THE TORONTO WORLD

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MONDAY MORNING, FEB. 7, 1887.

A Great Measure on Trial.

President Cleveland has signed the Inter-State Commerce Bill; and what is probably destined to prove the greatest legal change in the Republic since the Morrill tariff and the emancipation of the blacks will shortly be put upon trial. Friends of the principle declared say that it will surely be a great success, while those opposed to the same hold that it will just as surely be a conspicuous failure. What we had better get into our heads concerning it is that it is essentially a *tentative* measure—a measure whereby the nation is feeling its way towards the solution of a very difficult problem. The nation can afford one failure, aye, several failures and still get right at last. And railway monopolists had better be advised that, even if the present attempt to put them under control should be a failure, other and more successful attempts will quickly follow until the problem be solved. We utterly repudiate the foolish and craven idea that railway monopoly is an evil of such a kind that great and enlightened nations have no other resource than to "grin and bear it," and that before it their ablest statesmen must remain helpless, like "flies on the wheel." We hold rather to the idea of National Policy—to the idea that the sphere and duties of government should be enlarged rather than contracted—and that in this direction the necessities of advancing civilization are most inevitably leading us, whether we will or no.

Not long ago one of the States (was it Ohio?) passed a law against discriminating railway rates, which was afterwards declared unconstitutional and thrown out by the courts. There upon the monopolists and their defenders in the press raised a shout of rejoicing, making believe that the courts had decided against all attempts to control railway rates by legislation. But the judgment rendered amounted to this merely, that no State could exercise such control beyond its own borders; the inference being, however, that what no State by itself could do, the nation certainly could. And this important judgment it most unquestionably was which put new life into the efforts, for how many years continued, to pass a national measure for control of the railways by the national government, which is the only power that is able to master them, and to put the bit into their mouths.

Leaving the details of this bold measure for future consideration, we repeat that, even should it prove faulty and unworkable, the assembled wisdom of the nation will surely be equal some day to the task of framing a law that *will* work, and that will be something more than a dead letter. Railway monopolies have so far been able to defy both governments and peoples in this way chiefly: that railways have enormously changed material and commercial conditions while as yet no laws adequate to meet the new conditions were upon any statute book. In the States, as well as in England, almost the only check to the rapacity of the railway companies has been found in the application of old English common law, scarcely a statute worth a rood of pins for the purpose being to be found. The chief reliance of those who have ventured to fight railways in the courts has been on these two ancient principles—the State's right of "eminent domain" and the liabilities of the railways as common carriers. But the exigencies of the time require something more definite than this, some way by which offending companies can be brought to book promptly and "on the nail," in a few weeks instead of its requiring many years and an immensity of law costs. And such relief as this the Inter-State Commerce Bill is intended to afford to an oppressed public.

It has to be observed that in railway legislation Canada is far behind both the Mother Country and the neighboring Republic. We have nothing here to compare with the English Government Railway Commission, much less to compare with the legislation just passed by Congress and President at Washington. Our Canadian Railway Inquiry Commission of the present time is prevailingly regarded as a mere farce; for this reason chiefly—that merchants and shippers fear to come forward and tell the whole truth, lest the vengeance of the railway companies should fall upon them. For it is but too true that the companies have it in their power to ruin almost any shipper who dares to brave their vengeance. Let us hope that we shall soon see an American law of railway control so successful and so efficient as to shame both Parliament and Government in Canada into decided action. The signs are auspicious for railway reform.

Dr. McGlynn's Position.

The New York Times thus sums up what this distinguished man's present position is: Dr. McGlynn in his full explanation of his conduct, in reply to the representations of Archbishop Corrigan, takes a position which can hardly fail to make permanent his breach with the authorities of the Church of Rome. His statement of facts does not differ materially from that of the Archbishop, though he quotes somewhat more fully from correspondence. The one plain thing is that he has persistently refused to submit to the authorities of the church either in their interpretation of what is inconsistent with the teachings of the church or in their injunctions as to his personal conduct. When the highest authorities have told him that certain economic doctrines were not approved by the church he has reiterated his belief in them and his determination to teach them. He has repeatedly refused to abstain from certain action when enjoined to do so. When Archbishop Corrigan asked him to call upon him for a letter from Cardinal Simeoni he said, "I will not call to see you." When summoned to Rome he refused to go, and now he emphatically denies the right of Bishop, Propaganda, or Pope to censure or punish him for "opinions on political economy, unless they can show that these opinions are clearly contrary to the teachings of the Christian religion," and he denies their right to order him to Rome. Plainly, Dr. McGlynn has thrown off the discipline of the Catholic Church, however fervently he may cling to its faith.

Mr. Dewart Explains Himself.

Editor World: Just one word regarding your editorial reference to me in to-day's paper. I have not, either in the East Toronto Reform Convention or elsewhere, "taunted Mr. Jury with his lack of belief in God," or said that "for that reason he was not a fit man to be a representative of the people." Much less have I opposed him because he was a Labor candidate, as some others have stated. What I did say was that in view of the hikewarm support being given to Mr. Jury by the Labor party that had brought him into the field, and the opposition to him on the ground of his religious views which I had met in canvassing for him, I did not consider his chances of election as good as those of a regular Liberal candidate would be. Surely it is not illiberal to estimate the strength of a candidate before he is given the endorsation and support of a political party. I noticed your incorrect report of what was said at the convention at the time it appeared, but I did not deem it worth my while to correct it. However, as you have seen fit in your unwisdom to magnify a personal matter out of all proportion to its importance, I ask you to correct the false impression you have created and insert this statement of the facts. H. H. DEWART.

Toronto, Feb. 4.

Important.

—When you visit or leave New York City save baggage expressage and $2 carriage hire and stop at the Grand Union Hotel, opposite the Grand Central Depot.

915 rooms, fitted up at a cost of one million dollars, $1 and upwards per day. European plan. Elevators. Restaurant supplied with the best. Horse cars, stages and elevated railroad to all depots. Families can live better for less money at the Grand Union Hotel than at any other first-class hotel in the city. ed

TRAVELING AN IRELAND.

Accommodating Way in Which Small Railroads are Run.

From the Pathfinder.

Aside from three lines going straight through from Dublin to the end of everything, there is no "Through train" anywhere, says a correspondent writing from Ireland. If you once get off the main line you're gone, and might as well acknowledge it. If you wish to go from one rain to another, and neither rain is on the main line, the thing cannot be done. You must take a side train to the through train, then the through train for a station or two, and off again on another "side." There is no bustle about changing cars, however, for these accommodating side trains always reach the main line half an hour or more before the through train, and were never known to leave till ever half an hour after the express has departed. Only if you have any luggage in the baggage van, look out for it when you change. There's no such thing as checking, of course. The porter at the start pastes upon each piece a label denoting its destination, and puts it in the van. I believe it would stay there till doomsday if you did not tell a porter to take it out again at the proper time.

When these side trains are on the way to connect with some express, they have a certain end in view, and aside from the fact that they allow a plenty of time for incidentals, they attend very fairly to business; but when they are going it alone, without any particular time, they are more like family picnic parties than common carriers. Upon one of these "elders" we were leisurely making our way from somewhere to somewhere else, when the train stopped in a rather unprepossessing locality. I looked out of the window. There was not a living thing, not even an unwelcome hen in sight, but I saw the engineer climb down from the engine, deliberately take a walk back about 300 yards, pick up something—it proved to be his pipe—light it, return to the engine, and go on. At the next station, there was plenty of time for it, I fell to chatting with the guard—really the conductor, for I had dropped my pipe would he have stopped for that?" I asked; and he, "Likewise, if he had known it." "But," said I, "suppose, as a passenger, I had been in haste, and objecting to such a delay should complain of him to the president of the road?" With a smile he replied, "Much good, sir. He owns three-quarters of the road himself, and I own the rest."

At another time, on a similar family excursion, we stopped at a station where the guard told me we should remain two minutes. At the end of half an hour I asked him if the two minutes were not up. "Faith, sir," he replied, "Father Murphy came up wid us this morning to dine wid Father O'Brien, and said he was goin' back wid us; but he's not get along, and we've sent up to see if he's ready."

Free Trade.

—The reduction of internal revenue and the taking off of revenue stamps from Proprietary Medicines, no doubt, has largely benefited the consumers, as well as relieving the burden of home manufacturers. Especially is this the case with *Green's August Flower* and *Boschee's German Syrup*, as the reduction of thirty-six cents per dozen, has been added to increase the size of the bottles containing these remedies thereby giving one-fifth more medicine in the 75 cent size. 36eod *August Flower* for dyspepsia and liver complaint, and the *German Syrup* for cough and lung troubles, have perhaps, the largest sale of any medicines in the world. The advantage of increased size of the bottles will be greatly appreciated by the sick and afflicted, in every town and village in civilized countries. Sample bottles for 10 cents remain the same size. 135

ARTIFICIAL LIMBS.

The Orthopedic Science Was Not Unknown to the Ancients.

From the Lancet.

The history of medicine is all but silent on orthopedic surgery. And yet Greeks and Romans, who, as archæology has shown, had anticipated much of modern dentistry, cannot have been without substitutes for limbs lost in the vicissitudes of peace and war. Herodotus tells of a captive who amputated his foot to free himself from the shackle and thus escaped to his friends, who replaced the limb by a wooden one. The elder Pliny records the case of M. Sergius, great grandfather of Catoline, who lost his sword hand in his second campaign, was wounded twenty-three times in two years' campaigns, and thus had the complete use of neither hand nor foot. Twice made prisoner by Hannibal, he twice escaped, after twenty months spent in chains. He fought four battles with his left hand only and then made himself a hand of iron, which he fastened on to fight with, and thus accoutered raised the siege of Cremona, protected Placentia and took twelve camps of the enemy in Gaul.

Similar substitutes for amputated arms or legs must have been in use even before the time of Sergius; so, at least, we may infer from the treasure trove turned up at Capua in 1885 in a tufa grove. Among the contents of the tomb was an artificial leg made of bronze, wood and iron, the skeleton being entire, save the bones represented by the artificial limb. This probably unique relic is now in the museum of the Royal College of Surgeons of London, and is thus officially described: "Roman artificial leg. The artificial limb accurately represents the form of the leg. It is made with pieces of thin bronze, fastened by two bronze nails to a wooden core. Two iron bars, having holes at their free ends, are attached to the upper extremity of the bronze. A quadrilateral piece of iron, found near the position of the foot, is thought to have given strength to it."

The Great Topic of the Day.

—Is how W. E. Dobson of 159 King-street east has succeeded to excel all others in the manufacture of cigars. It is a well-known fact that he manufactures a far superior cigar to any imported or manufactured in America. All first-class connoisseurs agree that he is the best known judge of raw leaf tobacco, consequently he knows just what to buy and import, the very best that grows. He employs only first-class union workmen. You can always depend on the General Middleton and Our Brave Boys brands. 246x

Do You Love a Cup of Good Coffee?

—Mara & Co., 280 Queen-street west, purchase theirs direct from the largest importers of fine coffees in New York city, the same as sold by the leading retail grocers there. No such coffee has ever been sold in the Dominion. Ground daily on the premises, price 40c per lb. Four important facts: Fresh roasted, fresh ground, fresh made, use hot milk instead of cold. 246

Unanswered Prayer.

From the Independent.

Against the frozen face
Of earth, I lay my own,
And, softly pleading, make
My longing known.

Sweet mother earth, give me,
I beg, one little spray
Of perfumed flower to cheer
This wintry day.

She answers not, nor opes
Her eyes. But well I know
That nature's heart still beats
Beneath the snow.

Then, of the stream I ask,
One water lily bud,
To deck the dreary hour,
The ice-bound flood

Makes no reply, nor stirs
His crystal sheet, but know
I well, that still, deep down,
His life-tides flow.

My spirit off, on wings
Of some impatient prayer,
Soars up to heaven's gate,
And clamors there.

And though no opening door
Lets me his countenance see,
I know my father's love
Yet burns for me.

FINANCIAL AND COMMERCIAL.

SATURDAY EVENING, Feb. 5.

The Local Stock Market this morning was quiet, with prices of bank shares rather firmer. Montreal was 240 bid, and Ontario 114½. Merchants' ½ easier at 129 bid, and Commerce stronger with sales of 20 shares at 123¾ and 50 at 124. Imperial 136 bid, and Federal sold at 166 for 20 shares. Dominion is higher, with a sale of 20 shares at 220½, and the stock closing at 220½ bid. Standard is firmer, with buyers at 120. Loan and miscellaneous shares quiet. British American and Western Assurance are each ½ easier in bids, and Dominion Telegraph offered at 83, without bids. Northwest Land firmer, with buyers at 50½. Western Canada Loan 118 bid, and Canada Landed Credit 2 easier at 129 bid. Imperial Savings was 116½ bid, and National Investment ½ lower, with buyers at 105. Manitoba Loan is higher at 98 bid, and the balance of the list unchanged.

Foreign exchange was quoted by Gzowski & Buchan to-day as follows:

IN NEW YORK.	Posted.	Actual.
Sixty days' sterling	$4 85½	$4.86 to $4.85½
Sterling demand.	4 89	$4.88 to 4.88½

TORONTO.	Between Banks. Bid.	Asked.	Counter.
New York Funds	¼	3-16	⅛ to ¼
Sixty days' sg's.	9⅛	9 5-16	9⅛ to
Demand do.	9 13-16	10	10⅛ to
Cables do.			10⅜ to

NOW—THE TIME TO SPECULATE.

Active fluctuations in the Market offer opportunities to speculators to make money in Grain, Stocks, Bonds and Petroleum. Prompt personal attention given to orders received by wire or mail. Correspondence solicited. Full information about the markets in our Book, which will be forwarded free on application. ed

H. D. KYLE,
Banker and Broker,
38 Broad and 34 New Streets, New York City

Closing cash prices at Chicago: Wheat 77½c, corn 35½c, oats 25c, pork $13.27½, lard $6.62½, short ribs $6.72½.

Oil City oil market: Opened 66½, closed 63½; highest 66½, lowest 62½.

The street market was fairly active to-day and prices firm. The offerings of wheat were 1500 bushels, which sold at 80c to 82c for fall, 83c to 85c for spring, and 74c to 74½c for goose. Barley steady, with sales of 1000 to 4500 bushels at 46c to 50c. About 1000 bushels of oats sold at 33c to 34c, and two loads of peas at 63c to 54c. Hay in good supply, and prices steady; sales of 50 loads were made at $13 to $15 for timothy, and at $9 to $12 for clover. Straw sold at $10 to $11 a ton for six loads. Hogs firm at $6.25 to $6.50. Beef, $3 to $4.50 for forequarters, and $5.50 to $7 for hindquarters. Mutton $4 to $6.50. Lamb $7 to $8.

St. Lawrence Market was fairly active and prices generally unchanged. We quote: Beef, 12c to 14c; sirloin steak, 13c to 14c; round steak, 10c to 11c. Mutton, leg and chops, 12c to 13c; inferior cuts, 7c to 8c. Lamb, 7c to 8c, for front, and 12c to 13c for hindquarters. Veal, best joints, 12c to 13c; inferior cuts, 6c to 8c. Pork, chops and roasts, 10c. Butter, lb rolls 22c to 25c; large rolls, 17c to 20c; inferior, 10c to 12c. Lard, tubs, 10c, pails of new, 11c. Cheese, 12c to 13c. Bacon, 10c to 12c. Eggs, 25c to 28c. Turkeys, 75c to $1.50. Chickens, per pair, 35c to 40c. Geese, 60c to 75c. Ducks, 45c to 60c. Potatoes, per bag, 90c to $1. Cabbages, per dozen, 30c to 35c. Apples, per barrel, $1.50 to $2.50. Turnips, per bush., 30c to 40c. Carrots, 30c to 35c. Beets, 50c.

Markets by Telegraph.

BEERSOHN'S DESPATCH: London, Feb. 5.—Floating cargoes—Wheat slow; maize nil. Barbary sold at 32c cd.

Average cargoes—Wheat 1, maize 1. Sold—Maize 2. Waiting orders—Wheat 1.

Cargoes on passage—Wheat rather easier; maize quiet. Mark Lane—On the spot, good No. 2 Club Calcutta wheat 34s 3d, was 34s 3d; do, on shipment the present and following month 34s, was 34s 3d; good cargoes red winter wheat off the coast 34s 3d to 34s 6d, was 34s 6d to 34s 9d; good cargoes of mixed American maize by prompt steamer 23s 3d—specified terms 21s. London—Good shipping No. 1 California wheat just on shipment, 34s 6d (cash), 33s 6d, was 32s 3d; do. nearly due 33s 9d, was 33s. No. 2 red winter for shipment the present and following month by steamer 34s 3d, was 34s 6d. No. 1 for prompt shipment 34s 3d, was 34s 6d. Liverpool—Spot wheat and maize quiet and steady. Paris—Wheat and flour unchanged.

LIVERPOOL, Feb. 5.—Cotton—Market quiet. Uplands, 5¾d; Orleans, 5¾d. Spring wheat 7s 6d to 7s 8d; red winter, 7s 3d to 7s 8d. No. 1 California, 7s 6d to 7s 9d. No. 2 California, no stock. Corn now, 4s 1d. Peas, 5s 8d. Pork, 65s. Lard, 35s 9d. Bacon, long clear, 35s 6d. do. short clear, 36s 6d. Tallow, 24s 6d. Cheese, 64s. Wheat quiet; no demand; supply good. Corn quiet; demand poor.

NEW YORK, Feb. 5.—Cotton steady; up lands 9½c; Orleans 9 11-16. Flour—Receipts 17,000 bbls., dull and heavy; sales 12,000 bbls. Wheat—Receipts 16,000 bush; exports 65,000 bush; spot lower and active options opened heavy, later ruled stronger; sales 2,816,000 bush, future, 368,000 bush, spot; No. 2 spring to arrive 94c, No. 1 hard 96½c to 99c; No. 2 red 92½c to 93c, elevator, No. 1 red 98c, No. 1 white 93c. No. 2 red Feb. 91c to 92c, March 92½c to 92 5-16c, April 93c to 93 15-16c. Corn—Receipts 19,000 bush, heavy; exports 54,000 bush; sales 472,000 bush, future, 56,000 bush spot; No. 2 43½c elevator, No. 2 Feb. 43½c to 43¾c, March 43c, April 42½c. Oats—Receipts 49,000 bush, shade lower; sales 55,000 bush future, 78,000 bush spot, mixed western 37c to 38c, white 38c to 42c. No. 2 Feb. 36½c. Sugar—Raw dull; standard "A" 5 5-16c to 5½c, cut loaf and crushed 6¾c to 7c, powdered 5 15-16c to 6¼c, granulated 6¼c.

CHICAGO, Feb. 5.—Reports of Pacific zone of European despatches with advance in foreign securities caused wheat market to open 1c lower this morning at 83½c for May, 1c lower than the price held during close to which figure the market ruled during the entire day. Traders estimated that the visible supply would show a slight increase. Corn was dull and feeling easier. Oats were dull and easy and towards the close some heavy blocks were thrown on market. Provisions were unsettled and easier. Mess pork declined 15c to 20c a barrel and closed steady. Cash quotations were: Flour dull, unchanged. Wheat, No. 2 spring wheat 77½c, No. 2 red 78½c, No. 2 corn 35½c to 36c, No. 2 oats 25½c to 25½c, No. 2 rye 54c, No. 2 barley 62c. Mess pork $13.30 to $13.35. Lard $6.62½ to $6.65. Short rib sides $6.75. Dry salted shoulders $5.75 to $5.80. Short clear sides $7.05 to $7.10. Receipts—Flour 11,000 brls, wheat 45,000 bush, corn 63,000 bush, oats 88,000 bush, rye 3000 bush, barley 49,000 bush. Shipments—Flour 24,000 brls., wheat 19,000 bush, corn 10,000 bush, oats 81,000 bush, barley 14,000 bush.

The Oldest & Most Reliable BRANDS OF CIGARS IN THE MARKET.

Madre e' Hijo,
El Padre,
Cable,
and Mungo.

1348

It is to the interest of smokers to have only the above mentioned brands. Manufactured by

S. DAVIS & SONS,
MONTREAL AND TORONTO.

SPECIFIC ARTICLES.

WANTED TO BUY—All kinds of second-hand furniture. Highest prices paid. Call or address 55 Walton-street. I answer all addresses at once. ed

KINDLING WOOD—Best in city, dry, ready for the stove; 3 crates $1.00, 9 for 75c; single crate 25c. Hardwood, cut and split, $5.50 per cord, delivered. Order at 56 Adelaide-st. west.

PROPERTIES FOR SALE.

A number of valuable building lots in the West End, on Bathurst, Markham and Bloor streets; also on Euclid and Manning-avenues, for brick and stone dwellings only. H. H. MALLOCH & CO., 5 Victoria-st.

A CHOICE LIST of fruit, grain, stock and dairy farms, wild lands, suburban residences, mills and other properties, with thirty provincial and country maps comprised in "Canadian Land Advertiser," sent free on receipt of 3c. stamp for postage. W. J. FEN TON & CO., 50 Adelaide street east, Toronto.

FOR SALE—Building lots on Blue Craw ford, Gwynne, Rufus, King-road and St. George, streets, Bedford-road, Madison-avenue and Manning-avenue. C. C. BAINES, 23 Toronto St.

ART.

MR. FORSTER, Artist—Pupil of M. Bouguereau, President of Art Association of France. Studio, 81 King-street East, portrait painting. 462

LAUNDRY.

BEST WORK in Canada at U. Y. Laundry, 42 Richmond street west; collars and cuffs, 25c. per dozen pieces. J. GARDINER.

25 CENTS for dozen pieces—Collars and 25 Cuffs—Toronto Steam Laundry, 54 and 56 Wellington street west, or 65 King street west. G. P. SHARPE.

ROOMS AND BOARD.

GREEN'S HOTEL—101-103 Shuter-st. The best house in the city for table board, $2.25 per week, 6 dinners 90c. Large bill of fare every day.

G. L. COLLIS, having taken two years' lease of 29 Wood-street, has opened a first-class boarding house. Hot air, hot and cold water and bath. None but first-class gentlemen of temperate habits received. Excellent table, with daily changes. 246

ELECTRO AND STEREOTYPERS.

F. DIYER & CO., Electro and Stereotypers Office and Foundry, 14 King street east, Toronto. All orders executed with despatch. Quality and prices unsurpassed in Canada. Estimates solicited. Satisfaction guaranteed.

SEWING MACHINES.

HUGH McKNIGHT—Practical Machinist. All kinds of sewing machines repaired. Needles, oils, belts, etc., at 31 Queen-street west.

INSURANCE.

WILLIAM LAHEY, Agent Glasgow & London Fire Insurance Co., 34 Toronto-street. Telephone 418.

NOTICE TO CREDITORS.

In the Matter of Bridget Smith, deceased.—Pursuant to the provisions of the Revised Statutes of Ontario, chapter 107, and 46 Victoria (Ontario), chapter 9, notice is hereby given that all creditors and other persons having any claims or demands against the estate of Bridget Smith, late of the City of Toronto, in the County of York, deceased, who died on or about the 22nd day of December, A.D. 1886, are hereby required to send by post prepaid, or deliver to Messrs. BEATTY, CHADWICK, BLAKESTOCK & GALT, solicitors for Bridget Smith, the Administratrix of the said deceased, on or before the 7th day of March, A.D. 1887, a statement in writing of their names and addresses, and the full particulars of their claims or demands, and of the securities (if any) held by them, and further take notice that after the said 7th day of March, A.D. 1887, the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to such claims of which notice has been given as above required, and the said administratrix will not be liable for the said assets or any part thereof so distributed, to any person of whose claim notice shall not have been received at the time of the distribution of the said assets. BEATTY, CHADWICK, BLAKESTOCK & GALT, Solicitors for the Administratrix.

Dated at Toronto.
January 24th, 1887.

NOTICE TO CREDITORS.

In the matter of Henry Fox, deceased. Pursuant to the provisions of the Revised Statutes of Ontario, Chapter 107 and 46 Victoria (Ontario) Chapter 9.

Notice is hereby given that all creditors and others having any claim against the estate of Henry Fox, late of the city of Toronto, in the County of York, lumber manufacturer, deceased, who died on or about the 26th day of December, A.D. 1886, are hereby required to send by post prepaid or deliver to Messrs. Morris & McNab, No. 15 Building and Loan Chambers, Toronto-street, Toronto, Solicitors for the executors of and under the last will and Testament of the said Henry Fox, deceased, on or before the 14th DAY OF MARCH, 1887, their christian and surnames and descriptions with full particulars and proof of their claims and a statement of their accounts and of the securities, if any held by them. And notice is hereby given that after the said 14th day of March, 1887, the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they shall then have notice. And the said executors will not be liable for the said assets or any part thereof, to any person or persons of whose claim or claims they shall not have notice at the time of such distribution. MORRIS & McNAB,
Solicitors for the Executors.

Dated 31st January, 1887. 22222

STATUTES OF CANADA

The Statutes of Canada are for sale at the Queen's Printer's Office here, also separate Acts since 1874. Price lists will be sent to any person applying for them.

B. CHAMBERLIN, Q.P. & C.S.
Ottawa, January, 1887.

BIG BARGAINS
Jewelry, Fancy Goods
ETC.
16 QUEEN WEST.
WM. C. FOX.

IMPORTANT NOTICE—Strangers visiting the city are respectfully invited to call at T. Weston & Sons, No. 77 Yonge-street, and inspect their fine display of souvenir jewelry, fancy goods, watches, clocks, &c. They have the choicest line in the city. 1st prize coin engraving a specialty. Also 1st prize steel name stamps for mechanics' use. 246

LEGAL CARDS.

ALLAN M. DONOVAN, Barrister, Solicitor, Notary, etc. Offices, Mullichamp's Building, 21 Adelaide-street east, Toronto. 1-4-6

A. D. FERBY—Barrister, Solicitor, etc. Society and private funds for investment. Lowest rates. Star Life offices, 32 Wellington street east, Toronto. 246

CAMERON & CAMERON, Barristers, Solicitors, 32 Manning's Arcade, Toronto. Money to loan on real estate. Alexander Cameron. Alfred E. Cameron.

CANNIFF & CANNIFF, Barristers, Solicitors, etc., 36 Toronto-street, Toronto. J. Foster Canniff, Henry T. Canniff.

CHARLES EGERTON McDONALD, Barrister, solicitor, conveyancer, etc., Equity Chambers, corner Adelaide and Victoria streets.

D. A. O'SULLIVAN—Barrister, Solicitor, Notary, etc. 20 Toronto-street, Toronto.

EDWARD MEEK—Barrister, Solicitor, etc., 65 King-street east, Toronto.

FULLERTON, COOK & MILLER, Barristers, etc. Money to lend. 18 King-street east.

G. W. BADGEROW & CO., Barristers, Solicitors, etc., Ontario Hall, 50 Church-st. G. W. Badgerow. JOHN CARGOE.

G. S. LINDSEY, Barrister, Solicitor, Conveyancer, etc. Money to lend. 23 York Chambers, Toronto-street, Toronto.

GROTE & FLINT—Barristers, Solicitors, Conveyancers, etc. Building and Loan Chambers, 15 Toronto street. G. W. GROTE, A. J. FLINT.

HUGH MACMAHON, Q.C., Barrister, etc., 10 King-street west. 135

HALL, DEWART & CO., barristers, solicitors, attorneys, notaries, etc., 30 and 32 King-street east, Toronto.

J. A. MACDONELL—Barrister, solicitor, etc. 50 King-street east. Private funds to loan.

J. K. BLAKE, Barrister, American Express Company's buildings, 55 Yonge street, Toronto.

KINGSFORD, BROOKE & GREENE—Barristers, Solicitors, etc., Toronto and Sutton, Ontario—No. 10 Manning Arcade: Main street, Sutton West; money to loan on city and farm property. R. E. KINGSFORD, G. H. C. BROOKE, GEORGE GREENE.

KERR, MACDONALD, DAVIDSON & PATERSON, Barristers, Solicitors, Notaries, etc., etc., Masonic Hall, Toronto street, Toronto.
J. K. KERR, Q.C. WM. MACDONALD,
WM. DAVIDSON. JOHN A. PATERSON.

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AUCTION SALES.

MORTGAGE SALE.

Under and by virtue of a Mortgage, which will be produced at the time of sale, there will be sold by Public Auction on Saturday, 12th of February, A.D. 1887, at the auction rooms of J. M. MCFARLANE & CO., No. 6 Adelaide-street east, Toronto, at the hour of 12 o'clock, noon, All and singular those certain parcels or tracts of lands and premises situate, lying and being in the County of York (now the City of Toronto), in the Province of Ontario, being part of the estate of the late Alexander Wood of the said city, and inherited from him by his heiress, Isabella Farrell, and being more particularly known as lots numbered 121 and 123 on the south side of Wood-street, in the said City of Toronto, and laid out upon a plan or map made by John Stoughton Dennis, Esq., surveyor of the lands of the late Alexander Wood, situate on the east side of Yonge-street, in the said City of Toronto, and being part of park lots numbers seven and eight, which plan is registered in the Registry Office for the City of Toronto as plan number 31. On said premises are erected three brick residences known as street numbers 25, 27, 29 Wood-street, which are said to be solid brick and substantially built. The property will be offered subject to a reserved bid. The purchaser shall investigate the title at his own expense, and shall at the time of sale pay to the Vendor or his Solicitor one-tenth of the purchase money, and the balance within ten days thereafter. Further conditions will be made known at the time of sale, or upon application to
W. G. HANNAH, Vendor's Solicitor,
17 Adelaide-street east, Toronto.

January 12th, 1887.

DEPARTMENT OF INLAND REVENUE.

An Act Respecting Agricultural Fertilizers.

THE public is hereby notified that the provisions of the Act respecting Agricultural Fertilizers come into force on the 1st of January, 1886, and that all Fertilizers sold thereafter require to be sold subject to the conditions and restrictions therein contained—the main features of which are as follows:

The expression "fertilizer" means and includes all fertilizers which are sold at more than TEN DOLLARS per ton, and which contains ammonia or its equivalent of nitrogen, or phosphoric acid.

Every manufacturer or importer of fertilizers for sale, shall, in the course of the month of February in each and every year, and before offering the said fertilizer for sale, transmit to the Minister of Inland Revenue, carriage paid, a sealed glass jar, containing at least two pounds of the fertilizer manufactured or imported by him, with the certificate of analysis of the same, together with an affidavit setting forth that such jar contains a fair average sample of the fertilizer manufactured or imported by him; and such sample shall be preserved by the Minister of Inland Revenue for the purpose of comparison with any sample of fertilizer which is obtained in the course of the twelve months then next ensuing from such manufacturer or importer, and which is transmitted to the chief analyst for analysis.

If the fertilizer is put up in packages, every such package intended for sale or distribution within Canada shall have the manufacturer's certificate of analysis placed upon or securely attached to each package by the manufacturer; if the fertilizer is in bags, it shall be distinctly stamped or printed upon each bag; if it is in barrels, it shall be either branded, stamped or printed upon the head of each barrel, or distinctly printed upon good paper and securely pasted upon the head of each barrel, or upon a tag securely attached to the head of each barrel; if sold in bulk, the manuf