HOME SHIPS BENEFIT.

The New Regulations Take Much Cargo From the American-Northern Steamers.

That Mysterious Fire Ship in the Narrows—Amur to Sail This Noon.

The recent regulation affecting the transportation of Northern freight put into force by the Dominion government and debaring American steamers calling at this port for British cargo going to the Canadian Yukon is having an important bearing on the business of the port. So far it is diverting trade into the hands of Canadian steamboat agents, and from the appearances of the last few American steamers in port, it would seem that it is having a detrimental effect on the northern business of the Puget Sound fleet, for several of the vessels were not nearly full of passengers. Several Americans who were booked to sail on them found out that they could not ship freight North bought in Victoria on American bottoms, and they in consequence have had to change their plans. As a result of the new regulation the steamer Cleveland, which calls here on her way North from the Sound to-day, will take away nearly 150 miners from Victoria, many of them being passengers who had been ticketed to leave on the steamers Australia and Queen. The Cleveland is a British bottom, she having originally been the Takusago Maru, a Nippon Yusen Kaisha liner that formerly plied between Seattle and the Orient. She is registered in Lloyd's, and the fact of her being British registry puts her in the way of complying with the Canadian regulations. She is a big ship, being of 2,075 tons register and capable of carrying several hundred passengers.

THE "VICTORIAN" CALLS.

After five years of idleness on the Sound the magnificent steamer Victorian, commanded by Captain Patterson, formerly of the Alki and the City of Topeka, arrived here yesterday morning flying the colors of the Pacific Coast Steamship Co., whose Alaskan service she is just entering. The steamer was on her first trip north, but was far from being crowded with passengers, there being not over 170 odd from the Sound. With freight and dogs, however, she had a goodly load. It was about 10 o'clock when she arrived, and she remained over until afternoon to give those of her passengers desiring it an opportunity to secure Canadian licenses. The Victorian was built at Portland for the Oregon Railway & Navigation Company. She is 243 feet long, 36 feet beam, and 15 feet hold, and was furnished with triple compound engines large enough for an ocean steamship. The steamer's immense power and fine model gave her great speed; but after a short time her builders realized that some changes were necessary in order to utilize her power, and the steamer was accordingly laid up, doing little of anything since. Captains Bradley and McGregor go as pilots on the present voyage.

THAT FIRE SHIP.

The tug Mamie arrived yesterday afternoon after towing the bark Newsboy to Port Angeles. Her crew have no further particulars of the vessel which they saw on fire in Seymour Narrows last Saturday, but the general belief among them is that the woodwork around the smokestack of the stranger had caught fire, no serious damage resulting as the steamer was seen to get under way shortly after the fire was extinguished. It was a two-masted vessel instead of a three-master, as at first reported.

WILL SAIL THIS NOON.

A lively scene was witnessed in the vicinity of Porter's wharf yesterday and last night while the steamer Amur was loading for her first trip to the North. She will leave about noon to-day with a number of passengers and a large quantity of freight, and will proceed to Vancouver where she will take on thirty horses and a number of dogs. The steamer has been thoroughly overhauled and has at present 200 second-class and 20 first-class berths. She will not touch at any ports except Vancouver and Wrangel, her destination.

MARINE NOTES.

There being no local tugboat available, the American Wanderer had to be sent for yesterday to take the lumber-laden bark Melrose to sea from Esquimalt. The tug was expected to arrive last evening and was to take the Melrose in tow immediately. The Melrose secured a crew without any difficulty.

The steamer Nell leaves this morning for Skagway and way points, with a few passengers and a large quantity of freight. Captain Oliver is in charge.

The Northern Pacific steamship Tacoma left for the Sound at noon yesterday.

Tug Vancouver left for Seattle yesterday with the schooner Casco in tow.

Tug Active towed the ship Altonby to Vancouver yesterday.

SIGNIFICANT ACTION.

Japan Withdraws Coaling Privileges to Russia on the Suggestion of the British Admiral

A significant bit of gossip in connection with the position of the several powers playing part in the Oriental drama of diplomacy, is brought by the just-arrived steamer Tacoma of the Northern Pacific line. It is to the effect that prior to her departure from Yokohama, on the 12th ult. Japanese officials were not at all desirous of denying that an understanding existed between the Mikado's government and Great Britain, which was virtually a union as against Russia and Germany.

In support of the opinion that fear of trouble was not yet admitted to be a thing of the past, the officers of the Tacoma pointed to the fact that the British fleet in Asiatic waters had all been supplied with double stores in the event of emergency, while the admiral in charge had sent a note to Japan advising that the coal supplies of the Russians be cut off. It has been the practice of the Russian navy for many years past to fill bunkers from the Japanese coaling ports, and if the privileges of these are now denied it will mean a very great handicap in the movement of Russia's fighting craft on the Asiatic side.

The request of the British admiral is said to have been complied with at once, Russia being notified that the coaling privileges heretofore enjoyed would be withdrawn immediately.

"Success is a reward of merit" not of assumption. Popular appreciation is what tells in the long run. For fifty years, people have been using Ayers Sarsaparilla, and today it is the blood-purifier most in favor with the public. Ayer's Sarsaparilla cures.

St. James' Club.

MONTREAL, March 1.—(Special)—Hayter Reed of Ottawa has been appointed secretary of the St. James' club, Montreal.

Waterproof mackinaws with or without hood, B. Williams & Co.

THREE UNLUCKY STEAMERS.

Captain Bucholtz Tells of Probable Disaster in Queen Charlotte Sound in a Recent Great Storm.

Captain Otto Bucholtz of the steam schooner Mischief, which returned to port on Sunday last after a protracted voyage to and from the North, is authority for the report that at least three small steamers have come to grief in the storm of the 18th ultimo which so sorely tried the seaworthiness of the Elder and the Oregon.

The Mischief had a short taste of the same terrible storm, being at the time about two hours' run from Shooshartie bay in the wild waters of Queen Charlotte sound, and finding it extremely difficult to make the only shelter that Captain Bucholtz was certain of in the dread locality.

As he ran for Shooshartie he saw plainly that the Elder and Oregon were having a hard time of it; and he also noted that three small steamers, which he took to be American, were in proximity to these larger craft, and without doubt would be exposed to the full fury of the blow. It is Captain Bucholtz' opinion that all three have beyond question gone down, as the storm was too heavy for vessels of their class to live out.

He knows nothing about the steamers save that he saw them in extremity, but fully believes that the trio have gone to the bottom. If any vessel should make intelligent search in the neighborhood of the Sound wreckage will, he believes, fully confirm his theory, alothough it is, he holds, impossible that any should have escaped from the threatened craft.

They were, when he last saw them, in the centre of the gulf, and in a position from which they could not, had they endeavored to, make for shelter. As an illustration of the density of the air during the storm in question, the skipper of the Mischief tells now the little steamer Edith anchored alongside him, and not more than a stone's throw away, while he waited in Shooshartie bay for the cessation of the gale, yet half a dozen who were on the Mischief's deck could not in the six hours distinguish even the outlines of the companion steamer.

The snow fell incessantly and the barometer dropped to 28.90. When the Mischief left the North there were fully 1,500 people reported at Skagway and Dyea waiting for spring to unlock the passes, through which there is now no admittance to the gold country.

The Victoria steamer on her homeward voyage had four passengers from Salt Spring island, who had been engaged in wharf building at Alert Bay for Mr. S. A. Spencer. The structure just completed for this enterprising gentleman is one which any ocean-going craft can get alongside, giving a depth of thirty-two feet of water at the lowest stage of the tide, and offering facilities for loading and discharging freight that very few of the new cities of the North enjoy. It is at present stacked with 1,000 cords of wood, to be used as relief fuel by the Northern steamers calling which may have run short of coal. Mr. Draney has also 1,500 cords cut, this representing the last of the fir timber in the locality—the clearers having now worked back as far as the spruce and yellow cedar.

DRAGGED FROM A CONDITION OF PHYSICAL WRETCHEDNESS AND MISERY.

Paine's Celery Compound Was the Deliverer.

Mr. Barrand Says: "Surely the Medicine Which Has Done So Much for Me will Prove a Blessing to Others."

Most Desperate Cases of Rheumatism Are Overcome by Nature's Cure Paine's Celery Compound.

The Only Remedy For Pain-Racked and Stiffened Limbs.

WELLS & RICHARDSON CO.,

DEAR SIRS:—Just a year ago I was attacked by inflammatory rheumatism in its most acute form, which totally incapacitated me from pursuing my trade—that of a tailor—or in fact from doing work even of the very lightest kind, as every nerve in my body was effected. I was in this distressing condition for more than seven months, when I commenced to use Paine's Celery Compound. I soon began to realize the beneficial effects of the medicine; but my case was an obstinate one, and required the persistent use of the Compound, for some months before I was able to move about. I am thankful to say I am so far recovered that I have commenced work again; and I am very hopeful that by continueing the use of the Compound a little longer I shall, please God, be restored to my wonted health and strength again. Surely the medicine that has done so much for me will prove an equal blessing to others similarly afflicted; and to such I say, "Give Paine's Celery Compound a trial." For what your medicine has done for me you have my most grateful thanks.

Yours truly, John Barrand, Barrie, Ont.

RIGID INSPECTION

Will Be Insisted On by the Canadian Authorities for the Safety of Northern Travellers.

Orders have been issued that all steamers carrying passengers from British Columbia ports to the North must be specially inspected and certificated by the government inspector of steamboats before being cleared by collectors of customs. This means that travellers to and from the north will have additional assurance of safety and comfort, and should add greatly to the number of travellers sailing from Victoria or other Canadian coast cities, avoiding the dangers of travel by overcrowded boats, such as are continually leaving United States ports. If a regulation such as this had been in force and carried out in Seattle, several of the recent disasters in northern waters would not have occurred.

CASTORIA

For Infants and Children.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

STEAMER INSPECTION.

Foreign Vessels Must Be Seaworthy to Carry Passengers From Canadian Ports.

Precautions to Be Taken Against Overcrowding on Northern Going Vessels.

The regulations which the Dominion department of marine and fisheries has put in force will make it impossible for any American or foreign coffin ships to take part in the Yukon carrying trade—that is if they call at a Canadian port. These regulations which Steamboat Inspector Thomson received yesterday, are very necessary as the aim is to preserve the lives of passengers and to, as far as possible, prevent accidents by providing that all vessels unless they have passenger certificates from the British board of trade or are registered in Canada, be subjected to the provisions of the Steamboat Inspection act. The result of this will be that it will be impossible for a steamer that is not seaworthy to carry passengers, and the inspectors will also see to it that there is no overcrowding. Inspector Thomson and Captain Collister will be assisted by several other inspectors in their work. Notice of the regulations will be sent to the various steamship agents and a reasonable time will be given them to comply with the requirements. The instructions received by Inspector Thomson from Mr. F. Gourdeau, deputy minister of marine, are as follows:

"Enclosed herewith I forward you a copy of an order-in-council dated the 27th day of January last, directing that passenger steamboats—other than steamboats holding passenger certificates from Her Majesty's Board of Trade—registered elsewhere than in Canada, engaged in carrying passengers to or from Canada, be subjected, with certain exceptions, to the provisions of the Steamboat Inspection act. I have, therefore, to request you to see that the provisions of the order-in-council referred to are carried out after giving reasonable notice in each case."

Annexed to this is the copy of the order-in-council, passed at Ottawa on January 27, which reads:

"His Excellency, in virtue of the provisions of the 2nd section of the act, 55-56 Vic., chapter 19, entitled "An Act further to amend the Steamboat Inspection Act," and by and with the advice of the Queen's privy council for Canada, is pleased to order and direct that the provisions of chapter 78 of the Revised Statutes, "The Steamboat Inspection Act," and the amendments thereto, together with the Canadian rules and regulations relating to the inspection of steamboats, shall apply to passenger steamboats—other than steamboats holding passenger certificates from Her Majesty's board of trade,—registered elsewhere in Canada, engaged in carrying passengers to or from any port or place in Canada, to or from any port or place out of Canada, or from one port or place in Canada to another port or place in Canada, or on any of the lakes, rivers or sea-coasts of Canada; provided, however, that the provisions of the said act and the amendments thereto which require Canadian passenger steamboats to carry Canadian certificated engineers, be not applied, and that the Canadian rules and regulations relating to the inspection of boilers while in course of construction, be not applied, and that the boilers of such steamboats be deemed to have been inspected by a Canadian steamboat inspector, while in course of construction, and that the affidavit of the boiler-maker, required by the rules and regulations, be dispensed with. His Excellency is further pleased to order that the rules and regulations relating to the inspection of safety valves be not applied, and that the safety valves of the boilers of such steamboats be passed, if the inspector is satisfied that they are in good reliable working order and of sufficient dimensions to discharge all the surplus steam the boilers can generate beyond the working pressure allowed, when under full fires and engine stopped, and provided that the inspector considers the construction of the valves to be such as will insure safety."

THE TOWBOAT CZAR.

Application Against the Writ of Replevin Refused Yesterday.

The motion to set aside the writ of replevin granted against the tug Czar in favor of plaintiff in Dunsmuir v. Klondike & Columbian Goldfields, Ltd., and J. Boscowitz, was yesterday refused by Mr. Justice Drake. The judgment follows:

The plaintiff has a time charter on the steam tug Czar, a vessel on the British registry. The vessel was in the possession of the plaintiff under the charter, and was taken out of his possession without his knowledge or consent.

The defendants purchased the tug from the registered owner, and by some undisclosed means she was delivered to the defendants by the owner. The plaintiff replevied, and the defendants now move to set the writ of replevin aside on various grounds.

1. That the affidavit on which the writ was obtained was sworn before Mr. Hills, a commissioner to take affidavits, who is a clerk in the employ of the plaintiff.

The rule 417 says no affidavit shall be sufficient if sworn before the solicitor acting for the party on whose behalf the affidavit is to be used, or before any agent or correspondent of such solicitor.

Mr. Hills is a solicitor of the court, but he is not the solicitor on the record nor an agent of such solicitor. The case of the Duke of Northumberland vs. Todd, 7 C.D., goes further than any other case; there the plaintiffs had a country solicitor and a town solicitor; the town solicitors were the solicitors on the record and employed the country solicitors to obtain evidence, and one of the affidavits proposed to be used was sworn before one of the latter. V. C. Hall refused to admit it, but he said that point thus decided went beyond any previous actual decision. What I am asked to do will carry the rule still further and make it apply to persons who are not acting as solicitors for the parties at all. Mr. Hills is not the agent of the solicitor on the record, and being an employee of the plaintiff will not bring him within the rule.

The next point taken was that there was no entry of the plaintiff's rights as charterer in the custom house. The Merchant Shipping act, 1894, does not require it and there are no means of doing it.

The next objection is that the bond given to the sheriff is illusory and the sureties are not worth the amount for which they have become bound. It is laid down in Coke Lit. 145, 2 Net. 340, that if the sheriff take insufficient pledges he shall answer according to the statute, and see Comyns Digest title Replevin p. 267. It is apparent from the authorities there cited that the sheriff is responsible if the pledges are insufficient. Yea v. Lethbridge 4, Term 434. There is no language in the Replevin act that makes it necessary to take sureties at all; the sheriff is to take a bond in double the value of the property to be replevied. A bond without sureties fulfills the language of the act; if the term sureties or sufficient sureties were used in the act, then Mr. Hunter's contention would require consideration.

Objection 4 is that the property mentioned in the writ of replevin is not repleviable. On this point there are but few English authorities. The Court of Admiralty jurisdiction covering as it does disputes as to ownership of vessels, has rendered the proceeding by replevin almost obsolete. It is laid down in Bacon's Abridgment that replevin lies for a ship. Our Statute Consolidated 1888, cap. 101, after enumerating the articles which may be replevied uses the general terms "or other personal property" or "other effects," and proceeds thus: "The owner or other person capable of maintaining an action of trespass or trover for personal property may bring an action of replevin." A vessel is a chatte and personal property, and for wrongful detention of a vessel an action for trespass will lie; therefore a writ of replevin will lie in the present case. The distinction between an action of trespass and one of replevin is in the former case the plaintiff seeks to recover damages for the wrongs complained of; in the latter he seeks to recover the actual chattel. The fact that a ship has special legislation regulating its transfer, ownership, etc., etc., does not divest it of its original character as a personal chattel, but merely points out the mode which the statute requires it shall be dealt with in certain cumstances.

The case cited by Mr. Hunter, Galloway v. Burr, 12 Moore, only decides that replevin does not lie for goods delivered under a contract of carriage or hire. If the plaintiff had delivered this vessel to the defendants he could not have replevied her. The delivery by the prior owner in pursuance of his contract of sale would prevent such prior owner from obtaining a writ of replevin, but it has no bearing on the present case when the alleged wrongful possession arises from some one taking the vessel out of the custody of the plaintiff and delivering it to the defendant. The case of Luffman v. Luffman, cited by the Canadian Law Times February 2 this year, may be valuable authority for the defendants at the trial, but on the points I have to decide, whether the replevin lies and whether the proceedings are in accordance with the statute, it is no help. I am of opinion that this motion must be refused, with costs to the plaintiff in any event.

Hon. C. E. Pooley, Q.C., appeared for Mr. James Dunsmuir; Mr. Gordon Hunter for the Company.

COUNTY COURT ACT.

TO THE EDITOR:—Now that the legislature is in session, I take the opportunity of bringing under notice the importance of amendment of this act and the desirability of it being so changed as to assimilate to that of Victoria, Australia. In that British colony the county court act is in two parts. The one for adjudication of petty amounts is called the £10 court; the other, for settlement of larger amounts, is called the £30 court.

Now in both of these courts a barriser, his honor the chairman, presides, as the judges of the Supreme court would consider it inconsistent with their dignity to preside in these inferior courts, and that, as with us, for a judge of the Supreme court, and more especially for the chief justice, there to appear and to dispose of so insignificant an amount as two dollars, which I well remember on one occasion the late chief justice, Sir Matthew Begbie, do, would to our brother colonists in Australia be regarded as so preposterous as to be thought incredible.

Now while in this ten pound court, the claims are heard before his honor the chairman; but when it is the 30 pound court its jurisdiction is enlarged, and consists of his honor the chairman and two assessors, which assessors are selected by the sheriff. I have often acted as one of those assessors. When thus appointed on appearing at the court my brother assessor and myself would be ushered into the official room of the chairman, from whence, in connection with him, we should take our seats on the bench, sitting side by side, so as to admit of consultation. The decision of two out of the three could carry the verdict, but in my time we were always unanimous. I may mention the assessors on such occasions were paid for the day's services, and after being sworn a sovereign was placed before each of them.

Now, to show the importance of the presiding officer having assessors for consultation, I will mention the last case brought before us:

A local importer had sold an invoice of goods to a resident merchant, subject to a certain per cent. advance upon the invoice, on the local importer calling to present his claim for settlement, the merchant demurred to its payment as it included the advance on the cases in which the goods were packed, as well as on the goods the merchant having omitted to stipulate the advance should be only on the goods, thinking that it was so well known to be the custom as for mention of it to be unnecessary, but as upon this matter issue was joined it came before us. Both myself and brother assessor gave our verdict in favor of the merchant, and that the custom of trade should govern in such matters, in which decision the chairman concurred.

In conclusion, I have heard more than once the late Sir Matthew Begbie speak of the individious position he was placed in in having in important cases to act as both judge and jury, and which objectionable position doubtless our present chief justice in the recent case occupying several days must have felt the full force, showing the importance of assessors being appointed to act with the judge as provided for in the Australian act and more especially at the present time on account of the increasing commercial importance of British Columbia.

W. K. BULL.

The medical properties of Hall's Hair Renewer to invigorate the scalp, remove dandruff, restores the hair and its color, surpass anything of its kind.

Mr. O'Rourke—Yes, an' bedad, it's no more'n right they should. The children don't enjoy it half as much as the grown folks.—Truth.

The things that people see are inside of them and not outside. No two people see the same thing exactly alike. One woman may look out at a beautiful landscape and see all the beauty and restfulnesbs and grandness that there is in it. Another one will look out at the same scene and see nothing. The man who is perfectly well and vigorous enjoys life to the full. Dr. Pierce's Golden Medical Discovery makes people well. There isn't anything miraculous about it—it is the most natural thing in the world. It simply puts the digestive organs, the stomach, the liver, the bowels, in perfect order and thereby makes the blood pure and rich. All diseases live and thrive on impure blood. Keep a stream of pure, rich, red blood flowing into a diseased spot, and the disease will not stay. A man lives on rich, pure blood, the disease dies on it.

Dr. Pierce's Golden Medical Discovery makes pure, rich blood. Send 31 cents in one-cent stamps to World's Dispensary Medical Association, Buffalo, N. Y., and receive Dr. Pierce's 1008 page "Common Sense Medical Adviser," profusely illustrated.

Hicks—It is said that a woman is really well dressed when your attention is not called to her dress at all.

Wicks—I see. And when a woman has a style of beauty that nobody ever recognizes it must be that she is divinely beautiful.—Boston Transcript.

DYSPEPSIA INDIGESTION, HEART-BURN and all Stomach Troubles quickly relieved and cured by FLORAPLEXION. Sample bottle free by mail or druggists. Every drop is worth its weight in gold when you need it. Address Franklin Hart, Dept. Z, New York

ONTARIO IS UNCERTAIN

A Bare Majority Apparently Secured by Premier Hardy's Government.

But Two Ministers Are Defeated, and Recounts Expected to Vary the Returns.

Conservatives Replace Nearly All the Patrons—Details of the Party Changes.

TORONTO, March 1.—[Special]—The result of the provincial elections, held in Ontario to-day, is that the Hardy government is sustained by the bare majority of three. Returns to midnight show 47 Liberals, 44 Conservatives, 1 Independent in Parry Sound and 1 Patron in West Wellington. The Patron will doubtless support the opposition as he did last session.

After the general election of 1894, the Liberals numbered 50; the Conservatives having 27; and the balance of the house being Patrons and Independents. These latter are almost entirely wiped out this election. The Patrons were defeated mostly by Conservatives.

The Liberals lose 15 seats and gain 12. Among the Liberals defeated are Hon. John Dryden, minister of agriculture, and Hon. J. M. Gibson, minister of crown lands, but no other Liberal members of the last house are retired, with the exception of Garrow of West Huron, who is defeated by one. The Conservatives lose Willoughby, Magwood and Meachan. Marter secured North Toronto over Dr. Dewart by one majority.

The Conservatives will make a strong fight to secure the balance of power, and there will be many recounts and protests.

Toronto was wild with excitement to-night owing to the closeness of the returns during the entire evening.

The Telegram [Independent] estimates the result as follows: Conservatives, 45; Liberals, 47; Patrons, 1.

The Mail-Empire [Conservative] estimates 47 Conservatives, 45 Liberals.

The Globe estimates 47 Liberals, 44 Conservatives, and two places to hear from.

The Liberal losses were: North Grey, Hamilton 2, West Hastings, South Huron, West Huron, Nipissing, North Ontario, South Ontario, North Renfrew, Centre Simcoe, West Victoria, North Waterloo, South Waterloo, North Wentworth—12.

The Liberal gains were: North Bruce, Centre Bruce, Halton, East Hastings, East Lambton, West Lambton, North Lanark, Lennox, Muskoka, East Northumberland, North Perth, West York—12.

The Patron losses were: North Bruce, Centre Bruce, Glengarry, Stormont, Prince Edward, West Simcoe, Frontenac, Dufferin, South Grey, East Hastings, East Middlesex, South Perth—12.

Independent losses—East Lambton, West Lambton.

OTTAWA, March 1.—(Special)—After a great cantest in Ontario it looks as if the Hardy government were sustained, but with a very narrow majority. The Liberal ranks have suffered badly, and two ministers, Messrs. Gibson and Dryden, have bit the dust. Jos. Haycock, the Patron leader, has also fallen, and the once powerful Patron party is practically now extinct. Returns at midnight give the following: Liberals 47; Conservatives 44; Patrons 1; Independent 1.

The four Torontos and two Hamiltons went Conservative. London, Kingston and the two Ottawas went for Mr. Hardy. One of the Ottawa seats, however, is in doubt. The local Conservatives are very dejected.

The following are the details so far as could be obtained here last night. Where a change in the politics of a constituency appears the fact is noted. This statement is made from bulletins, evidently only progress reports in many cases, and is therefore published subject to revision:

Addington—Reid, Con.
Algoma East—Farwell, Lib., 53.
Algoma West—Conmee, Lib.
Brant North—Burt, Lib.
Brant South—Hardy, Lib., over 300.
Brockville—Graham, Lib.
Bruce South—R. E. Truax, Lib., by acclamation.
Bruce Centre—Malcolm, Lib., about 400. Was Patron.
Bruce North—Bowman, Lib. Was Patron.
Cardwell—Little, Con., 200.
Carleton—Kidd, Con. Was Patron.
Dufferin—Barr, Con., over 400. Was Patron.
Dundas—Whitney, Con.
Durham, East—Fallis, Con.
Durham, West—Reid, Con., probably.
Elgin, East—Brower, Con., 60.
Elgin, West—McDiarmid, Con., probably by 52. Was Lib.
Essex, North—Wintemute, Con., probably. Was Lib.
Essex, South—Auld, Lib.
Frontenac—Gallaher, Con., 60. Was Patron.
Glengarry—McDonald, Con. Was Patron.
Grenville—Joynt, Con.
Grey, North—Boyd, Con., 50. Was Lib.
Grey, South—Jameson, Con.
Grey, Centre—Lucas, Con. Was Patron.
Haldimand—Holmes, Lib.
Halton—Barber, Lib. Was Con.
Hamilton, West—Colquhoun, Con, about 150. Was Lib.
Hamilton, East—Carscallen, Con., about 600. Was Lib.
Hastings, East—Russell, Lib. Was Patron.
Hastings, West—Morrison, Con.
Hastings—North—Allen, Con. Was Ind.
Huron, East—Hyslop, Lib., 270 majority with 18 polls to hear from.
Huron West—Beck, Con., 1 majority. Was Lib.
Huron South—Eilber. Con. Was Lib.
Kent East—Ferguson, Lib., 50.
Kent West—Pardo, Lib.
Kingston—Harty, Lib., 286.
Lambton East—Pettypiece, Lib. Was Ind.
Lambton West—Pardee, Lib., 400.
Lanark North—Caldwell, Lib. Was Con.
Lanark South—Matheson, Con., about 600.
Leeds—Beatty, Ind. Con.
Lennox—Aylesworth, Lib. Was Con.
Lincoln—Jessop, Con.
London—Leys, Lib.
Middlesex East—Hodgins, Con. Was Patron.
Middlesex North—Taylor, Lib.
Middlesex West—Ross, Lib., 150.
Monck—Harcourt, Lib.
Muskoka—Bergaman, Lib., 75 ahead. Was Con.
Nipissing—Lamarche, Con., 197 ahead. Was Lib.
Norfolk South—Charlton, Lib.
Norfolk North—Carter, Lib.
Northumberland East—Douglas, Lib. Was Con.
Northumberland West—Clark, Lib.
Ontario North—Hoyle, Con. Was Lib.
Ontario South—Calder, Con.; was Lib.
Ottawa—Lumsden, Lib., 750 majority; O'Keefe, Lib., claimed by about 50, though Conservatives claim Powell's election.
Oxford North—Patullo, Lib.
Oxford South—McKay, Lib., 40.
Parry Sound—Beattie, Ind., 700.
Peel—Smith, Lib.
Perth North—Brown, Lib.; was Con.
Perth South—Monteith, Con., 150; was Patron.
Peterboro East—Blezard, Lib.
Peterboro West—Stratton, Lib., large majority.
Prescott—Alfred Evanturel, Lib., by acclamation.
Prince Edward—Dempsey, Con.; was Patron.
Renfrew South—Campbell, Lib.
Renfrew North—White, Con., ahead; was Lib.
Russell—Election deferred owing to inability of returning officer to reach place of nomination on proper day.
Simcoe East—Campbell, Con.
Simcoe West—Duff, Con., 250. Was Patron.
Simcoe Centre—Thompson, Con., 500. Was Lib.
Stormont—McLaughlin, Con., 186 majority, with three places to hear from. Was Patron.
Toronto West—Crawford, Con., large majority.
Toronto East—Pyne, Con., large majority.
Toronto North—Marter, Con.
Toronto South—Foy, Con.
Victoria East—Carnegie, Con.
Victoria West—Fox, Con., 225. Was Lib.
Waterloo North—Lackner, Con. Was Lib.
Waterloo, South—Kribs, Con., 100. Was Lib.
Welland—German, Lib., large majority.
Wellington, South—Mutrie, Lib.
Wellington, East—Craig, Lib.
Wellington, West—Tucker, Patron. Was Lib.
Wentworth, North—Wardell, Con. Was Lib.
Wentworth, South—Dickinson, Lib.
York, North—Davis, Lib.
York, East—Richardson, Lib., 271.
York, West—Hill, Lib., probably 40 majority. Was Con.

CARTER'S LITTLE LIVER PILLS.

CURE Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

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