230 & 232 Dundas St

OUR BARGAINS ARE EVERY DAY.

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Our Trimmed Hats Are Selling Well.

SPECIAL PURCHASE!

1,500 YARDS

Of double fold Curtain Net in cream and white, worth 15c and 20c, Whiskard's price

8c and 10c YARD. See our Heavy Black Quilted Skirts

50c EACH.

Now is your time to buy.

Special line of English Cloth for Skirting, in checks, very heavy, only 15c YARD.

Our Navy Blue Serge Dress Goods at 25c YARD is going out fast.

60 inch Damask Table Linen, only

25c YARD. This is an every day bargain with

Special line of Ladies' Heavy Cash-

mere Gloves, 250 PAIR.

Fancy Gilt Hairpins,

1Oc DOZEN.

3 large cakes of Soap FOR 5c.

Whiskard's

__AT__

230 and 232 Dundas St.

TORONTO'S UNEMPLOYED Hold an Open Air Meeting-City Hall

Compared to Tammany. TORONTO, Sept. 24.-About 200 unemployed men gathered outside the city hall this morning. F. Attwood presided, while a number of speeches were made. John Dunlop, president of the General Laborers' Union, made a very violent speech, declaring that the city hall was Toronto's Tammany, and that the chairman of the board of works, Ald. Shaw, was the equivalent of Boss Tweed. He declared Sir Oliver Mowat should spend \$1,000,000 of the Ontarie surplus at once in alleviating the wants of the unemployed. Mayor Kennedy is attending the Methodist conference in London; no one appeared on behalf of the council and after one or two more speeches the gathering quietly dispersed.

Woman's Rights. In a recently published medical work the author asserts that nine-tenths of the women of America are subject to uterine and kindred diseases, and in consequence maternity becomes to them a dreaded burden. How very small is the proportion of ladies who reach middle age wearing the bright glow of health which was their maidenly attraction, and of which they have been robbed by functional disorders and nervous weakness! We take pleasure in recommending to all thus afflicted the use of Dc. Pierce's Favorite Prescription, a tried remedy, safe and sure in all cases. Its discoverer merits the gratitude of the them. For nursing mothers and all debili-ated, "run-down" women, it is the most certain restorative. To those about to become mothers it is a priceless boon. It lessens the pains and perils of child birth, shortens labor, promotes the secretion of an abundance of nourishment for the child, and shortens the period of confinement.

The only way to get something for noth-The great lung healer is found in the expellent medicine sold as Pickle's Anti-Consumptive Syrup. It soothes and diminishes the sensibility of the membrane of the throat and air passages and is a sovereign emedy for all coughs, colds, hoarseness, ain or soreness in the chest, bronchitis,

etc. It has cured many when supposed to te far advanced in consumption. The titled loafer is not peer to the lowest tramp.

Give Holloway's Corn Cure a trial. It emoved ten corns from one pair of feet without any pain. What it has done once it will do again.

Revolution is the point at which extremes

Piles : Piles! liching Piles. EXMPTOMS-Moisture; intenso itching and stinging; most at night; worse by scratching. If allowed to continue tuniors form, which often bleed and ulcerate, becoming very sore. SWAYNE'S CINTMENT stops the itching and bleeding, heals ulceration and in most cases removes the tumers. At druggists, or by mail, for 50 cents. Dr. Swayne & Son, Philadelphia. Lyman, Sons & Co., Montreal, wholesale

Get \$3 worth of photos at Westlake's studio and a chance to get a ladies' elegant nicycle, value \$125.

Mackle's photo studio entrance is near he southwest corner of Dundas and Richnond streets. See the display in window. hildren's photos a specialty.

Silverware! The latest patterns and seatest styles at lowest prices at ADKIN's, sa the corner, East London.

Expert Steamship Men Believe It Cannot Be Successfully Established.

Necessity for Running Slow in the Gulf of St. Lawrence.

Why the Allans Declined the Contract-Railway Rates in Winter an Obstacle.

The following letter appeared in the London Times recently:

Sir,-The Canadian Government have now definitely voted the subsidy of \$750,-000, which a few years ago they had provisionally offered to the late Mr. Bryce Douglas, of the Barrow Shipbuilding Company, for a twenty-knot weekly service between this country and Canada (Quebec in summer, Halifax in winter), and they have made a provisional contract with Mr. James Huddart to provide the service, allowing him three months to raise the necessary capital. The subsidy is to be given for a period of ten years, after which it is to be reduced by one-third for a like period. The Finance Minister estimated the cost of running the boats at \$60,000 per

round voyage, or \$3,120,000 per annum. In the discussion of the vote in the House Sir Richard Cartwright and the leader of the Opposition, Mr. Laurier, are reported to have dwelt upon the dangers attending the navigation of the Gulf and River St. Lawrence, and the impossibility because of these to maintain with safety the required speed; and, as the success of the service financially depended upon speed and safety, and as the payment of the subsidy was contingent upon speed and continuity of service, they predicted for it failure.

Sir Charles Hibbert Tupper, on the other hand, maintained that the St. Lawrence was one of the finest and safest waters in the world, and added that in twenty years not a single mail steamer had been lost in the river or gulf. Had Sir Charles stopped here, or confined himself to justifying his opinions by reference to authorities engaged in the navigation, we might have remained silent on the subject; but he went out of his way to blame parties for circulating reports about the safety of the St. Lawrence, and pointed his aliusion to the Allan Line by deprecating "the conduct all the more as it proceeded from those who feared their private interests would now be affected, and who from the very outset had

been aided by Government subsidies." Representatives in this country of the Allan Line, we feel aggrieved to be thus held up as opposing for personal reasons a scheme which is so generally desired by misrepresenting the true character of the navigation, and we venture to ask the favor of a place in your columns to make their position in this matter clear.

When the Government sought to establish a service that would vie with those running to New York they naturally looked in the first place to the Allans to supply it. The Allans' knowledge of the business, their experience of the St. Lawrence navigation and their personal interests all indicated them as the parties to provide it, if ning of the mail service in 1845 they had provided it. Losses in the prosecution of the service, due to the dangers of the navigation, did not deter them from continuing t in earlier years, and their loyalty to the Dominion has made them cleave to it in later, long after it has ceased to be remunerative. When they could not undertake the more ambitious scheme on which the Government had set their heart, believing that it would fail finencially and disappoint the expectations of the Government, the Alians, without pressing it upon them, offered at less cost to the Dominion to provide the

highest class of service which in their view is suited to the St. Lawrence. it was, therefore, unfair for anyone to say that the Allans opposed the scheme in other hands because they feared that their private interests would be affected. It was well known that they had an opportunity if they wished, to share the new service. both Mr. Bryce Douglas and the present

contractor having sought their co-operation. Why could not the Allans, it may be asked, take part in it; is not the navigation all that Sir Charles Tupper describes it? It is true that the navigation has been improved by buoys and lights and beacons. which have in bounteous measure been provided by the Ministry of Marine. It is also true that in twenty years not a mail steamer has been lost in the river or gulf; but it is nevertheless the case that, barring mail steamers, every line trading for any length of time to the St. Lawrence has had serious marine disasters, and a new crop

springs up every season. What was the Allan history? In the earlier years of their contract, although the speed was not half that now required it had to be maintained under penalties, and in trying to fulfill its term they lost between 1860 and 1864 six mail steamers. In 1864, when the contract was renewed, they got the following clause introduced:

"That the steamers are never to approach Cape Race when the weather is so foggy or tempestuous as to make it dangerous to do so; and when the presence of fog or ice makes it dangerous to run the vesseis at full sex for the blessing he has conferred upon speed, it shall be the duty of the captain either to slacken the speed or to stop the vessel as occasion may require, and the time lost by doing so, if proved to the satisfaction of the Postmaster-General, shall be allowed to the contractor in addition to the time

specified for the length of the voyage. When that proviso became operative the good record of the mail service began. The immunity from disaster is due to the fact that speed is now subordinated to safety. But speed under the new contract cannot be intermitted if the steamers are to compete with Campanias and Lucanias.

When the warmth of summer brings down Arctic ice into the ocean track the New York steamer can with little increase of mileage choose a southern route and career at speed through fog, fearless of ice or land, until she reaches off her port. But low can a vessel that must enter the St. Lawrence do this where the gateways are near Cape Race or the Straits of Belie Isle? It is impossible. And how can she safely go at twenty knots through fog when within land-bound waters? If it be contended that navigation is now made safer than formerly we answer it is mainly due to increased watchfulness, for no beacons or lights can turn aside the dangers of ice and

of fogs in land-locked seas. What has our own experience been this very season, now not half over? One of our cargo steamers has been in contact with an iceberg, and had her bow stove in, escaping loss solely by her moderated speed—31 knots. Another has had her bottom injured and nearly ripped from stem to stern by being brought too near the headland of int by an experienced pilot, and this against our express injunction to give headlands a wide berth. Two others com-ing out of the Straits of Belle Isle after

or passed through icefields, only midsumme escaping injury by going slow. The St. Lawrence route, river and gulf, are not waters where a twenty-knot speed can safely be maintained, and if speed be required to develop the passenger tradethat is, to provide the bulk of the earnings to meet Mr. Foster's estimated \$3,120,000 expendituse and yield a return of capital it must be admitted that the outlook is not

But this is only one branch of the difficulty the proposed service has to contend with.

Unlike New York, which is in itself an enormous center of population and commerce, with the whole railway system of the United States converging on it, Halifax, the winter terminus of the proposed line, and Quebec the summer, have no local trade worth considering. Everything must be railway borns-in winter over the Intercolonial Railway, and in summer over one

or other of the two trunk Canadian lines. These railways are independent enter-prises, with interests of their own to look to. Railway rates must be a first charge on all through earnings. The normal condition of things among railways is that they work at uniform rates under a combined agreement. When keen competitions arise among ocean carriers-which is, unhappily, the normal state of things with them, and would certainly await the advent of a new competitor-a fall in through rates has to be wholly berne by the ocean carrier. It was not, therefore, a cheerful look-out for a line that has to develop a great trade that it should be dependent practically upon the co-operation and good-will of railways, who, however friendly they were, had no stake in the

undertaking.
Steamers of immense power and cost to build and run, and whose cargo-carrying capacity is in the inverse ratio of their speed, and whose speed cannot by reason of the character of the navigation be fully utilized, and which are to be run under the disadvantages we have indicated, are surely not hopefully circumstanced, and we appeal to you that the Allans should not be decried because they could not countenance the scheme. We are, yours truly,

JAMES AND ALEX. ALLAN. 25 Bothwell street, Giasgow.

That Were Awarded Prizes at the Western Fair.

AGRICULTURAL PRODUCTS

CLASS 47-GRAIN, SMALL FIPLD SEEDS, ETC. Wheat, Manchester, 2 bushels-1, A Dickenson, Byron; 2, C W Greemans, Sheridan; 3, T Pazey, Simcoe.

Wheat, Red Winter, 2 bushels, any other variety-1, T Puzey. Simcoe; 2, C W Greemans, Sheridan; 3, H Dickenson, Byron. Wheat, Democrat, 2 bushels-1 C W Greemans, Sheridan; 2, D R Palmer, Thorndale; 3, W J Kennedy, Ilderton. Wheat, White Winter, 2 bushels, any other variety-1, C W Greemans, Sheridan; 2, George Baker, Simcoe; 3, H Dickenson,

Wheat, Colorado, & bushels-1, J P Hughes, Ilderton; 2, E M Brethour, Woodham; 3, W Kennedy, Ilderton.

Wheat, Spring, any kind, 2 bushels-1, M Brethour, Woodham; 2. D R Palmer, Thorndale; 3, C W Greemans, Sheridan. Barley, six-rowed, 2 bushels-1, M Brethour, Woodham; 2, C W Greemans, Sheridan; 3, John Haskett, Birr.

Barley, two-rowed, 2 bushels-1, T Fuzey, Simcoe; 2, C W Greemans, Sheridan; 3, Geo Baker, Simcoe. Oats, Banner, 2 bushels, with sheaf-1.

Edgar Hodgins, Arva; 2, E Brethour, Woodham; 3, R S Woods, London. Oats, White, 2 bushels, with sheaf, any | wold. other variety-1, C W Greemans, Sheridan; 2, Geo Baker, Simcoe; 3, J W Doyle, Lambeth.

Oats, Black, 2 bushels, with sheaf-1, C W Greemans, Sheridan; 2, W J Kennedy, Ilderton; 3, Geo Baker, Simcoe. Rye, Winter, 2 bushels-1, Geo Baker, Simcoe; 2, T Puzey, Simcoe; 3, W H K Talbot, the Gore.

Peas, field, small, 2 bushels-1, T Puzey, Simcoe; 2, D R Palmer, Thorndale. Peas, large, 2 bushels-1, T Pusey, Simoce; 2, Geo Baker, Simcoe. Buckwheat, I bushel, any variety-1, W aviantown.

HR Talbot, the Gore; 2, Geo Baker, Simcoe; 3, C Gould, Glencoe. Beans, white, field. large, I bushel-1, W H K Talbot, the Gore; 2, C W Greemans, Sheridan; 3, John W Shaver, Wil-

ton Grove. Beans, white, field, small, I bushel-1. Chas Gould, Glencoe; 2, H Dickerson. Byron; 3, Geo Baker, Simcoe. Corn, Dent, white or yellow, in the ear,

2 bushels-1, John W Shaver, Wilton Grove; 2, Charles Gould, Glencoe; 3, W E Wright, Glanworth. Corp, white, in the ear, 2 bushels, any other variety-1, George Baker, Simcoe;

2, George Gould, Glencoe; 3, John Stott, Corn, yellow, in the ear, 2 bushels, any other variety-1, George Baker, Simcoe; 2. W J Kennedy, Ilderton; 3, George Gould.

Hungarian grass seed, 1 bushel-1, H Dickerson, Byron. Timothy seed, I bushel-I. C W Gree.

mans, Sheridan; 2, W J Kennedy, Ilderton; 3, M Brothour, Woodham. Clover seed, 1 bushel-1, T Puzey, Simcoe; 2, George Baker, Simcoe; 3, W J Kennedy, Ilderton. Flax seed, 1 bushel-1, CW Greemans, Sheriden; 2, H Dickenson, Byron; 3, M Brethour, Woodham.

CLASS 48-ROOTS, FIELD CROPS, ETC. Potatoes, Beauty of Hebron, 1 bushel, in bushel baskets-1. A McInnes, London; MIMDOO REMEDY 2. D Crerar, Sarnia; 3, Benin Carwell,

Potatoes, Everett, & bushel, in & bushel baskets—1, Angus McInnes, London; 2, D Crerar, Sarnia; 3, H Dickerson, Byron. Potatoes, Beauty of Hebron-1, A Mc. Innes, London; 2, D Crerar, Sarnia; 3, Benner Carroll, Delaware.

Potatoes, Everett-1, Angus McInnes, London; 2, D Crerar, Sarnia; 3, H Dickerson, Byron. Potatoes, Clarke's No. 1, ½ bushel-1, D

Crerar, Sarnia; 2, A Steele, Ferguson; 3, W H K Talbot, the Gore. Potatoes, Freeman, 2 bushel-1, Angus McInnes, London; 2, A Steele, Ferguson;

3, WHK Talbot, the Gore. Potatoes, White Elephant-1, Angus McInnes, London; 2, WHK Talbot, the Gore; 3, A Steele, Ferguson. Potatoes, Rural New Yorker, No 2, 1 bushel in ½ bushel basket-1, H Dickerson, Byron; 2, W H K Talbot, the Gore; 3, A

Steele, Ferguson. Potatoes, Empire State, 1 bushel in bushel basket-1, W J Kennedy. Ilderton; 2, Wm. Pack, London East; 3,

John Doyle, Lambeth. Potatoes, Early Ohio, & bushel in & bushel basket-1, Angus McInnes, London; 2, John Doyle, Lambeth; 3, W H K Talbot, the Gore.

Potatoes, any other sort, ½ bushel in ½ bushel basket—1, Angus McInnes, London; 2, D Crerar, Sarnia; 3, John Doyle, Lam-

Potatoes, seedlings, any variety-1, W H K Talbot, the Gore; 2, A Steele, Ferguson; 3, H Dickerson, Byron. Potatoes, best four varieties of recent

Apollinaris

"THE QUEEN OF TABLE WATERS."

Supplied under Royal Warrants to Her Majesty the Queen of England, and to His Royal Highness the Prince of Wales.

Received the HIGHEST AWARD 239 Dundas Street. at the WORLD'S FAIR.

introduction, 1 peck of each, properly named-1, W H K Talbot, the Gore; 2, H Dickerson, Byron.

Potatoes, collection of twenty sorts, because each, properly named—1, W H K Talbot, the Gore; 2, H Dickerson, Byron; 3, Wm Pack, London East.

Turnips, Swede, purple tops, six roots-1. R. McEwan, Byron; 2, H Dickerson, Byron; 3, John Laidiaw, Wilton Grove. Turnips, Swede, any other sort, six roots -1. W G Laidlaw, Wilton Grove; 2, J Shaver, Wilton Grove; 3, E Odle, Hubrey.

Turnips, Greystone, six roots-1, W G Laidlaw, Wilton Grove; 2, H Dickerson, Byron; 3, D R Palmer, Thorndale. Turnips. Aberdeen yellow, six roots-1, John Laidlaw, Wilton Grove; 2, Walter Brown, London West; 3, John Shaver,

Wilton Grove. Carrots, red, six roots-1, John Shaver, Wilton Grove; 2, John W Shaver, Wilton Grove; 3, H Dickerson, Byron.

Carrots, white or Belgian, six roots-1 John Shaver, Wilton Geove; 2, Wm Murray, Wilton Grove; 3, R Duncan, Hubrey. Carrots, improved, half long, white, six roots-1. Walter Brown, London West; 2, John Lackey, London West; 3, W H K Talbot, the Gore.

Mangle wurzel, Mammoth, long red six roots-1, Robert Duncan, Hubery; 2, Wm Murray, Wilton Grove; 3, Walter Brown, London West. Mangel, Intermediate, red, six roots-1

Wm Murray, Wilton Grove; 2, Robert Duncan, Hubrey; 3, W H K Talbot, the Mangel, Golden Tankard, six roots-1 Wm Murray, Wilton Grove; 2, John Shaver, Wilton Grove; 3, Walter Brown,

London West. Mangel, Globe, red, six roots-1, John Shaver, Wilton Grove; 2, Wm Murray, Wilton Grove; 3, John W. Shaver, Wilton

Mangel, Globe, vellow, six roots-1, Wm Murray, Wilton Grove; 2, E. Odle, Hubrey; 3, R. Duncan, Hubrey. Beets, White Sugar, 6 roots-1, Robert Duncan, Hubrey; 2, Wm Murray, Wilton Grove; 3, E Kendrew, Pond Mills.

Corn, ensilage, not less than 50 nounds-1, John W Shaver, Wilton Grove. Squashes or pumpkins, 2 largest, any sort-1, A Steele, Ferguson; 2, W H K Talbot, the Gore; 3, Robert Duncan, Hubrev.

Pumkins, 2, common yellow field-1, Eddie, Hubrey; 2, R Fletcher, London; 3, Charles Gould. Glencoe. Extras-R Shaw-Wood, London.

Carrots, red, for table use, 12-1, Phebe Misrohomon, Muncey; 2, Nelson Stonefish, Moraviantown. Beets, long, 12-1, EIreland, Southwold;

2, John Lewis, Moraviantown. Parsnips, 12-1, John Lewis, Moraviantown, 2, Alfred E Wampum, Moraviantown. Turnips, White, 12-1, John Lewis,

Moraviantown; 2, John Ninham, South-Turnips, yellow Swede, 12-1, Jas Logan, Moraviantown; 2, John Lewis, Moravian-

town. Tobacco, 6 twists-1, James Logan, Moraviantown. Collection of fruit, correctly named, 5 of each-1, John Ninham, Southwold; 2,

Smith Antoine, Muncey. Best and largest collection of cereals, fruits, roots and flowers, correctly named, and tastefully arranged, three to compete or no second prize-1, Nelson Stonefish, Moraviantown; 2, Albert Tobias, Mor-

Good Cooking. An eminent expert in the art of cooking says that "cookery is the art of putting every morsal to the best use; it is the exercise of skill, thought and ingenuity, to make every particle of food yield utmost neurishment and pleasure, of which it is capable." There are many who enjoy very little of even the bestscooked food. Those could increase their enjoyment ci the good things of life by the continued and judicious use of Eseljay's Liver Lozenges.

BALA

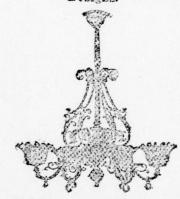
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For nearly 50 years this wonderful remedy has proved itself the best, quickest, safest and surest antidote for pain in the world. THE TRUE RELIEF RADWAY'S READY RELIEF is safe, re-liable and effectual because of the stimulating action which it exerts over the nerves and vital powers of the body, adding tone to the one and inciting to renewed and increased one and inciting to renewed and increased vigor the slumbering vitality of the physical structure, and through this healthful stimulation and increased action the cause of the PAIN is driven away and a natural condition restored. It is thus that the KEADY RELIEF is so admirably adapted for the CURE OF PAIN and without the risk of injury which is sure to result from the use of many of the so-called pain remedies of the day.

In using medicines to stop pain we should avoid such as inflict injury on the system. Opium, Morphine, Ether, Cocaine and Chloral stop pain by destroying the sense of percention.

Opium, Morphine, Ether, Cocaine and Chloral stop pain by destroying the sense of perception, when the patient loses the power of feeling, This is the most destructive practice: it masks the syptoms, shuts ur, and instead offremoving trouble, breaks down the stomach, liver and bowels, and, if continued for a length of time, kills the nerves and produces local or general paralysis.

There is no necessity for using these uncertain agents when a positive remedy like RAD-WAY'S READY RELIEF will stop the most excruciating pain quicker, without entailing the least difficulty in either infant or adult.

A CURE FOR ALL SUMMER COMPLAINTS. DYSENTERY, DIARRHEA

CHOLERA MORBUS. A half to a teaspoonful of Ready Relief in half tout teaspooning of Ready Rener in a half tumbler of water, repeated as often as the discharges continue, and a fiannel saturated with Ready Relief placed ever the stomach and bowels will afford immediate relief and and bowels will allord immediate relief and soon effect a cure,

A half to a teaspoonful in half a tumbler of water will in a few minutes cure Cramps, Spasms, Sour Stomach, Heartburn, Nervousness, Sleeplessness, Sick Headache, Diarrhea, Dysentery, Colic, Flatulencey and all internal

MALARIA, CHILLS AND FEVER, FEVER AND AGUE CONQUERED.

Radway's Ready Relief Not only cures the patient seized with this terrible fee to settlers in newly settled districts, where the Malaria or Ague exists. out if people exposed to it will, every morning on getting out of bed, take 20 or 30 drops of the Ready Relief in a glass of water and eat, say, a cracker, they will escape attacks. This must be done before going out.
There is not a remedial agent in the world that will cure Fever and Agua and all other Malarious. Bilious or other fevers, aided by RADWAY'S PHLLS, so quickly as RADWAY'S READY RELIEF.

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The Great Liver and Stomach Remed For the cure of all disorders of the Stomach Liver, Bowels, Kidneys, Bladder, Nervous ness, Indigestion, Bilioueness, Fever, Inflammation of the Bowels, Piles and all derangements of the Internal Viscera, Purely vegetable, containing no mercury, minerals or deleter-Price 25 cents per box. Sold by all druggists.

DYSPEPSIA Dr. Radway's Pills are a cure for this com plaint. They restore strength to the stomach and enable it to perform its functions, the symptoms of Dyspepsia disappear, and with them the liability of the system to contract diseases. Take the medicine according to directions and observe what we say in "False

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GERMANIC. Oct. 10
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Steamer Magnet Will leave Hamilton every Tuesday at 11 a.m. and Toronto every Tuesday at 5 p.m., calling at all Bay of Quinte ports and Kingston. Brockville, Presectt, and Montreal, passing through the Thousand Islands and the Rapids of the River St. Lawrence by daylight.

Fare for the Round Trip by this Steamer from Hamilton, \$15; Single Fare, \$8 From Toronto, \$7 50 Single, and \$14 Return. Meals and Berths Included. For Tickets or further information apply to

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Mongolian Oct. 13 9 a.m. Sept. 23 Not calling Oct. 7 Cct. 14

Laurentian Oct. 20 Not calling

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STATE OF NEBRASKA Oct. 12.
STATE OF CALIFORNIA Oct. 26
Cabin passage, \$40 and upward; return. \$35

JOHN PAUL, City Passenger Agent.
O. W. RUGGLES, JOHN G. LAVEN.

Can. Pass, Agt. 94bu

