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FRIDAY MORNING, JULY 17, 1885.

TO NEWSDEALERS.

Orders for The World of Saturday last can now be filled on receipt of card or telegram.

Wheat and Flour—A Crisis of Decision.

We have come to a crisis of decision on a great question. The question of fair play to the agricultural interest of Canada is one of the most important that can engage the attention of our statesmen. Important as it is at all times, however, it is rapidly becoming urgent, as they say in the French chamber of deputies—in fact one of the burning questions of the day. How this is coming about we can easily see, if we do but pay attention to certain facts which everybody knows, but which very few properly consider. For twelve years—1854 to 1866—grain and other natural products crossed the border both ways free of duty, which we believed to be just as fair for one side as it was for the other. But our neighbors, for reasons of their own, saw fit to give notice of termination of Lord Elgin's reciprocity treaty, and the arrangement came to an end in March, 1866. The year before that, Sir Alexander Galt and Sir William P. Howland had been in Washington, trying to obtain a new arrangement or an extension of the old one, but could not move the American authorities from their unfriendly determination. The late Hon. George Brown, for some time a member of the confederation coalition cabinet, resigned and stepped out, for the reason chiefly that he wanted to go to Washington on that very business himself, but had been passed over by Sir John. In 1874, a reform government being then in power, his turn came, and he too "tried it on" at Washington, but with no better success. In 1883 our neighbors, to all appearance still bent upon an unfriendly policy towards Canada, gave notice of termination of the fishery clauses of the treaty of Washington, negotiated in 1871. Pursuant to notice, these clauses became void on and after the 1st inst., and the correspondence with the new American government on the subject is matter of recent news.

Now, let us observe how the interests of Canadian farmers and Canadian millers have been affected by the events above briefly reviewed. From 1854 to 1866 there was free exchange of grain and flour on both sides. During the next period—1866 to 1879—Canadian wheat entering the American market had to pay 20 cents per bushel, and flour 20 per cent. *ad valorem*, while American wheat and flour were admitted into Canada duty free. This was a most outrageously one-sided state of things; and that it was allowed to continue for *thirteen years* is highly discreditable to our statesmen of both parties respectively, but with this difference to be noted. There was always some hope, more or less, that the conservative party might one day get on the right track, and come out boldly for fair play to our own producers. But from the reform party, led by Mr. Mackenzie, by Mr. Brown, and by the Globe, very little hope of its adopting a patriotic national policy could ever have been entertained. And so the event proved: for in 1879, after Sir John's return to power, the first important act of his government was to bring in the great national policy measure of that year—the immortal declaration of Canada's commercial independence. That this truly patriotic measure of reform should have been opposed and denounced by reformers, while it was supported and carried through by men whom they derided as "Tories," is a blunder that has cost the reform party dear—a disgrace that it will not soon get over. But while on the side of the manufacturing interests generally the protection afforded by the N. P. act may be described as being at least "from fair to middling," on the side of our farmers and millers it was and still remains weak and inefficient to a degree. The duty on wheat, which to match the American duty should have been 20 cents per bushel, was made 15 cents only; while the flour duty was fixed at the ridiculously low figure of 50 cents per barrel. To the flour kings of Minneapolis, and to the big speculators of Chicago, to whom it is frequently an object of prime necessity to relieve the pressure of heavy stocks on their own home market, this 50 cents a bushel means next to nothing at all, seeing that it is more than made up to them by the heavy rebates allowed them by the railways on shipments to Canada. Why, at this very time Minneapolis flour is retailed in Canadian cities at Minneapolis retail prices; and flour from St. Louis at St. Louis retail prices, partly through the eagerness of American millers to *hold their grip* of this market, the railways helping on the game with rebates on freight important enough to knock the little half dollar duty "into a cocked hat." Thus the thing has gone on, to the immense injury of our farmers and millers, but especially of the millers. From 1866 to 1879, high duties on the other side against Canadian grain and flour, American grain and flour having the run of our market free. From March, 1879, to the present time, a certain protection, but still not enough for Canadian wheat, with only the merest mockery of protection for Canadian flour. And now we come to the point where new light on this great question is breaking in upon us.

The curtain rises upon a new act in the drama of Canada's fight for national existence. Depend upon it, we are not going to be a strong, united, independent and self-sustaining people, if we allow these two great interests of ours—farming and milling—to suffer and grow weak for want of the merest fair play. The full measure of justice, which these interests failed to obtain in 1879, they must have in 1886—who lives to see the day. The fishery question is coming up again certain, and very probably the question of reciprocity in other natural products too. This brings us to a critical point—a point at which we are called upon to show what degree of patriotic decision and determination we are possessed of. It is, further, a point at which circumstances are favorable to our pressing the question home upon our rulers and legislators, also upon the neighboring people with whom we have to deal. If there is to be reciprocity in grain and flour as well as in fish, then the question falls, because each side will have equal access to the markets of the other, and there will be no unfairness to either. Except, indeed, what the railways may create by rebates, differential freight rates, and other unfair devices—this latter being a contingency which must *always* be kept in view. It might be, let us remember this—that even if we had 20 per cent. on flour, the same as over the border, it might by railway men's tricks be reduced to 10 per cent., or even practically whittled down to just nothing at all. But, on the other hand, suppose that the expected commission meets, and at last separates without any agreement reached as regards grain and flour. Then the time will have come for us to "adopt a decided line," as railway men in England used to say. Then, surely, the last weak excuse for waiting to see what measure of fair play our neighbors are willing to allow us will have vanished away. Let us think over the circumstances, and say whether it be not true that what we may call quite a new reciprocity situation is being developed in this year of grace, 1885. It is for us really and truly a crisis of decision. Have we and our rulers together nerve enough—have we "sand" enough in us—to meet it as Canadians should? Are we patriots enough to take a firm position, and to make a bold stand for home interests? The crisis is even now upon us, we have no long time for dilly-dallying over it.

But, if the wheat and flour question was important before, it rises into importance perfectly gigantic when contemplated with reference to the approaching enormous magnitude of Canadian wheat and flour interests in the great Northwest. Here, again, is mere new light breaking in upon us, projecting its rays far into the future which is or ought to be in store for this dominion. But the fuller consideration of this part of our subject we leave to another occasion. The whole question is to large that we must take a very broad view of it, and that from a national and not from any merely local standpoint.

Ontario's Interest in the Upper Ottawa Valley.

The dominion parliament very properly subsidized the line of railway now under construction from Gravenhurst to Callendar to connect the Ontario system of railways with the Canadian Pacific. Having done so much to extend the latter line to the seaboard, less than the subsidy given to the Ontario link could not have been accepted.

The Gravenhurst-Callendar line has, however, a deep interest for the people of this province from another point of view—namely, as opening up a wide stretch of habitable country. It runs far enough inland to avoid the rocky fringe of the Georgian bay, and it penetrates the Muskoka, Parry Sound and Nipissing districts in a way to throw them open for settlement to the greatest advantage. It is in fact as much a colonization railway as any of the branch lines of the Canadian Pacific in Manitoba or the Northwest territory.

As a colonization road the railway from Gravenhurst to Callendar should be extended at least to Lake Temiscaming. The charter of the company permits this, and there is another charter, held by an independent company, covering the same route. It is useless to expect either of these charters to be made effective, however, without a subsidy, and it is useless to expect a subsidy from any other source than the treasury of the dominion. For better or for worse, the policy of subsidizing purely local roads has been freely pursued by the Dominion parliament during the past few years, and one effect of this has been to kill off completely all chance of getting any aid for railways from the provincial legislatures.

The most superficial observer of passing events cannot fail to see that Ontario has not hitherto received her fair share of these local railway grants. This province contributes more largely than any other to the dominion treasury, but it does not share in the same proportion in either the ordinary expenditures or in the appropriations for local public works. This has become a serious grievance with the people of Ontario, and before long, if some more equitable scale of distribution is not adopted, it will become a source of danger to the dominion.

Aid has been asked for the extension of the Gravenhurst-Callendar line, or for an independent line, north of Lake Nipissing. Aid has been promised by the dominion government. Aid should be given this session by the dominion parliament. Aid will yet be given if only the Ontario members insist on it as the Quebec members are in the habit of insisting on whatever they may want to get.

This insistence is the more necessary at this juncture on account of a subsidy proposed to be given to a short railway just below Lake Temiscaming, the sole object of which is to facilitate access to that district from the province of Quebec. Why should the members from Ontario vote $25,000 for seven or eight miles of road with this object in view and refuse to vote anything to facilitate access to the same district from Ontario? A glance at a map of northern Ontario will show that Toronto, and not Montreal, is the natural mart and *entrepot* of the Nipissing and Temiscaming regions; why should the people of Ontario then stand quietly by and see their money appropriated for the avowed purpose of diverting the traffic and produce of that part of their province from its natural outlet?

It is no secret that the valley of Lake Temiscaming is a region of great natural resources—mineral, timber and agricultural. The land is far better adapted for settlement than that of any part of Muskoka or Parry Sound. The climate is not severe enough to interfere with farming operations. The district in question is by far the best part of Ontario now available for settlement, and it would soon become a very popular resort for pioneers if the means of access could be had. Much can be done by colonization turnpike roads, and if nothing better can be had, by all means let the Ontario parliament appropriate money to open up such an artery. But what is wanted to enable Ontario to hold her own with Quebec in settlement and trade is an air line railway from Callendar to Lake Temiscaming, for Quebec has at present the advantage of the Ottawa River, along which travel will be greatly improved by the construction of the short road now to be subsidized.

We have no reason to suppose that a subsidy to a railway to Lake Temiscaming would be opposed by the French members of the house of commons, but if it were proposed and thus opposed the inference would be obvious—that the French people wish to appropriate the whole of this fine region as a preserve for themselves. We find no fault with our French fellow-citizens for spreading over Quebec, or even into Ontario. They multiply so rapidly in numbers that they must spread somewhere, and they make excellent citizens everywhere. But they must beware of standing in the way of our expansion, and if they get aid to open up a way for themselves to the *wild lands of Ontario*, they must be careful not to thwart the efforts of the people of this province to reach them.

Before these railway subsidy resolutions pass the dominion government must add one for a railway northward from Callendar. The road to that point will be open in a very few months, and work should be begun next winter at furthest on the extension. The matter is one for the government to deal with, and on them and their followers rests the responsibity if right is not done.

The New York Herald chronicles the discovery of the body of Frank J. White, Professor Bruton's companion, in the Niagara river at "Lewiston, Ontario." The Herald evidently is not well posted on the geography of its own country. However if the United States will make us a present of Lewiston, with Youngstown thrown in, it may rest assured Canada is willing to accept them. In the event of trouble they might prove extremely useful as strategical points.

A Chance for Frank Smith.

Editor World: Should the volunteers arrive on Sunday, could not the street car company run their cars that day and give us all a chance? I am a working man with a big family, living in the west end of the city. J. S.

The Methodist Church and Prohibition.

Editor World: In a former letter I said that any church which formally resolves, as a church, to enter politics, in doing so virtually challenges other churches into the same field, if they would retain an equality with the political church. The immediate, moving cause of Methodism taking this step is to enforce its new dogma of prohibition by the aid of the civil power, not only upon its own people, but upon the people of all other churches, as well as the public at large. And it would force it upon the legislature as a moral question, completing and making more perfect the decalogue, when its original form is supposed to be at the foundation of all law in christian states. It would place "Thou shalt not drink" upon a par with "Thou shalt not steal," and in extreme cases with "Thou shalt not kill," the first two deserving of imprisonment, the latter of death. And yet, while declaring that to be a crime, deserving of imprisonment, it does not officially declare it to be a sin deserving of excommunication, thus tacitly admitting that drinking alcoholic beverages is not a sin. So long as this sentiment was confined to individual members, it had no special significance, but when a new dogma is officially adopted by any church, the matter assumes a new and serious aspect. It is, I believe, the first instance upon record of a church adopting a dogma and not enforcing it upon its members. It is, I believe, the first instance upon record of a voluntary church asking the state to compel its members into a particular line of morality, and also to compel other churches into its own peculiar lines of religion. But it is not satisfied with this moving cause alone. It must have a voice in all legislation whenever that bears upon morality in its own view, which simply means that as all legislation ought to be moral, all legislation comes under the scope of the resolution. To say that other churches will not be deeply moved ultimately by this new departure would be to say that they could stand idly by and allow their peculiar doctrines and modes of government to be endangered by a church, which, as a fundamental principle, has adopted the dogma of "compulsion" in moral matters. ENQUIRER.

High Art in Pyrotechnics.

The largest pyrotechnic piece ever set off was exhibited on the evening of June 18, at the Crystal palace, London. The device was 600 feet long, and represented a supposed bombardment of Dover. On one side the Shakespeare cliff, the Admiralty pier, the batteries above and the town below were very faithfully outlined in white fire, while on the other side was a fleet of ten ironclads, sketched in the same way, the sea being represented in green fire. The flashes indicating the firing of the big guns could be seen bursting from the portholes of the ships, and there was also an encounter between the two torpedo boats and a gunboat.

Welcome Home.

'Tis far away from home, upon the distant prairie land,
That many a one has bravely fought with bayonet in hand,
While fighting with the rebels there their country to defend.

How many loved ones suddenly have reached life's journey's end!

But many, too, have fought and lived to see the battle o'er,
And soon these noble heroes will be coming home once more.

Here many loving hearts are longing for that time to come,
When each dear one will then receive a hearty welcome home.

God bring them back all safe and sound in health and spirits too,
For they have shown most nobly what our countrymen can do,
And if again at any time they're called to face the foe,
All will be ready to respond, and willing then, to go.

—*F. Cobbin.*

FINANCIAL AND COMMERCIAL.

THURSDAY, July 16.

Consols closed last night 98⅝, opened today unchanged, advanced to 99 5-16 at the close.

New York—Oil opened 94¾, closed 95¼ bid, highest 95⅝, lowest 93.

Hudson's Bay shares in London unchanged at £16½, Northwest Land unchanged at 35s.—Special cable to Cox & Co.

The local stock exchange was again active and strong to-day, the transactions aggregating 886 shares. 25 Ontario (omitted yesterday) sold at 106; 10 Toronto at 182½, 10 at 183; 25 Commerce at 125½, 100 at 125 (seller 60 days), 50-50 at 125½, 25-50 at 126; 7 Federal at 94½, 18 at 94¼; 30 Dominion at 196; 22-20 Standard at 116, 20 at 115¾; 25 Western Assurance at 90, 100-75 at 90½, 15-20 at 90⅓; 50 Consumers' Gas at 160¾; 56 Freehold at 166½; 20 Western Canada at 191; 40 B. and Loan Association at 104½; 50 Farmers' L. and Savings (new stock) at 107.

Prices on the street: Wheat, 86c to 88c for fall and spring; 72c to 75c for goose. Barley sold at 50c to 57c. Oats 38c, peas 64c, rye 67½c. Hay—Timothy, per ton, $15 to $17; new hay, $8 to $11.50, clover, $8 to $12. Straw—$10.

Amount of grain on passage: To the United Kingdom, 2,225,000 qrs., a decrease of 325,000 qrs. from last week's statement; to the continent, 200,000 qrs., an increase of 20,000 qrs. Net decrease in bushels 2,440,000.

Canadian Pacific shares in London strong at 45⅞.

The New York stock market was strong and feverish to-day, the majority of securities closing lower than last night. New York Central opened ⅞ lower at 94½, touched 96¼ and 94⅝, closed 94¾; sales 40,800. Canada Southern opened ⅜ lower at 33, touched 33¾ and 32¾, closed 33⅛; sales 8000. Delaware and Lackawanna opened ½ lower at 99½, touched 101 and 98⅞, closed 99; sales 32,500. Erie 2d's opened ½ lower at 57, Pacific Mail opened ⅜ lower at 49½, touched 50⅛ and 49⅛, closed 49⅛; sales 8900. St. Paul opened ¼ lower at 76⅝, touched 77⅞ and 76, closed 76½; sales 47,900. Union Pacific opened ⅜ lower at 52½, touched 53¼ and 52½, closed 52⅝; sales 9400. Western Union opened ½ higher at 64, touched 64¾, closed 64½; sales 17,700. Canadian Pacific sold for 300 shares at 44½, touched 58½ and 56¾, closed 57½. Jersey Central opened unchanged at 40, touched 40¼ and 39, closed 39½; sales 3500. Delaware and Hudson opened ½ higher at 81, closed 79¾; sales 600. Louisville and Nashville opened ⅜ lower at 38, touched 39¼ and 37½, closed 37⅞; sales 25,600. Lake Shore opened ½ higher at 64½, touched 64⅝ and 63⅞, closed 65½; sales 64,300. Northwest opened 38 lower at 97½, touched 99 and 97½, closed 97½, sales 28,300.

There is a semi-panic on the bourse in Vienna, and the corn exchange is much agitated over a great advance in the price of wheat.

Panics are reported on the European bourses, owing to the Anglo-Russian situation.

Toronto Stock Exchange.

Montreal 195¾, 195; Ontario 107½, 107; Molsons, buyers 117; Toronto 184, 182¾; Merchants', buyers 112; Commerce 126¼, 126; Imperial 122, 121½; Federal, 95, 94; Dominion 196, 195¾; Standard 116, 115¾; Hamilton 125, 123; British America, sellers 74½; Western Assurance, 90¾, 90¼; Consumers Gas, 161, 160½; Dominion Tel. 89, 86½; Northwest Land Co. buyers 36; Canada Permanent, buyers 199½; Freehold, 166½ 166; Western Canada, buyers 190½; Canada Landed Credit, 123 120½; B. and L. Ass. 104½, 104¼; Imperial S. and Invest. sellers 109; Farmers' L. and Savings, buyers 112; Lon. & Can. L. and A., 144½, 140; Manitoba Loan, sellers 110; Ontario Loan and Deb., buyers 122½; Hamilton Provident, 126, 122½; British Can. L. and Invest., sellers 104.

Montreal Stock Exchange—Closing Prices.

Bank of Montreal 195½, 194¾; Ontario, offered 106½; Molsons, offered 116½; Toronto 185, 182½; Merchants 113, 112½; Commerce 129, 126¾; Montreal Tel. Co. 125, 124½; Richelieu 58¾, 58½; City Passenger 122, 121½; Consumers' Gas 183, 182¾; Northwest Land, offered 35s 5d; C. P. R. 44½, 43¾.

SALES—Morning board—160 Montreal at 195; 25 Ontario at 107; 5 Toronto at 181½; 25 Commerce at 125; 20 Montreal Tel. Co. at 123½, 160 at 124; 50 Richlieu at 58½; 3 Gas at 182. Afternoon board—9 Bank of Montreal at 195¼, 150 at 195; 25 Ontario at 107; 24 Merchants at 119; 25 Toronto at 182½; 110 Merchants at 112½; 7 Commerce at 125, 50 at 126¼; 100 Montreal Tel. Co. at 124; 300 City Passenger at 121, 50 at 121½, 25 at 120¾, 175 at 121¼; 200 Gas at 183.

Grain and Produce Markets by Telegraph.

MONTREAL, July 16.—Flour—Receipts 1400 brls.; sales 2000 brls. Market at unchanged prices. Transactions—200 sacks American spring bakers at $4.50 per 196 lbs, 200 bags Ontario strong extra 100 lbs, at $1.85. Grain and provisions unchanged. The following are yesterday's quotations: Patents $4.50 to $5.75; superior extra, $4.25 to $4.35; extra superfine, $4 to $4.10; spring extra, $3.90 to $4; superfine, $3.65 to $3.70; strong bakers', $4.25 to $4.75; fine $3.45 to $3.55; middlings, $3.20 to $3.25; pollards, $2.60 to $3.00; Ontario bags, $1.85 to $2.10; city bags, $2.25 to $2.30 for strong bakers. Grain—Wheat nominal, red winter, 95c to 96c; white, 94c to 95c; spring, 95c to 96c. Corn 60c to 62c. Peas, 73c to 79c. Oats, 35½c to 36c. Barley, 50c to 55c. Rye, 72c to 74c. Oatmeal, $4.25 to $4.50. Cornmeal, $2.90 to $3. Provisions—Pork, $13.50 to $14. Lard, 9½c to 10c. Bacon, 11c to 12c. Hams, 11c to 12c. Cheese—Fine to finest, 7½c to 8c. Butter—Townships, 15c to 17c; Morrisburg, 14c to 16c.; western, 12c to 14c; old stock, 5c to 12c. Eggs—Steady, 13c.

OSWEGO, July 16.—Barley quiet. Rye unchanged. Canada held at 71c in bond.

NEW YORK, July 16.—Cotton quiet, middling uplands 10 3 16. Flour—Receipts 10,700 brls.; less active and unchanged; sales 14,000 brls. Wheat—Receipts 56,800 bush., exports 64,000 bush.; spot 1c to 1¼c higher, moderately active, options opened trifle lower, advanced ½c to ⅝c, later fell back 1c to 1⅛c, closing weak, ⅛c to ¼c above inside rates; sales 5,832,000 bush. future and 176,000 bush. spot; No. 2 Chicago 93½c afloat, No. 1 hard $1.02, No. 2 red $1.00¾ to $1.01½ in elevator, $1.02½ afloat, No. 2 red July closed $1.00¼. Rye firmer. Corn—Receipts 55,900 bush., opened strong, ½c to ¾c higher, later declined ½c to 1c, and closed heavy; exports 47,080 bush., sales 1,152,000 bush. future and 288,000 bush. spot; No. 2 July closing 52½c, August 53c. Oats—Receipts 874,000 bush., cash steady, options opened ¼c to ½c better, later declined, ½c to ¾c, closing steady; sales 295,000 bush. future and 61,000 bush. spot; No. 2 36c to 36¼c, mixed western 36¼c. Pork quiet; short clear $12.25. Beef unchanged. Cut meats firm; pickled bellies 6c; pickled hams 10½c to 10¾c, shoulders 5c; middles dull, long clear 6c. Lard dull, $8.85 to $8.87½c.

CHICAGO, July 16.—Flour unchanged. Wheat active and unsettled, closed July 88¾c, August 89½c, September 91¾c. No. 2 spring 88½c, No. 2 red 94c to 94½c. Corn fairly active, closing cash 46½c to 46¾c, July 46⅝c to 46¾c, August 46¾c. Oats dull; cash 31½c, July closed 31⅝c, August 26½c. Pork active and easier, receded 15c to 17½c, closed steady; cash $10.30 to $10.37½, July $10.30, August $10.32½ to $10.35. Lard lower, cash $6.62½ to $6.65, August $6.67½ to $6.70, September closed $6.75 to $6.77½. Boxed meats steady and unchanged. Receipts—Flour 19,000 brls., wheat 54,000 bush., corn 234,000 bush., oats 84,000 bush., rye 3000 bush., barley none. Shipments—Flour 14,000 brls., wheat 19,000 bush., corn 249,000 bush., oats 95,000 bush., rye none, barley 1000 bush.

LIVERPOOL, July 16.—Spring wheat 6s 10d to 7s; red winter 6s 11d to 7s 2d; No. 1 California 7s 2d to 7s 5d; No. 2 California 6s 9d to 7s. Corn, 4s 6d. Peas, 5s 8d. Pork, 54s. Lard 35s. Bacon, long clear, 28s 6d; short clear, 30s 6d. Tallow, 28s. Cheese 41s 6d. Wheat firm, fair demand, offerings moderate. Corn firm, good demand. Cotton dull; Uplands 5 9-16d; Orleans 5¾d.

BEERBOHM'S DESPATCHES:—"LONDON, July 16.—Floating cargoes—Wheat, enhanced pretensions of sellers prevents business; maize slow. Cargoes on passage—Wheat, buyers and sellers apart, tending up; maize cheaper to sell. There is some political uneasiness. Good cargoes of No. 1 California wheat, off coast, 34s 6d to 35s, was 34s. London—Good shipping No. 1 California, just shipped, etc., 35s, was 33s; do nearly due, 34s, was 34s; mixed American maize, prompt shipment, 21s, was 21s 6d. Arrivals off coast—Wheat and maize nil. Cargoes on sale off coast—Wheat, between 20 and 25; maize, none offering. Liverpool—Spot wheat active and higher; maize strong. No. 1 California 7s 3d, No. 2 do 7s; American red winter 7s 3d; white Michigan 7s 3d; spring 7s 1d, all 2d dearer; maize 4s 6d, ½d dearer. Paris—Unchanged."

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The KERBY RESTAURANT, 81 King street west, is now running under the management of Mr. W. Grierson, late Officers' Mess Sergeant Royal Horse Brigade, who supplies everything in season at moderate rates. N. B.—At the request of many patrons this Restaurant will in future be open on Sundays from 12 till 3 p.m. and from 6 till 10 p.m. 246 W. GRIERKSON.

Burdock BLOOD BITTERS.
WILL CURE OR RELIEVE.
BILIOUSNESS, DYSPEPSIA, INDIGESTION, JAUNDICE, ERYSIPELAS, SALT RHEUM, HEARTBURN, HEADACHE, DIZZINESS, DROPSY, FLUTTERING OF THE HEART, ACIDITY OF THE STOMACH, DRYNESS OF THE SKIN, And every species of diseases arising from disordered LIVER, KIDNEYS, STOMACH, BOWELS OR BLOOD.
WILBURN & CO., Proprietors, Toronto.

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THE BOSTON TAILOR, 490 YONGE ST.
Will be glad to see the "brave boys" home, and intends giving bargains in Pants and "Gents' Suits" that will just captivate everyone. Gents' Furnishings, most complete and at lowest prices. Don't forget the "Boston Tailor," 490 Yonge street. Cleaning and repairing a specialty. Old clothes made equal to new. 345

R. McDONELL,
REAL ESTATE AND INSURANCE AGENT,
REAL ESTATE MART,
COR. QUEEN AND GLADSTONE AVENUE, TORONTO,
Has now placed in his hands the "WILLOUGHBY ESTATE," near the corner Dundas and Bloor streets, about ONE HUNDRED ACRES of VILLA LOTS, for Sale by the Acre, at VERY LOW FIGURES and EASY TERMS. This property is beautifully situated, overlooking Lake Ontario, Humber Bay and High Park, and is preferable to Rosedale property at 1-4 the price. No city taxes. Plans may be had at the above office, or the office on the property. 562

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Before deciding upon what to use for house covering call at No. 2 VICTORIA STREET and see the
Walter's Tin Shingles & Siding Plates
Tin plate, from which these shingles are made, is a well-known roofing material, it has been in use for over one hundred years, as many of the oldest public and private buildings in Canada can attest. With the use of improved machinery we rapidly and cheaply put it into a shape ready for immediate use, and at a price within the reach of every builder who desires a durable fire-proof and ornamental roof—which we guarantee as absolutely storm-proof—that will give four times the service of wood, and double that of ordinary tin or sheet iron. Descriptive circulars free on application. NATIONAL SHEET METAL ROOFING CO., Nos. 2 Victoria street, Toronto. 52

J. R. BAILEY & CO.,
DEALERS IN
COAL!
32 KING STREET EAST.

COAL AND WOOD.
Am Just Receiving via Canadian Pacific Railway a Special Lot
DRY SUMMER WOOD, BEECH AND MAPLE,
which must be sold during the next ten days, and will sell, delivered to any part of the city, at following prices:

Best Quality Long	- -	$4.50 per cord
2nd " "	- -	3.50 "
Best " cut and split	-	5.00 "
2nd " " "	- -	4.50 "

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Elegant first-class Pullman buffet and smoking cars on all through trains.
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Will find it advantageous to use this route, as it is the quickest in point of time and the rates are as low as by any other.
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ROBT. B. MOODIE, Western Freight and Passenger Agent, 93 Rossin House Block, York street, Toronto.
D. POTTINGER, Chief Superintendent.
Railway Office, Moncton, N.B., 26th May, 1885. 15

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TWICE DAILY
Leaves Milloy's dock, foot of Yonge street at 7 a.m. and 2 p.m.
Direct connections with Express trains on Michigan Central and New York Central Railways for Falls, Buffalo, Rochester, Albany, New York, Boston, and all points east and west.
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Metal Shingles
make the finest roofing in the market, lasting, attractive, fire-proof, and cheap. Address Metallic Roofing Co. 58 York. 220

VOLUNTEERS' RETURN!
Prepare for their coming and order some of the
OAKLAND'S JERSEY ICE CREAM
Made out of celebrated cream supplied by the
OAKLAND'S JERSEY DAIRY,
131 YONGE STREET.
For sale in boxes at the dairy and delivered in freezers from 1 quart upwards. 135

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LOWEST CASH PRICE.
Rice Lewis & Son,
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One of the magnificent Clyde-built steamships
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Is intended to leave Owen Sound at 4 p.m.
Tuesdays, Thursdays and Saturdays,
On arrival of the Canadian Pacific Fast Express Train from the East, leaving Toronto at 10.45 a.m., and will run
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HENRY BEATTY, Manager Steamship Lines and Lake Traffic, C. P. Ry, Toronto. 135

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Fresh and Salt Meats, Hams, Bacon, Lard, Sausages, Pickled Tongues, etc. Poultry and Vegetables in season. 625
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ORDERS CALLED FOR DAILY.

WE HAVE JUST RECEIVED
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MATHEW JOHNSTON & SON'S
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SPECIALTIES:
ENGLISH HOPPED ALE
in wood and bottle, warranted equal to best BURTON brands.
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Warranted equal to Guinness' Dublin Stout, and superior to any brewed in this country. Canadian, American and Bavarian Hopped Ales and Porter. Our
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has been before the public for several years, and we feel confident that it is quite up to the best produced in the United States, where Lager is fast becoming the *true* temperance beverage; a fact, however, which some cranks in Canada have up to the present failed to discover. 563
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