THE TORONTO WORLD.

A One-Cent Morning Newspaper.

OFFICE: 18 KING ST. EAST, TORONTO.

SUBSCRIPTION RATES:

One Year..... $3.00 | Four Months.... $1.00
Six Months..... 1.50 | One Month..... 25

No charge for city delivery or postage. Subscriptions payable in advance.

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W. F. MACLEAN.

WEDNESDAY MORNING, MAY 7, 1884.

For the Good of the City.

A plan for greatly improving the appearance of Toronto has been suggested. Beginning with the Esplanade, all the railway tracks but two or three are to be torn up, as they interfere far too much with the holiday-loving and pleasure-seeking portion of the inhabitants. The greater part of the Esplanade is then to be laid out in shrubberies, flower-beds and gravel walks. This, of course, would necessitate the removal of a number of shops and factories, but what matter? People whose daily toil produces such things as steam engines and boilers, boots and shoes, soap, oil, vinegar, c., have scarcely any rights which the pleasure-seeking public are bound to respect. Of what value is all the trade and traffic brought into the city by the railways, compared with the desirability of having an ornamental front along the bay? Those heavy, lumbering railway wagons, too, the noise of which on the streets so grate upon the ears of all cultivated people—why should they be allowed to make day hideous with their rumbling? King street and Yonge street ought certainly to be boulevarded their entire length, and kept for the use of stylish shoppers and afternoon promenaders. All along the front white brick buildings are badly discolored by the smoke from many chimneys, some tall and some short. This ought not to be; for have we not Mr. Ruskin's authority for it that factory smoke is in more senses than one a black offence against the well-being of mankind? It is so in England, and the dictum ought to hold good in Canada, too. As for the cattle byres of the east end, they must incontinently be swept away. True, they are the means of scattering a good deal of hard cash throughout the province, in payment for what is now becoming one of our chief exports to England. But what of that? Have we not now fairly entered upon an age of culture? Are we to remain for ever sunk to the level of various base mechanical pursuits, when we should be seeking "sweetness and light," and all that sort of thing? Shall we sordidly devote ourselves to dollars and cents, and railways and factories, when sunflowers and lilies await our contemplation? May the gods avert!

Seriously speaking, however, there does appear to be some danger that Toronto's commercial prospects, and the earnings of thousands of the city's breadwinners, may be materially injured through our having forced upon us rather too much of a good thing. We are in danger of coming under a regime of "cranks" in various matters—civic, sanitary and social. Cranks abound on every hand, and seem everywhere to be springing up like mushrooms. To quote a line from one of the early poets of Blackwood's—"Lo, blockheads drive in full career"—in the papers and at public meetings. Every day up starts crank number 29, or number 2999 for that matter, yelling at highest newspaper pitch that we must not do this and must not do that. Responsible and capable ministers of the crown, with good majorities at their backs, are overawed by deputations representing themselves chiefly. The city council is frequently overawed in a similar way, so that improvements of vast importance to the city's interests are delayed. A poor apology for a commercial and manufacturing city would the cranks leave us, if they had their own way. If we do not soon "sit upon" them they will sit upon the whole city, and it will be no laughing matter, either.

There should be no neglect of real, bona fide sanitary measures. Nor should there be any neglect either of such measures as will make life and limb reasonably safe along our dozen miles or so of railway front, which for all practical purposes is a part of the city. On this subject we may recall the fact that, when the other city papers were silent, The World fearlessly took the side of the public against railway usurpation. But the railway business, be it recollected, is certainly of *some* value to the city; and if we do not concede working room to the railways it will be the worse for ourselves. Coming to sanitary questions, let us be careful that we do not allow the public judgment to be captured by any mere strings of glittering generalities. Strange as it may appear the healthiness of people employed about cow byres, soap factories, oil works and fat rendering works is proverbial. There is a right way and a wrong way of conducting such establishments, we suppose, and by all means let us have the right way. Near Manchester and Glasgow vegetation is materially injured by chlorine and sulphureous acid gas from bleaching and other chemical works, but still the people there do not think of abandoning industries that bring work and bread to the million. Nor will the inhabitants of either Sheffield or Pittsburg be likely soon to give up the making of steel, in order that white lace curtains may be kept stainless. We cannot afford to throw away any part of the city's manufactures and commerce. If anything there is which *must* be thrown away, let the throwing away be done only after due deliberation, and after the facts have been placed beyond all dispute. The east end, say more particularly the neighborhood of the Don, is by various circumstances, natural and artificial together, adapted for being the site of docks, wharves and factories. Hives of industry will grow and prosper there, if only we have sense enough to give them fair play. If we legislate against them we are cutting the throat of the city's commercial prosperity. In this important matter the cranks must not be allowed to get the upper hand and to have the city's interest placed under their feet. Where there exists room for differences of opinion among honest and capable men, we had better go slow and take no steps but such as are safe and sure.

Tupper's Translation.

The sententious Frenchman to the contrary notwithstanding, the expected sometimes happens. Some little while since The World foreshadowed the withdrawal of Sir Charles Tupper from the cabinet, and from active political life, and we were therefore not unprepared for the semi-official announcement made by the chief conservative organ yesterday. This not unimportant event will be variously commented upon by the party papers, each according to its prejudices, but the public will not look to either the friends or the foes of Sir Charles for a just estimate of his character and abilities. We see no room for dispute as to his ability among impartial critics. It is not often that any country produces a politician of greater force of character, readiness of resource, or more tireless energy. Blessed with a powerful physique and great capacity for mental exertion, capital which he husbanded by a general if not continuous practice of the virtue of abstinence, he won his way to prominence in the face of the very ablest opponents, and despite the force of circumstances that might have overcome a more brilliant man. He is not a great orator. He possesses neither the personal magnetism of Sir John nor the broad culture of Mr. Blake, but no man in Canada need ask for a more formidable opponent upon the stump or in the house. For a long time after the exposure of the Pacific scandal he fought the hosts of the reform party almost single handed in many a heated debate upon financial, tariff, and railway questions, and although fault was justly found with his rude weapons and his reckless style, there can be no question but that he gave a much better account of himself than might have been expected from one trained to medicine and unfamiliar with counting-rooms. He is master of the bludgeon rather than of the rapier, but he wields his favorite weapon with a brawny and not unskilful arm.

This is neither the time nor the place to attempt an analysis of the late minister of railway's character. Suffice it to say, while he cannot be denied foresight and faith in his country's future, he cannot be reckoned among advanced statesmen and patriots. In his day and generation he rose superior to many of the petty provincialisms of his own section, and realized the existence of a greater Canada than that which is washed by the Atlantic, but he has never given any encouragement to the national aspirations of the younger generation, although he is himself native born, while his eager acceptance of a Brummagen British title shows him to have but a mean conception of the dignity of Canadian citizenship. Worse than all, there is over him and all his public services a taint of selfishness, a suspicion of a love of lucre, which he has not been careful to place himself above. The almost universal opinion is that he has made politics pay. Sir John A. Macdonald is accused of loving power for its own sake. His late colleague is believed to have loved it for the sake of its material advantages. The manner of his withdrawal to a lucrative and somewhat superfluous berth, is such as to confirm these suspicions. Canadian agencies in London, from the "Ginx's Baby" regime down, have been extravagant luxuries, the refugees of idleness and waste. Sir Charles Tupper's translation will not render him idle. If he be not too busy in his own behalf a good many people will be surprised

The tories outside of Nova Scotia and the Mail office will receive his resignation with resignation. Not that they do not admire him, but Sir John must have his reasons for the change, and when he has reasons for anything there is nothing more to be said on the subject. Sir Charles will be missed from Nova Scotia, where there is no one to succeed him. And some times in the house perhaps, when Blake is pouring in his chilled shot and Mills is working his machine gun, some of the old guard may sigh for one hour of Tupper's tongue and Tupper's lungs, though the party has still plenty of debating talent in its front ranks. The retiring statesman is not one to whom the intelligent and upright tory can teach his sons to look up as a model of gentlemanliness and probity, but many an honest partisan may say of him, as Hood said of one in an entirely different walk of life:

"——— we could, we can,
Much better spare a better man."

Silas Wegg's Wail.

'Twas midnight! In his Boffin's bower
Si Wegg lay dreaming of the time
When Tupper's patronage and power
Should pay the meed of prose and rhyme
With easy place and salary prime.
Or words to that effect.

—*From Mangled Memories of Marco Bozzaris and other poems.*

If we may judge by the column of hysterical prose which precedes the Mail's midnight madrigal, Fitz-Green Halleck's Turk in his guarded tent was but little more excited by the coming of the Greek than the Mail's "lariat" was by the going of Tupper. Emotions which might be sacred if kept secret lose much of their beauty when exposed to the weather through the medium of double-leaded prose and naked verse. But this habit of expressing abdomenal pain grows upon the ready writer, nor will any but those who have never felt the divine afflatus distend their shirt fronts refuse to add a tribute to the tearful torrent as it ambles adown the blue nose which must so soon become a blew nose.

To drop into verse upon such occasions has always been the privilege and melancholy pleasure of the tribe of Wegg. Not blank verse, which is not suitable to such exigencies—

"For rhyme the rudder is of verses,
With which, like ships, they steer their courses."

In this case Mr. Wegg's grief is intensified by the knowledge that the withdrawal of his friend from public life to a very profitable official position means the disappointment of many hopes which the poet had every reason to build upon the possession of so powerful a party patron. When the Mail ceases to be Tupper's organ, as it now must, the man at the crank will begin to lose his grip upon things present and possible, and may come to whistling pigs to mile stones instead of grinding triumphal marches before honorables, right honorables, and wrong honorables. It is impossible to contemplate this contingency without the sustaining aid of the muses. We feel the Tupperian inspiration as we write. Martin F. Tupper is responsible only for his own misdeeds in verse, but Sir Charles Tupper has to answer for such literary sins of sympathy as this:

'Tis true M. J. G.
You possibly may be
Left to hold the baby.
But when Dr. Tupper
Seeks the ship's scupper.
He'll wish he'd staid at home for supper.

This may appear rather realistic, but the subject calls for realism. Nothing short of the horrors of sea sickness can wreak poetic justice upon the politician heartless enough to resign without fixing things for a devoted admirer, who is left upon the sad sea shore, Lord Ullin-like, lamenting. Lord Ullin, let us explain to the grits and other illiterate persons, was a lowland Scot, and his cry was: "My docther! My docther." Coincident singularity, ain't it?

If any base, practical person should object that we have yanked too many literary fragments and irrelevant allusions into this melange we plead our theme, our emotions, and our exemplar the Mail, which we are trying to write up to, in an humble but conscientious manner. We address ourselves to the æsthetic. They alone can understand how two hearts may beat like one drum stick; how two soulful souls may sing like several buzz saws.

September, October, or December?

While there has been no serious question as to the authenticity of the letter published as coming from Archbishop Lynch to Mr. Higgins of Whitby, there has been some quibble as to its date. The Mail dated its copy of the letter Dec. 9, 1882. Mr. Higgins makes all that he can out of the point that the letter which he lost in the political fray was dated Sept. 9. A gentleman of unquestionable veracity, and who is not a partizan of either faction, assures The World that he saw the original letter the other day, and that it was dated Oct. 9, so that both the Mail and Mr. Higgins must be mistaken, and, as is always the case, the truth lies between the two extremes. The date, however, is not essential. The grievance and the pity is that such a letter should have come from such an author, for such a purpose.

The action of the earl of Yarmouth and other English landlords in voluntarily reducing their rent-rolls proves that the land agitation has not been in vain, and that the much-abused agitators have not been without a real grievance in both Great Britain and Ireland.

The time has arrived when it will be necessary for the city to make a choice of the different pumping-engines which have been submitted. It is unfortunate that experts appointed have not agreed upon any one engine, although we are not at all sure that the proper persons were chosen for that position. There has been an unsatisfactory feeling existing all through this matter, and the statement has been broadly made that the plans and specifications were prepared originally for the purpose of favoring one particular engine and to the detriment of the engine now in use, and that justice has not been done to the Worthington engine. We do not propose to discuss that question now, it may be necessary for the council to deal with it; but we most earnestly demand that no corporation employe shall be allowed to interfere in this matter of the purchase of an engine; that they shall attend to the duties for which they are paid, and nothing else. We hope that it will not be necessary to say any more on this question, but we certainly will not hesitate to demand an investigation from the water committee should it be necessary.

The Canada Presbyterian calls the attention of agitators for further temperance legislation to the fact that the refusal of licenses is now optional with the electors. In any polling subdivision a majority of the electors can by petition constrain the provincial commissioners to refuse a license. The Presbyterian does not believe that men can be legislated out of vice into virtue, but asks what more do the people want in the way of law than this? Nothing short of national prohibition of the manufacture, importation and sale of liquor could go further. A great many people are of the opinion that what the liquor traffic needs is not more law, but more justice and firmness in the administration of existing laws. There are plenty of places in Toronto, for instance, where liquor is sold without law or license, and their customers are of the very classes who most need protection against their own appetites.

Montreal papers give currency to the rumor that Alonzo Wright, "king of the Gatineau," is to be the next lieutenant-governor of Quebec. As the dispensation of hospitality is held to be the chief function of lieutenant-governors, "Alonzo the brave and his fair Imogene" will be welcomed to Spencerwood right heartily by all who are baked to the consistency of upper crust. It strikes the disinterested observer that an impoverished province might find better use for its money than supplying somebody with the means of setting up the walnuts and the wine. Only it happens to be the dominion that foots up the bill.

It is thought that the bill legalizing marriage with a deceased wife's sister in Great Britain may get through the lords upon the impending attempt, not on its merits, which are many, but because the queen desires the union of the Princess Beatrice with Prince Louis of Hesse. Upon the occasion of his previous marriage with an English princess Louis received a liberal grant from parliament, the queen built and furnished him a house, and in fact he was raised from poverty to affluence by British bonuses. It is no wonder that he seeks another wife in the same quarter. The British taxpayer, however, does not regard him with the same complaisance as the queen does. These "wee German lairdies" and their necessities grow more unpopular in England every day.

The Americans are ingenious bankers, and their ingenuity does not always—though it does often—take the direction of coming to Canada with all the deposits. A Texan found himself in St. Louis without funds. He could neither read nor write, was a perfect stranger and utterly unable to identify himself by the ordinary means, in order to make a draft upon a Texan bank where he had an account. He was instructed to have himself photographed. A copy of the photo was attached to a cheque, upon which he made his mark, and the whole forwarded to his bankers. A telegram came back to honor the paper, and he got his money.

The Hamilton Spectator is now by far the best edited of the conservative daily press.

Like many others the New York Sun has become weary of polar expeditions, and sarcastically says that the only way to satisfy curiosity on the subject would be to dig a tunnel to the objective point. We second the motion. It would settle the hole question.

Our New York contemporaries continue to dilate upon Fitzgerald's great feat. They should rather eulogize his great feet, which were the sole causes of his triumph. His countrymen make no mistake in pronunciation when they declare him entitled to a great fete.

The World Is Full of Them.

From the Brockville Times.

We clip the following terse and pithy article referring to the Right Hon. Sir John A. Macdonald from The Toronto World:

Our Model Canadian Girls.

From the Detroit Journal.

If more American girls could be made to see domestic service in the same light these Canadian girls do, they would be better fed, better clothed, better housed and happier.

Why of Course He Can.

From the Ottawa Free Press.

Rev. Dr. Wild of Toronto, says the millennium will take place in 1935. After that date he says there will be no more births and human life will be prolonged so that a man 100 years old will be regarded as in the infancy of his existence. The doctor may be right, but he can't prove it.

THE BUSINESS WORLD.

TORONTO, Tuesday, May 6, 1884.

Consols were strong in London to-day, closing at 101⅞ for money and 102 for account. Railroad shares were also strong, Erie selling at 19⅞, Illinois Central at 130⅞ and Canadian Pacific at 49⅞.

The suspension of the Marine National Bank of New York to-day had a depressing effect on stocks. Large sales were reported and the leading stocks declined 2 to 4 per cent There was a failure of a stock brokerage house.

Bradstreet's mercantile agency reports the following assignments in trust for the benefit of their creditors in general: Ontario—Chatham, J. R. Cox & Co., dry-goods, etc.; Stratford, W. D. Currall, grocer; Valentyne, B. E. Freel, general store. Quebec—Garthby, O. Trottier, general store; St. Rochs des Aulnais, Eugene Pelletier, general store; Valleyfield, Monty & Renaud, dry-goods, etc. There were 21 failures in Canada reported to Bradstreet's during the past week, against 17 in the preceding week, and 25, 16 and 12 in the corresponding weeks of 1883, 1882 and 1881 respectively. The United States had 151 as compared with 164 the previous week, and 132, 96 and and 104 in the corresponding weeks of 1883, 1882 and 1881. About 80 per cent were those of small traders whose capital was less than $5000.

The large failures and heavy losses sustained by business men of late are very discouraging, and the outlook seems clouded. It is thought by many that until there is a general weeding out, business cannot revive.

Northwest Land company stock still continues weak. Sales of 100 shares were made here at 50s., and in London at 52½s. There was a break of 2 per cent in Canadian Pacific in New York to-day, the stock selling at 49 to 47.

The business on the Toronto stock exchange continues of the most restricted character. There are no orders from the public, and the quotations made are due to the scalping of brokers. There was a little firmness in Commerce this afternoon in sympathy with the Montreal market, and Toronto was weak, with free offerings of stock and no buyers. The situation is by no means encouraging to the bull cliques, and sooner or later they will be forced to let go. Everywhere the reports of trade are unsatisfactory, and the continued depression in New York puts a damper on speculation.

Toronto Stock Exchange Transactions.

MORNING BOARD.—Montreal 10 at 186, 20 at 182; Toronto 25-25 at 172; Commerce 5 at 121¼; Imperial 5 at 137½; Federal 16-3-10-10-25 at 125½; Northwest Land company 200-100-100 at 50s.; Western Canada 4 at 189; B. and Loan 1 at 105½.

AFTERNOON BOARD.—Toronto xd. 71¾ to 71½, 25 at 71½; Commerce 20 at 120½, 100 at 121, xd. 117 to 116; Federal 4 at 125½; Western Canada 21 at 168.

Montreal Stock Exchange Transactions.

CLOSING BOARD.—Montreal 25 at 186¾, 25 at 187¼; Toronto 25 at 177½; Merchants' 25 at 109¾; Commerce 25 at 121¼, 25 at 122; Montreal Telegraph company 10 at 110; Richelieu and Ontario Navigation company 25 at 62½; Montreal Gas company 25 at 176.

Local Markets.

THE FARMERS' MARKET.—The receipts today were again very small, and prices ruled firm. About 200 bushels of wheat offered and sold at $1.15 to $1.16 for spring, $1.05 for fall, and 90c for goose. Barley quiet, with prices nominal. Oats are in good demand and prices firm, sales of 200 bushels being made at 43c to 44c. Peas are nominal, at 73c to 76c, and rye at 62c. Hay in moderate supply and prices firm; about 35 loads sold at $7 to $9 for clover, and at $11 to $13.50 for timothy. Straw firm, with sales of six loads at $8 to $8.50 a ton. Hogs are firm at $8 to $8.30. Apples unchanged, at $2.50 to $4.50, according to quality. Beef firm, at $6.50 to $8 for forequarters, and $9 to $10.50 for hindquarters. Carcases of mutton at 8½c to 10c, and lamb at 10c to 11c. Spring lambs, $3.50 to $6, according to size.

ST. LAWRENCE MARKET.—The supply of produce at this market was light today, and prices are nominally unchanged. Beef—Roast, 11c to 14c, sirloin steak 14c to 16c, round steak 11c to 13c. Mutton—Legs and chops 13c to 15c, inferior cuts 9c to 11c, lamb, per lb., 15c to 17c, veal, best joints, 14c to 16c. Inferior cuts 9c to 10c. Pork—Chops and roast 12c to 13c. Butter—Pound rolls 27c to 29c, large rolls 18c to 20c, cooking 15c to 16c. Lard 14c to 15c. Cheese 16c to 17. Bacon 11c to 14c. Eggs 15c to 17c. Turkeys $2 to $3. Chickens, per pair, 65c to 85c. Geese, each, 75c to $1.00. Ducks 80c to 90c. Potatoes, per bag, 80c to 85c. Cabbages, per doz., 60c to $1. Onions, per peck, 30c to 35c. Parsnips, per peck, 20c to 25c. Beets, per peck, 25c to 30c. Carrots, per peck, 15c to 20c. Beans, per bush, $1.45 to $1.80. Turnips, per bag, 15c to 50c.

Markets by Telegraph.

CHICAGO, May 6.—Visible supply of grain May 3. Wheat 23,901 bush, corn 11,792 bush, oats 3618 bush, rye 1380 bush, barley 6630 bush. Grain in store May 5.—Wheat 8883 bush, corn 3767 bush, oats 9070 bush, rye 8910 bush, barley 1130 bush. Total of all kinds 16,471,000 bush, same time last year 14,337,000 bush. Flour steady. Wheat feverish; May 92⅞c to 94⅛c, June 93⅞c to 96⅞c, July 95⅞ to 97⅞c, No. 2 spring 92⅛c to 92½c. Corn unsettled at 53⅞c to 54⅞c, May 53⅞c to 54⅛c, June 55½c to 56⅛c, July 57⅞c to 58⅛c. Oats easier at 31⅞c, May 31⅞c to 32⅛c, June 33⅞c to 33⅞c, July 33⅞c to 34c. Rye dull at 61c. Pork irregular at $17.40 to $17.45, May $17.45, June $17.50 to $17.63, July $17.57½ to $17.75. Lard May $8.55 to $8.55, June $8.60 to $8.70, July $8.67½ to $8.80. Bulk meats—Shoulders $6.50, short rib $8.37½, short clear $8.90. Whiskey steady and unchanged. Receipts—Flour 20,000 brls., wheat 30,000 bush., corn 88,000 bush., oats 146,000 bush., rye 3000 bush., barley 24,000 bush. Shipments—Flour 22,000 bbls., wheat 36,000 bush., corn 187,000 bush., oats 157,000 bush., rye 15,000 bush., barley 10,000 bush.

NEW YORK, May 6.—Cotton weak and unchanged. No grain market on account of holiday in produce exchange. Hay firm. Hops barely steady. Coffee dull; Rio 16½c. Sugar dull and unchanged. Molasses lower. Rice and potatoes steady.

Little Falls Cheese Market.

LITTLE FALLS, N. Y., May 6.—Cheese—Sales 1000 boxes at 10c to 13c.

SOLID PROGRESS.

It will be a source of pleasure to all friends and policy holders of the

Ætna Life Ins. Co.

To note the progressive character of the business of this solid institution, throughout the Dominion, as indicated by its returns, made upon oath of its officers, to the Superintendent of Insurance at Ottawa.

The following table gives its Annual Income for premiums, and its amount of Insurance carried in Canada the past six years, according to the Government Report:

Year.	Premiums Received.	Insurance in Force.
1877.....	$279,702	$ 8,211,316
1878.....	284,165	8,760,189
1879.....	307,847	9,289,325
1880.....	347,257	10,324,883
1881.....	403,597	11,370,008
1882.....	505,521	13,093,994
1833.....	575,993	14,366,109

From the above it will be seen that the Ætna's income for Premiums has considerably more than doubled during the past six years. To no other company doing business in Canada, except one, has so large an amount of money been paid during the same time, and that one has come far short of doubling its Income since 1877.

Policies issued in Canada the past year, 1437. Insuring the sum of.....$2,258,875

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(Members of the Toronto Stock Exchange) Buy and sell on commission for cash or on margin all securities dealt in on the

Toronto, Montreal, New York STOCK EXCHANGES,

Also execute orders on the

Chicago Board of Trade

in grain and Provisions.

Hudson's Bay Stock bought for cash or on margin.

Daily cable quotations received.

26 TORONTO STREET.

THE BANK OF TORONTO.

DIVIDEND NO. 56.

Notice is hereby given that a dividend of four per cent. for the current half year, being at the rate of eight per cent. per annum, and a bonus of two per cent. upon the paid up capital of the Bank, has this day been declared, and that the same will be payable at the Bank and its branches on and after Monday, the second day of June next.

The transfer books will be closed from the 17th of the 31st day of May, both days included.

The annual general meeting of stockholders for the election of directors will be held at the Banking House of the institution, on WEDNESDAY, the 18th day of June next. The chair to be taken at noon.

By order of the Board.

D. COULSON, Cashier.

Bank of Toronto, April 30th, 1884. 1111

THE BEST

IS THE

CHEAPEST.

VIENNA BREAD

From American Patent Process Flour.

Delivered Daily.

HARRY WEBB

447 Yonge St., Toronto.

TENDERS FOR COAL FOR PUBLIC INSTITUTIONS OF ONTARIO FOR 1884.

The Secretary of the Province of Ontario will receive tenders (to be addressed to him at the Parliament buildings, Toronto, and marked "Tenders for Coal") up to noon of FRIDAY, 16th May, 1884, for the delivery of the following quantities of coal in the sheds of the institutions below named, on or before the 15th July, 1884:

ASYLUM FOR THE INSANE, TORONTO—Hard coal, 600 tons, large egg size, 175 tons stove size, soft coal, 400 tons.

CENTRAL PRISON, TORONTO—Hard coal, 50 tons nut size. Soft coal, 500 tons.

REFORMATORY FOR FEMALES, TORONTO—Hard coal, 100 tons egg size, 25 tons stove size. Soft coal, 475 tons.

ASYLUM FOR THE INSANE, LONDON—Hard coal, 180 tons large egg size, 50 tons chestnut size. Soft coal, 1,700 tons for steam purposes and 150 tons for grates.

ASYLUM FOR THE INSANE, KINGSTON—Hard coal, 1,300 tons egg size, and for gas making purposes 100 tons best Lehigh, large egg size.

ASYLUM FOR THE INSANE, HAMILTON—Hard coal, 183 tons stove size, 13 tons large size chestnut, 5 tons chestnut size. Soft coal, 1,100 tons for steam purposes and 25 tons for grates. N. B.—200 tons of the soft coal and the 5 tons of chestnut coal to be delivered at the pumping house in the city.

ASYLUM FOR IDIOTS, ORILLIA—Hard coal, 85 tons stove size.

INSTITUTION FOR THE DEAF AND DUMB, BELLEVILLE—Hard coal, 65 tons, large egg size, 25 tons, stove size. Soft coal, 650 tons.

INSTITUTION FOR THE BLIND, BRANTFORD—Hard coal, 450 tons, egg size. 150 tons stove size. Soft coal, for grates, 15 tons.

The hard coal to be Pittston, Scranton or Lehigh. Tenderers are to name the mine or mines from which it is proposed to take the soft coal, and to designate the quality of the same, and, if required, to produce satisfactory evidence that the coal delivered is true to name. Delivery to be effected in a manner satisfactory to the authorities of the respective institutions.

Tenders will be received for the whole supply specified or for the quantities required in each institution.

An accepted check for $500, payable o the order of the Secretary of the province of Ontario, must accompany each tender, as a guarantee of its bona fides, and two sufficient sureties will be required for the due fulfilment of each contract.

Specifications and forms and conditions of tender to be obtained from the Bursars of the above named institutions.

The lowest or any tender not necessarily accepted.

ARTHUR S. HARDY,
Secretary of the Province of Ontario.
Parliament Buildings, Toronto, 25th April, '84. 3-6-2-5

INTERCOLONIAL RAILWAY

The Great Canadian Route to and from the Ocean for Speed, Comfort and Safety is Unsurpassed.

Pullman Palace, Day and Sleeping Cars on all through express trains. Good dining rooms at convenient distances. No custom house examination.

Passengers from all points in Canada and Western States to Great Britain and the continent should take this route as hundreds of miles of winter navigation are thereby avoided.

IMPORTERS AND EXPORTERS

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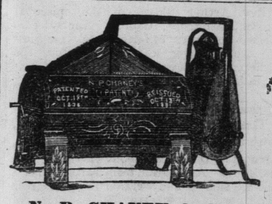

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