

The Toronto World.

SATURDAY MORNING, AUGUST 12, 1888.

Persons leaving town for the season, and summer travellers, who have their papers mailed to them for 25 cents per month, the address being changed as often as desired.

THAT SORRY RECORD.

The World has taken occasion several times before to point out the sorry record of the people of the province of Ontario in regard to railways. The provincial legislature chartered almost any railroad that came along and the Globe heaped them up by saying that there should be free trade in chartering, no matter whether its charters were applied for by designing men who had ends in view opposed to the public interests. We have always held that the public have rights in railways as well as the company itself, and no franchise ought to be given any road unless stipulation is made whereby the public interest in that road is secured. But the provincial legislature freely gave railway franchises to whomsoever applied for them; furthermore, it gave large subsidies to scores of railways on the condition that they were to open up new country and that they were to furnish competing lines; and still further, by their action they led various municipalities to bonus heavily these intended new and competing lines. It was the duty in this case of the legislature to protect its own interests and to protect the municipalities. But what is the record? After subsidizing these railways the same legislature turned round and granted legislation which allowed them to consolidate. For instance, in the country north and east of Toronto there were five independent lines which were subsidized by the government and all of them drawing heavy bonuses from the municipalities, many municipalities subsidizing two or three of these lines in order that they might have competition. But instead of protecting these municipalities the legislature, as we said, gave them whatever legislation they required in order to consolidate the five roads which now make up the Midland, which afterwards passed into the hands of the Grand Trunk. Legislation harassing the Grand Western was also granted and no steps whatsoever were taken to protect the people's interest or to secure them the benefits for which they had given so much of their money. Over twelve millions of dollars was made a present to these railway companies. Every cent of it has gone into the pockets of the Grand Trunk shareholders in England, who now control the whole Ontario system.

Surely there is a lesson for our people in this railway matter for the future. If there is to be free trade in railway charters as the Globe contends, we will soon be repeating our late sad experience. Railway franchises in our opinion should be granted very sparingly and only under the strictest stipulations against amalgamation or consolidation without the consent of the legislature, whether it be the dominion or provincial one that granted the original charter. The record of Ontario is a warning to the other provinces.

We copy an article from the Lindsay Warder dealing with this question. We agree with the Warder. We do not think however that it is successful in its endeavor to hold the government side of the legislature responsible for the way in which the people have been swindled out of these twelve millions; the opposition is to blame too, for they never entered a protest so far as we know. We have chosen to deal with the legislature as a whole in this matter, and as a legislature they have shown incompetence and criminal negligence.

THE RESPONSIBILITIES AND TRIALS OF A LEADER.

No leader can hope to head a successful party unless he is prepared to make his party inclusive instead of exclusive. Mr. Blake, for instance, is endeavoring to build up the reform party under trying circumstances, and we believe in the assistance of no man who is willing to come in and help his party, as matters what his previous record may have been, or what his previous relations to that party were. If William Macdougall chooses to come in and work with the reform party, Mr. Blake, we believe, is quite prepared to receive him and his counsel. And when Sir William Howland, who was at one time a member of Sir John's coalition government, saw fit about two years ago to throw in his lot with the reform party and to preside at the banquet which was given on Mr. Blake's return from the maritime provinces, Mr. Blake was only too happy to have Sir William there. But unfortunately Mr. Blake has a newspaper organist and some men in his party who are not like-minded with himself. For instance the Globe has chosen to read Mr. Macdougall out of the reform party and to keep him out of it if possible. This was seen in the recent elections in Algoma and the situation is well presented pictorially in this week's Grip. The same is in a measure true in regard to David Blain. It seems, as far as we can learn, that while he objects to Mr. Blake's trade policy he also had objections to Sir William Howland being received into the reform party, on account of personal matter of his own. We can quite sympathize with Mr. Blain in his leaving the reform party on account of a difference as regards the tariff, but we have no sympathy with him or with the Globe in their endeavors to keep men out of the reform party who are quite willing to come in and work harmoniously with it and its leader. Unless a party is prepared to avail itself of every man who is willing to come in, that party can never hope to be successful. We could not imagine Sir John Macdougall or any of his followers turning up their noses at even Sir Richard Cartwright if that gentleman saw fit to return to his original love.

ANOTHER WRECKER OF THE SYNDICATE.

The World of yesterday gave a sketch of how the St. Paul, Minneapolis and Manitoba railway was wrecked by the dishonest compact between the train receiver and the present owners of that line and the Pacific railway, and how the said dishonest receiver, when he sued for his share of the spoils, was assisted by the judges holding that while he had proved the conspiracy and the wrecking of the road the court would be no party to carrying out a fraud. But the syndicate were not so unfair to other co-wreckers, one of whom was J. S. Kennedy of New York. It will be remembered that Mr. Kennedy, who is a lawyer, was the American representative of the unfortunate Dutch bondholders whose money originally built the St. P. M. & M. railway. Mr. Kennedy showed a wonderful sagacity and ingenuity in inducing his principals to sell their bonds for a mere song to Hill, Adams, Smith, Stephen & Co. They were successfully frightened and they sold out as Kennedy advised. The deal was made, the wheel was given another turn and Mr. Kennedy appeared on the scene as one of the original members of the syndicate. He was taken in as a reward for his services in wrecking the old St. P. M. & M. railway. No wonder that Mr. Farley, the disloyal receiver, turned round and sued for his share of the spoils. And these men are the masters of Canada today.

THE EVILS OF THE PASSBOOK SYSTEM.

There has been considerable agitation in some districts of the United States among the working classes with regard to the practice so common among large manufacturing companies of compelling their employees to take goods in exchange for their labor instead of paying cash wages. This system has been extensively practiced throughout Pennsylvania, New York and New England with great success as far as the manufacturer is concerned. In some instances it has been carried to a surprising state of perfection. In one large iron manufactory in Pennsylvania besides the factory the establishment has its baker, its tailor, its doctor and even a salaried chaplain who officiates at funerals and christenings. These, each in his branch, monopolize the custom of the workmen through the medium of the passbook and of course they are required to pay over a fair percentage of their gains for the privilege of the monopoly. Although this is an extreme case, there are numberless establishments scattered over the land which assume the sole right to supply the laborers and mechanics with the necessities of life, and in the majority of cases manage to make considerable extra profit, thereby robbing labor of a share of its just wages. The passbook is often the only circulating currency in the hands of the workman from one year's end to the other. He is compelled to buy his goods at the supply store and nowhere else, no matter how unsuitable they may be or how high the price. A store across the street may offer superior articles at a much lower figure but he cannot purchase there. He has not a cent of cash. The only medium is the passbook which is honored only at his employer's trade house. This iniquitous system is in full blast in many portions of the United States and although it is universally hated by the working classes it has too strong a hold to be swept away by anything short of the strongest measures.

THE PREVALENCE OF FRAUD.

Mr. Froude has well said that British trade is thoroughly saturated with fraud. We fear the maxim extends to Canada. The trade in horses is, we all know, not generally regarded as favorable to commercial morality. "He was a thorough christian," said an American bishop of a clergyman lately deceased, "but he sold me a horse for a hundred dollars that was not worth ten." The sale of singing birds in brass wire cages might seem innocent to the unphilosophical mind, but no, the bird in the brass cage is the inseparable and certain adjunct to vice, over which we draw the curtain. The profession of waitress at a confectioner's restaurant might appear of all others likely to develop the benevolent emotions, yet any one who has endured the ordeal of waiting for forty minutes of his precious time in a fashionable restaurant is aware that these seemingly innocent young ladies are hounds in human form, who delight to procrastinate the long-expectant patron, who put flies into the tea, who have to the thinnest tenacity the slice of ham or beef with which they mock the human appetite. A leading divine of this city has questioned the possibility of salvation to sewing machine agents, on the ground of a text in Revelations which says that all liars will be excluded from the New Jerusalem. Bootmakers and ward politicians cannot expect much show hereafter. The Telegram reporters who borrowed our report of Dr. Wild's sermon can hardly expect to meet us and other good reporters on the other side of Jordan. Trade dishonesty is a growing evil. And men of the stamp of McLellan and Wright, whose transactions are recorded in our local columns, seem to be on the increase.

THE COAL DETY.

Sir: If your view of this matter be correct and the American seller pays the duty of fifty cents per ton, then it follows that as the coal dealers in Toronto have advanced the price to the consumer one and a half per cent since the imposition of the duty by the government, they—the dealers—have pocketed the increased price at the expense of the public. This is a consistent integral part of the government trade policy, which enriches the few at the expense of the many. PUBLISHED.

POULTRY ASSOCIATION.

(To the Editor of the World.) Sir: At a meeting of the poultry association of Yorkville, held last night, only eight or ten members were present. Among them G. W. Badger, M.P.P., president. The report of the financial standing of the association was anything but satisfactory. I wish to call attention to the fact that the energetic in arranging for the exhibition held in February last, why the prizes have not been paid and the affairs settled up, and to the fact that many of the members who gained prizes and paid entrance fees are left out in the cold. A MEMBER.

THAT GREENFISH WROG TO AN EX-POSTOFFICE CLERK.

(To the Editor of the World.) Sir: Your correspondent's letter under this caption is an illustration of the idea that "when certain moral delinquents fall out honest people get their due." In this case it would appear the public is saved the outlay of a sum of public money, which, had the "greenfish" been paid, would have been probably well received. But surely the government has in this instance dispensed justice in refusing to find capital to assist in the maintenance of a man who has served to better the condition. That your correspondent should be returned what he paid into the superannuation fund is, I think, a most just and proper course. Beyond this, I submit that his complaint against the government, while it holds against his misdeeds in the other cases he mentions, does not show him to have received any injustice at their hands himself. It may be hoped that his own case will be held hereafter as a correct precedent in all similar cases without regard to party. As to the last paragraph of his letter, I submit that his complaint is not a strong one, and that the expense of competency and merit, it has no force where ability being equal, the government is not bound to show preference to opponents. NO PARTY.

THE SUNDAY QUESTION.

(To the Editor of the World.) Sir: I notice in Thursday's issue of the World a communication signed Pro Bono Publico, paying his views of the best way of settling this Sunday question. He says he gives the mechanics and those who toil hard all the week Saturday afternoons. Now, Sir, that smack of the Wild notion is a thing utterly impossible to put in practice as the thousands of retail stores, groceries, butchers and barbers could not take Saturday for recreation and that would not be any nearer settling of it than we are now. Pro Bono Publico is not very consistent. He says why not follow the example lately set in England of throwing open the picture galleries to the public on Sundays. Why not be a free man and admit the complete severance of priestly domination from this fair Canada, and people then could worship as they think best. Some people put forth the lame plea that if the street cars, boats and omnibuses were run on Sunday rest and disorder would run rampant. I think the law could step in and punish those who create any disturbance on an open day. In closing this letter I again say with you, Mr. Editor let a public meeting be called and I have no doubts that the people will sanction every means to get Sunday for a day of general pleasure. PARKDALE.

Movat and Ontario Railway.

(To the Editor of the World.) In its many years of blundering mismanagement and wrong-doing the part played by the Movat government in the interests of the several provincial railways is not creditable to itself nor conducive to the interests of the people. Not only have they squandered much money away themselves by offering all railroads so much of a bonus for every mile constructed, but they have also squandered much money in different parts of the province to "come down handsomely" for the same purpose, and in many cases have done so in an effort to do so. We do not mean that the Movat government tarred out and electrified for the purpose of competing with the railways, but they are much responsible for these large and useless bonuses being granted as though they had. By reason of the large standing bonus per mile they offered to any company to build a railway, and the careless way in which they granted a charter to any one applying for it, it was an easy matter for them to do so.

A COMPANY OF ADVENTURERS.

To beat the municipalities and line their own pockets by a promise to build a new railway, and to do so in a way that would be a point. On the strength of such promises and the trust imposed in them by the Ontario government many municipalities have been duped into competing railroads, only to find they are now paying higher freights than ever, and that the various competing roads have become one great monopoly. A COMPANY OF ADVENTURERS. But what we find much more fault with than the government's policy of offering bonuses and charters to construct railways to compete with those then existing they should as soon as the roads were built turn round and give them a charter incorporating them all as one great company. By doing this they not only broke faith with the municipalities which had on the strength of promises made by the promoters and the dependence they placed in the honor and integrity of the government saddled themselves with a burden of debt they would on no other grounds have assumed; but they likewise by that means placed in the hands of a monopoly a vast amount of the public money of Ontario, and which should have been used in the interests of the people and of the province as a whole. Take, for instance, THE MIDLAND RAILWAY COMPANY. The Midland railway proper, the Victoria, the Toronto and Nipissing, the Whitby and Lindsay and the Grand Junction railways all received very large bonuses from the municipalities in this section and the government. Each new road as it was projected and constructed was bonded, and in many cases municipalities are now paying up three or four different bonuses to the same company. Can this be called any better than a monopoly?

HUGH SWINDELL ALL BOUND.

led on and accompanied only by the assistance rendered the different railway companies by the crafty Mr. Movat and his government? And what part has our own member, Mr. S. C. Wood, played in this very questionable deal? The business he did not have stopped it had he so desired? We give him credit for sufficient perception to be able to see the same these railroad companies were set up, and that he did see, as the guardian of the rights and freedom of the people of Victoria he should have put his "one down" upon any such questionable proceedings between the government and the railway companies. Mr. Wood well knew the trials and hardships

MR. BLAIN'S MANIFESTO.

(From the St. Thomas Times.) To make a long story short Mr. Blain considers that the only hope for his party is to get rid of Mr. Blake, and to adopt a free trade policy. This, he predicts, the Movat government will fall in the next Ontario elections. The people he says—and says truthfully—recognize the fact that the government has gained a vast amount of influence against the national policy and thus against the country's interests, and they will not allow this to continue.

From the Peterborough Examiner.

Reformers, and especially Mr. Blake, cannot adopt the suggestion of Mr. Blain. Mr. Blake is too honest and able a man to degenerate into mere demagogues, as the vox populi idea implies. He will fight for principle by principle, and will not to gain power, stoop to pandering to the crowd. From the Stratford Age. Mr. Blain's reasons are largely those of expediency, and there is no species of expediency that the logic of time and events more forcibly rebuffs than this. It is no greater libel to assert that because the reform party opposes protection that they are in favor of having the principles of abstract free trade applied to Canada.

From the Montreal Gazette.

The utterances of Mr. Blain are a friend of the reform party, and they are candid and are prompted by no sinister, selfish motive, and because they reflect the opinion of a large section of Mr. Blake's followers. The cause of Mr. Blake's dissatisfaction with his leader is the failure of the latter to abandon free trade principles, and the triumph of Mr. Blain in his West more readily in the hope of establishing the votes of liberals who had faith in the national policy, a course which is characterized by the motto "double-dealing, and singularly unfair." We have never known Mr. Blain to possess convictions on any subject, and it is possible he may be induced to accept the national policy on the basis of all other fiscal legislation, but neither the Globe nor Mr. Mackenzie, who have both convictions and the courage of them, will ever consent to abandon their free trade principles. Without the co-operation of the ex-premier and the chief organ, the reorganization of the liberal party is an impossibility.

Breaking the News to Rupert.

(From the Chicago Tribune.) Kneeling by his side as he sat on a faun-tail in the parlor of Conestoga castle that summer evening, Gwendolen Mahaffy placed her little white hand in the broad, front-bracketed one of Rupert, and with her soft, brown eyes for the little beam that was so pitilessly denied her. She was there at his feet, a lovely, brilliant creature, with some of the witchery of the wildwood in her lithe, lissens grace of limb and poise. Looking down at her sweet content, as if he had until his cheeks glowed like a girl's through their hair.

GRAND ILLUMINATION.

of the Park at night by the FULLER ELECTRIC LIGHT AND FIREWORKS DISPLAY. STEAMER QUEEN VICTORIA, ST. JEAN BAPTISTE, and CANADIAN will leave York and Church street wharves at 8 p.m. Returning leaves the Park at 10, 11, and 12 p.m. Adult fare 25 cents, children 10 cents. First-Class Brass and String Band and Grand Promenade Concert after and Evening J. H. BOYLE, Manager.

CAMP MEETING AT THE BEAUTIFUL GRIMSBY CAMP GROUNDS.

THE POPULAR STEAMER EMPRESS OF INDIA WILL LEAVE CUSTOM HOUSE WHARF ON SATURDAY, AUGUST 12—AT 2 p.m. Returning leaves at 10 p.m. Fare 25 cents, children 10 cents. THE REV. EVANGELIST, THE REV. T. HARRISON, will conduct the services on these occasions. TUESDAY, AUGUST 15—AT 7.30 p.m. Returning leaves at 6 p.m. Fare 20 cents, children 10 cents. Admission is included in above fare on Tuesday. Session tickets 10 cents extra. E. H. VANDEUSEN, Captain. C. J. McCUAIG, Manager.

CHICORA.

In connection with Canada Southern R.R. for Canadian side, and New York Central for American side. TO NIAGARA and back same day. Morning, 7c; afternoon, 5c. Tickets good to return Tuesday, \$1.25. TO NIAGARA FALLS and return same day, \$1.25; return Tuesday, \$1.50. TO BUFFALO and return same day, \$2.00; return Tuesday, \$2.50. Boat leaves Yonge street wharf at 7 a.m. and 2 p.m. For tickets apply to E. ARVOLD, 25 Queen Street East, or Corner Yonge and King Sts. E. ARVOLD, 25 King St. West and 25 York St. or BARNUM C. WHEELER, 25 Yonge St. and 25 York St.

CIVIC HOLIDAY!

GRIMSBY CAMP GROUND by the elegant steamer LORNE PARK. Will run at the following time from foot of York street. Leaving Movat's wharf at 7.30 and 10.30 a.m., 2 and 5 p.m., and 8.30 p.m. Leaving Park at 12 noon, 2, 4 and 11 p.m. Music furnished by two full Brass and String Bands. A fine program of games, amusements and dancing. A full force of police officials will be on duty at the Park on this day. Return Tickets, 25 cts. CIVIC HOLIDAY! MIDLAND RAILWAY. TORONTO'S CIVIC HOLIDAY! MONDAY, AUGUST 14th. RETURN TICKETS. Will be issued from Toronto on Saturday the 12th, and Monday the 14th to all stations. SINGLE FARE. Good until Tuesday, August 15th inclusive. A. WHITE, Traffic Manager. GEO. A. COX, Gen. Manager. Toronto, Grey & Bruce RAILWAY. CIVIC HOLIDAY. REDUCED FARES. Return tickets will be issued from Toronto to all stations at single fare on SATURDAY, AUGUST 12th, and on SUNDAY, AUGUST 13th, good to return on all Tuesday, 15th August, inclusive. ONLY \$3. TORONTO TO OWEN SOUND by trains leaving Union station at 7.35 a.m. and 4.35 p.m. on Saturday, 12th August, good to return on Tuesday, 15th August, inclusive. ONLY \$2 or good to return till Monday, 22nd August, inclusive, ONLY \$3. Tickets for this cheap excursion to be had at ticket office, Union station, or head office, corner Bay and Front streets. Purchase early. Trains run on quick time—only five hours journey. Hotel accommodations simple, excellent and prices moderate. Magnificent scenery, boating, bathing and fishing. Steamers leave daily for Georgian Bay ports and Manitowish Island. For each another opportunity will be offered. See posters for full particulars. D. MCNICOLL, Gen. Pass. Dept. EDWARD WRAOGE, General Manager. NOTICE. Notice to the Public and Legal Profession. It having come to my knowledge that certain parties have circulated an announcement that I am no longer in business, I beg to inform the public that having been entered up with the Division Court for the past twenty-one years, I continue to be in business. N.B.—I require no references. E. GEGG, 136 COLLECT RENTS, CHATTEL MORTGAGES, BILLS OF SALE, ETC. Valuation of all kinds made. Notices and Papers served for the Legal Profession. N.B.—I require no references. E. GEGG, 136 OFFICE: 66 Adelaide-st. East. PAINTS. Gutta Percha PAINT. Will make better work and cover twice as much surface as any paint made. P. PATERSON & SON, SOLE AGENTS, 135

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We beg to announce that we have recently purchased the Fuel Association Property On Esplanade St., Between Berkeley and Princess Sts. from JAMES C. MCGEE & CO.

Thus largely increasing our already extensive facilities for handling Coal at Retail in the Toronto Market and are prepared to supply both Coal and Wood in the most satisfactory manner at the HARD COAL, \$6.50 PER TON. OFFICE—Dominion Bank Building, Cor. Yonge and King Sts. do. 413 Yonge Street. do. 536 Queen Street West. do. Yard, Cor. Esplanade and Princess Sts. do. do. Niagara Road, Durno. do. do. Fuel Association, Esplanade St., near Berkeley.

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Miners and Shippers. 148 Wholesalers and Retailers. RAILWAYS. WINNIPEG ADVERTISEMENTS. MANITOBA MANITOBA MANITOBA SCOTT, BROWN & CO., REAL ESTATE AGENTS. Correspondence solicited. Office: 241 Main street Winnipeg, Man. P.O. address, box No. 3, Winnipeg. MANITOBA AND THE NORTHWEST. Choice Farms, improved and unimproved; also a quantity of excellent farm property for sale, in lots and at rates to suit either large or small capitalists. Office:—Northwest Real Estate Emporium—No. 4 King street east, Toronto, late World office. 146 G. A. SCHRAM. GEORGE B. ELLIOTT & CO., Valuers and Investors. WEST LYNNE MANITOBA. Correct and Confidential Valuations made of all property in Southern Manitoba towns and villages, and of farm property in Southern Manitoba. Confidential Reports furnished owners and intending investors. Taxes paid for non-residents. Eight years in Red River country. Correspondence solicited. Charges moderate. BOATS. SAIL BOATS! SAIL BOATS! I have now on hand a lot of sail boats (chaloupes) 18 and 22 feet long, 2 feet 9 inches deep, 5 feet 6 inches broad, they are guaranteed safe and finished in galvanized iron. Address for price, JEROME JACQUES, BUILDER, ST. LOUIS DE LOTBINIERE Quebec. THE TORONTO MORNING WORLD. 25 CENTS A MONTH. Delivered in Riverside, Leslieville, etc. in time for the breakfast table. Names of subscribers will be forwarded at the office 19 King st. east, or F. J. FARNDEN, Bolton street, Riverside, and promptly attended to. BILL POSTING. WM. TOZER AND BILL POSTER. DISTRIBUTOR, 103 WOOD ST. Orders left at Hill & Weir's will be promptly attended to. ODORLESS EXCAVATORS. WM. BERRY, ODORLESS EXCAVATOR AND CONTRACTOR, Residence, 151 Lumley Street Victoria Street, Toronto. Night call removed from all parts of the city at reasonable rates.

JACOBSON'S GREAT GERMAN REMEDY FOR RHEUMATISM.

Neuralgia, Sciatica, Lumbago, Backache, Soreness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains. Tooth, Ear and Headache, Frostbit Feet and Ears, and all other Pains and Aches. No Preparation on earth equals St. Jacobs On a safe, sure, simple and cheap External Remedy. In trial bottles but the comparatively trifling outlay of 50 Cents, and every one suffering with pain can have cheap and positive proof of its value.

STEAMERS.

ON CIVIC HOLIDAY, AUGUST 14th, the STEAMER RUPERT Will run at the following time from foot of York street. Leaving Movat's wharf at 7.30 and 10.30 a.m., 2 and 5 p.m., and 8.30 p.m. Leaving Park at 12 noon, 2, 4 and 11 p.m. Music furnished by two full Brass and String Bands. A fine program of games, amusements and dancing. A full force of police officials will be on duty at the Park on this day. Return Tickets, 25 cts. CIVIC HOLIDAY! GRIMSBY CAMP GROUND by the elegant steamer LORNE PARK. Will run at the following time from foot of York street. Leaving Movat's wharf at 7.30 and 10.30 a.m., 2 and 5 p.m., and 8.30 p.m. Leaving Park at 12 noon, 2, 4 and 11 p.m. Music furnished by two full Brass and String Bands. A fine program of games, amusements and dancing. A full force of police officials will be on duty at the Park on this day. Return Tickets, 25 cts. CIVIC HOLIDAY! MIDLAND RAILWAY. TORONTO'S CIVIC HOLIDAY! MONDAY, AUGUST 14th. RETURN TICKETS. Will be issued from Toronto on Saturday the 12th, and Monday the 14th to all stations. SINGLE FARE. Good until Tuesday, August 15th inclusive. A. WHITE, Traffic Manager. GEO. A. COX, Gen. Manager. Toronto, Grey & Bruce RAILWAY. CIVIC HOLIDAY. REDUCED FARES. Return tickets will be issued from Toronto to all stations at single fare on SATURDAY, AUGUST 12th, and on SUNDAY, AUGUST 13th, good to return on all Tuesday, 15th August, inclusive. ONLY \$3. TORONTO TO OWEN SOUND by trains leaving Union station at 7.35 a.m. and 4.35 p.m. on Saturday, 12th August, good to return on Tuesday, 15th August, inclusive. ONLY \$2 or good to return till Monday, 22nd August, inclusive, ONLY \$3. Tickets for this cheap excursion to be had at ticket office, Union station, or head office, corner Bay and Front streets. Purchase early. Trains run on quick time—only five hours journey. Hotel accommodations simple, excellent and prices moderate. Magnificent scenery, boating, bathing and fishing. Steamers leave daily for Georgian Bay ports and Manitowish Island. For each another opportunity will be offered. See posters for full particulars. D. MCNICOLL, Gen. Pass. Dept. EDWARD WRAOGE, General Manager. NOTICE. Notice to the Public and Legal Profession. It having come to my knowledge that certain parties have circulated an announcement that I am no longer in business, I beg to inform the public that having been entered up with the Division Court for the past twenty-one years, I continue to be in business. N.B.—I require no references. E. GEGG, 136 COLLECT RENTS, CHATTEL MORTGAGES, BILLS OF SALE, ETC. Valuation of all kinds made. Notices and Papers served for the Legal Profession. N.B.—I require no references. E. GEGG, 136 OFFICE: 66 Adelaide-st. East. PAINTS. Gutta Percha PAINT. Will make better work and cover twice as much surface as any paint made. P. PATERSON & SON, SOLE AGENTS, 135

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Miners and Shippers. 148 Wholesalers and Retailers. RAILWAYS. WINNIPEG ADVERTISEMENTS. MANITOBA MANITOBA MANITOBA SCOTT, BROWN & CO., REAL ESTATE AGENTS. Correspondence solicited. Office: 241 Main street Winnipeg, Man. P.O. address, box No. 3, Winnipeg. MANITOBA AND THE NORTHWEST. Choice Farms, improved and unimproved; also a quantity of excellent farm property for sale, in lots and at rates to suit either large or small capitalists. Office:—Northwest Real Estate Emporium—No. 4 King street east, Toronto, late World office. 146 G. A. SCHRAM. GEORGE B. ELLIOTT & CO., Valuers and Investors. WEST LYNNE MANITOBA. Correct and Confidential Valuations made of all property in Southern Manitoba towns and villages, and of farm property in Southern Manitoba. Confidential Reports furnished owners and intending investors. Taxes paid for non-residents. Eight years in Red River country. Correspondence solicited. Charges moderate. BOATS. SAIL BOATS! SAIL BOATS! I have now on hand a lot of sail boats (chaloupes) 18 and 22 feet long, 2 feet 9 inches deep, 5 feet 6 inches broad, they are guaranteed safe and finished in galvanized iron. Address for price, JEROME JACQUES, BUILDER, ST. LOUIS DE LOTBINIERE Quebec. THE TORONTO MORNING WORLD. 25 CENTS A MONTH. Delivered in Riverside, Leslieville, etc. in time for the breakfast table. Names of subscribers will be forwarded at the office 19 King st. east, or F. J. FARNDEN, Bolton street, Riverside, and promptly attended to. BILL POSTING. WM. TOZER AND BILL POSTER. DISTRIBUTOR, 103 WOOD ST. Orders left at Hill & Weir's will be promptly attended to. ODORLESS EXCAVATORS. WM. BERRY, ODORLESS EXCAVATOR AND CONTRACTOR, Residence, 151 Lumley Street Victoria Street, Toronto. Night call removed from all parts of the city at reasonable rates.

GOAL AND WOOD.

S. CRANE & Co. PRESENT PRICES:— EGG \$6.50 per ton, STOVE do., NUT do. OFFICE:—105, QUEEN ST. WEST. DOCK:—Esplanade St. Between Yonge and Bay. BUTLER/PITSTON COAL.



We beg to announce that we have recently purchased the Fuel Association Property On Esplanade St., Between Berkeley and Princess Sts. from JAMES C. MCGEE & CO.

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Sleeping on a man in Alb... A Pittsburgh... A stone weight... cently fell at St... over twelve inch... A St. Louis res... find that he ha... train had gone... killed himself w... The mayor of... for not obeying... company to which... manded him to... Mr. Gladston... a sharp witted... minor's little fail... patience, but lo... James R. Lov... Canon Farrar re... who is at once... the first of the... Pickpockets in... Lancaester, Oh... solemn ceremon... evening got aw... the entire crowd... When Mr. D... his hotel in Mou... ed on promptly... about \$1000 in h... by left lying on... for a walk and... Victor Hugo's... though somewhat... ties have for so... decline. He has... and his growing... ing much part... The stealer... could not find... feathers to ride... the feathers we... the road for the... them the rascal... An Illinois sci... that the girl we... pride defeated h... on delaying to... these relations... before they reach... At Long Branc... esting to notice... young gentleman... charges to the... the last time... which their charg... no hurry, the 9... hours.—New Yo... Lightning str... Chautauque lake... energy of the su... tearing up a big... the shoes of the... forces of the air... the task of dist... the water of a... Mr. Bright's re... says the London... religious comman... war—and, indee... acts of violence... wrong. Even th... would necessarily... invade our soil... Old Peter Ba... years in the Be... other day on his... While within a... from the valley... Gleekenton hit... and looking up... the street and... The St. Louis... impose a license... months, and \$75... longer than a... alderman wrote... circus manager... ing six months... The greatest ap... land by the far... Egypt. It desc... the French army... and to those of... the eighteenth... prevalent there... This society ad... 1798. It is propos... cutting twenty f... deep, the narrow... east and west... the cities of t... mainland. Such... passes from the... saying about 115... west and north... "Yes, I loved... when a man car... acid in his pocket... you threatens to... face and ruin the... your completion... the famous temple... placed the measu... how best to us... ceded in every... been placed. Let... England's other... Leigman from ne... President Arth... him, and to the... Pleasant and gre... his domestic affa... His manners are... ence to women... unanimously for... about Arthur the... ever had. A goo... a few pretty wo... and as aids to... be knocked out... of all it would... At a London e... complete the ac... Wood the explor... the famous templ... placed him the g... But he hit upon... wall of that the... would have enter... fered his not." T... in which certain... in the temple th... search he made... at length hit u... into graves by... Little by little... of Ephesus until... the great goldie... of friezes and c... ing idea of what... They are now in</