gillies (Richmond, N.S.). They are practising quietly in one of the back streets.

Mayor Aubry of Hull will appeal against the judgment of Judge Malhiot disqualifying him and condemning him to pay $983 fine, and the court costs. The Mayor's chair is now vacant, as Mr. Aubry has resigned.

Hon. Clarke Wallace, Controller of Customs, gave a dinner this evening in honor of Mr. Donald Morrison, leader of the Opposition in Newfoundland, ex-Attorney-General of the colony, and the present Grand Master of the Loyal Orange Association. Mr. Wallace invited to meet the colonial visitor: Sir Mackenzie Bowell, Hon. John F. Wood, Mr. George Taylor, Mr. Alex. McKay, Mr. Geo. Guillet, Dr. Sproule, Mr. E. Cochrane, Mr. H. Wilson and Dr. Ferguson, M.P.'s, and Mr. J. R. K. Bristol. The gathering was a very pleasant one.

You can have the balance of our stock of prunes, good fresh goods, 6 lbs. for 25c. James Good & Co., Tel. 424.

UNIONIST CABINET COMPLETE

SALISBURY WILL ISSUE A MANIFESTO ON WEDNESDAY.

Ministerial Appointments Officially Announced—Rosebery Decorated With the Order of the Thistle—Timothy Healy Will Support a Tory Irish Policy—The Cork Election.

London, June 28.—The following Ministerial appointments are officially announced:

Lord Halsbury, Lord High Chancellor.

Viscount Cross, Lord of Privy Seal.

Sir Henry James, Chancellor of the Duchy of Lancaster.

Sir Matthew W. Ridley, Home Secretary.

The Marquis of Lansdowne, Secretary of State for War.

Lord George Francis Hamilton, Secretary of State for India.

Right Hon. Charles T. Ritchie, President of the Board of Trade.

Earl Cadogan, Lord Lieutenant of Ireland.

Lord Ashbourne, Lord Chancellor of Ireland.

Lord Balfour of Burleigh, Secretary for Scotland.

All of the foregoing will be members of the Cabinet. In addition to these, Mr. Robert William Hanbury, M.P., has been appointed Financial Secretary to the Treasury, and Mr. George Nathaniel Curzon, Under Secretary for Foreign Affairs.

The other Cabinet appointments previously announced officially are:

Lord Salisbury, Prime Minister and Secretary of State for Foreign Affairs.

The Duke of Devonshire, Lord President of the Council.

Right Hon. A. J. Balfour, First Lord of the Treasury.

Right Hon. Joseph Chamberlain, Secretary of State for the Colonies.

Right Hon. Sir Michael Hicks-Beach, Chancellor of the Exchequer.

Right Hon. George J. Goschen, First Lord of the Admiralty.

It is stated to-night that the Cabinet is now complete, and that the Chief Secretary for Ireland, the President of the Board of Agriculture and the Postmaster-General will be included in the Ministry.

Government Manifesto July 3.

The Pall Mall Gazette says Lord Salisbury will issue the manifesto of the new Government on July 3.

Rosebery's List of Honors Approved.

Lord Rosebery went to Windsor this afternoon. He was granted an audience by the Queen, and later took luncheon at the castle. Her Majesty approved the outgoing Ministry's list of royal honors submitted by the retiring Premier.

The Queen, at the farewell audience she gave Lord Rosebery, invested him with the order of the Thistle.

McCarthyites Hold Cork.

Cork, June 28.—The election to fill the seat for Cork City, made vacant by the retirement of Mr. William O'Brien, was held yesterday, and resulted in the return of Mr. James F. X. O'Brien, by a vote of 4,309 to 4,132 for Mr. Roche, the Parnellite candidate. The McCarthyites thus save the seat.

Tim Healy Would Support the Tories.

Dublin, June 28.—Speaking this evening at a political gathering in this city, Timothy Healy, anti-Parnellite member of the House of Commons for North Louth, said that if the Tories approached Ireland with a suitable program he would support it, but he did not believe that the Tories would submit such a program. He did not approve of the resignation of the Liberal Government, which had thereby left the Irish to the mercy of Mr. Balfour's police.

The Chronicle says that Mr. Thomas Sexton, anti-Parnellite member of the House of Commons for North Kerry, has finally decided to re-enter politics.

LORD RIPON THANKED

By Colonial Representatives for His Courtesy to Them.

London, June 28.—The representatives in London of the various British colonies called in a body upon Lord Ripon at the Colonial Office to-day. Sir Charles Tupper, Canadian High Commissioner, acted as spokesman, and upon behalf of his colleagues and himself expressed the sense of their obligation for the couftesy and attention they had invariably received during his lordship's tenure of office as Secretary of State for the Colonies.

Speaking of the developments of Lord Ripon's administration, Sir Charles Tupper referred to the two innovations which his lordship had assisted to introduce, both calculated to promote the unity of the empire. The first was the extension and recognition of the time of honorable services, as an indication that services rendered in the colonies will in the future be regarded as Imperial services, and the second was the inclusion of the judges of the great colonies in the Judicial Committee of the Privy Council.

Lord Ripon thanked Sir Charles Tupper and his colleagues for the help accorded him in the work of his administration, and said he would always continue to feel great interest in colonial questions.

St. Leon is sold by the glass, bottle, barrel and carload at 101 1-2 King-st. west, and all reputable dealers. Tel. 1321. 36

Mother Graves' Worm Exterminator has no equal for destroying worms in children and adults. See that you get the genuine

Fast Time Between Toronto and New York, Lehigh Valley Route.

Through Pullman Buffet sleeping car on Grand Trunk train leaving Toronto at 4.55 p.m., week days, arriving at New York 9.13 next morning.

Commencing Sunday, June 30, through sleeper on the 1.30 p.m. Sunday train via the picturesque Lehigh Valley to New York.

Don't fail to secure your tickets via this popular line.

For tickets and sleeping car berths call at city or depot office of the Grand Trunk Railway. 61346

Rev. W. Lewis of Erith Kent, England, has entered upon his duties as assistant minister at St. James Cathedral, during the absence in England of the Rev. C. J. Boulden.

East End News.

The teachers and children belonging to St. Paul's separate school in Queen-street east, had a picnic yesterday to Victoria Park, starting from the school about 10 a.m. There was a very large attendance, music was provided, games were indulged in and a most enjoyable day passed.

French peas in glass bottles only 25c, usual price 50c. James Good & Co., 220 Yonge-street. Tel. 424.

A Tramp With a Dress Coat.

When Frank Smith, 1274 Queen-street west, was arrested yesterday by P.C. Mullin for stealing a ride on a C.P.R. train, a dress coat was found in his possession, which is supposed to have been stolen.

What a rare emancipation, if you were a dyspeptic and drank St. Leon Water. 36

CARTER'S LITTLE LIVER PILLS

SICK HEADACHE

Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

Small Pill. Small Dose. Small Price.

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In RINGS it includes everything from the small seed pearl at $2.50 to some magnificent large single stones at $400 each.

In NECK ORNAMENTS from a small PEARL PIN at $1 to NECKLACES—such as have never been seen in Canada hitherto—at $900 each.

To those furnishing us with satisfactory references we are always glad to submit selection packages on approval.

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JEWELERS AND SILVERSMITHS,

COR. YONGE AND ADELAIDE-STS.

ERRORS OF YOUNG & OLD

Organic Weakness, Failing Memory, Lack of Energy, permanently cured by

Hazelton's Vitalizer

Also Nervous Debility, Dimness of Sight, Stunted Development, Loss of Power, Pains in the Back, Night Emissions, Dyspepsia, Seminal Losses, Excessive Indulgence, Drain in Urine and all ailments brought on by Youthful Folly. Every bottle guaranteed. Call or address, enclosing 3c stamp for treatise,

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ALMOXIA WINE IS THE BEST FOR INVALIDS

SOLD BY ALL DRUGGISTS & WINE MERCHANTS

Denver and Return.

The Wabash Railroad is the direct line to the grand annual meeting of National Educational Association, at Denver, Col. Tickets on sale July 3, 4, 5, and good for return passage until Sept. 1. The rate will be the lowest ever made to the public. The Wabash is the only line that can take delegates via St. Louis and Kansas City and return them via Chicago, or vice versa. Take this route and pass through seven states in the Union in the finest trains in America. All particulars from any railroad agent or J. A. Richardson, Canadian passenger agent, northeast corner King and Yonge-streets, Toronto. 246

Turkey Must Come to Time.

Constantinople, June 28.—The first dragomans of the British, French and Russian embassies had a long conference on June 26 with Turkhan Pasha, Minister of Foreign Affairs. The foreign representatives insisted that the Porte should indicate what particular points in the proposals in regard to the administration of affairs in Armenia the Turkish Government desired to have discussed. Turkhan Pasha was very dilatory in replying, and the answer he finally made was equivocal and altogether unsatisfactory. It is now expected that the powers will present a note to the Porte asking for a specific reply within a fixed period.

BUSINESS CHANCES.

WANTED—A PARTY TO INVEST from 5 to $15,000 in established, very profitable enterprise, without opposition; large profits guaranteed; with or without services; good security for the money; no company; no patent; business could be made worth half million dollars. Apply or send name at once to A. McNaughton, Kensington Hotel, City.

STEAMBOAT FOR SALE, FREIGHT, passenger, now running; bargain. Thos. Davies, 34 Victoria-st., Toronto.

SUMMER RESORTS.

CAR TENTS AND CAMPING GROUND at Victoria Park to let. Gardner Bros., at Park.

VESSELS FOR SALE.

STEAMBOAT, FREIGHT, PASSENGER, now running, for sale; bargain. Thos. Davies, 34 Victoria-street, Toronto.

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OFFICE PREMISES WANTED—FINANcial company requires several rooms on ground floor for lease for a term of years. Locality, vault, accommodation, light and sanitation must be first-class in every respect. Box 98 World. 62

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A LARGE AMOUNT OF PRIVATE FUNDS to loan at low rates. Read & Knight, solicitors, etc., 75 King-street east, Toronto. ed

LARGE AMOUNT OF PRIVATE FUNDS TO loan at 5½ per cent. Apply Maclaren, Macdonald, Merritt & Shepley, 26-30 Toronto-street, Toronto.

MONEY TO LOAN ON MORTGAGES of life endowments and other securities Debentures bought and sold. James C. McGee Financial Agent, 5 Toronto-street. ed

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KENNY'S CELEBRATED HAIR RESTORER cleanses and stimulates the scalp, beautifies, strengthens and prevents the hair falling out, preserve the color, removes dandruff and positively cures baldness. 395 Queen-street west. 246

MUSICAL.

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P. W. NEWTON, TEACHER OF BANJO Guitar and Mandolin, Private lessons, thorough instruction. All Jennings' splendid banjo music. Clubs conducted reasonably. Studio: Nordheimer's, 15 King-street east, 10 a.m. to 5 p.m. Evening lessons only at residence, 9 Irwin-avenue, off Yonge-street.

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STORAGE — BEST AND CHEAPEST IN city. Lester Storage Co., 359 Spadina-avenue.

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