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LAIDLAW, KAPPELE & BICKNELL, BARRISTERS and Solicitors, Imperial Bank Buildings, Toronto. William Laidlaw, Q.C.; George Kappele, James Bicknell, C. W. Kerr.

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Over Jamieson's Clothing Store, corner of Queen and Yonge-streets.
Other fillings in proportion. Painless extraction by the new method. 136

TO RENT

55 WELLESLEY-STREET, furnished or Unfurnished, first-class, 14 rooms.

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true Love? by Lady Cook. Toronto Sunday World.

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ONE WAY TO FLOAT THE CANAL.

The proposed canal enlargement should be viewed altogether as a commercial enterprise. Those who favor the project ought to give the public a reasonably accurate idea of what the cost will be and also a reliable estimate of the amount of business that will be done on the enlarged system. The promoters, in short, should show that the scheme will pay a decent dividend. As soon as this fact is established, more than half the battle has been fought. There is no sense in taking up the project unless it is evident that the saving to be effected in transportation charges will exceed a sum equivalent to 3 or 4 per cent. on the capital invested. If the canal will cost fifty million dollars, it ought to be shown that at least two million dollars a year could be paid by vesselmen as tolls for the use of the canals without their total freight charges being as high as they are under present conditions. If that fact is established the commercial utility of the canal is established.

It is possible that those who understand the problem in all its bearings may be able to convince the world that the scheme will not only pay, but pay handsomely. They may be able to show that the St. Lawrence ship canal would be a better investment than the Suez Canal. As soon as the promoters convince the public that the scheme is a sound commercial venture, they will not likely meet with further difficulties to prevent the completion of the work. The Suez Canal was undertaken because it was supposed it would pay a dividend.

The proposed canal through Kent and Essex is being floated in this way. It is altogether within Canadian territory, yet United States capital will help to build the canal. The proposed St. Lawrence ship canal should be floated just as a railway is floated. The capitalists of Europe have advanced large sums to build United States and Canadian railways. Will they not advance money to build a canal in this country? They will, if it can be shown them that a dividend can be earned.

It will not pay to build the canal for the Canadian traffic alone, and in order to induce the United States to use it they must be assured of certain definite privileges. For instance, they will not build a special design of vessels, nor deepen their harbors for these vessels unless they are assured of the right to use the canals in perpetuity. Again, the United States must also be assured as to the rate of tolls, within certain limitations. Such details as these must be agreed to before we can reasonably expect the United States to take an interest in the proposed improvement. We do not see why the scheme could not be floated through a company corporated under the laws of the Dominion. In consideration of advancing the capital to deepen the canals this company would be empowered to collect tolls up to a certain limit on all vessels passing through. United States vessels would have a perpetual right of way through the canals upon the same terms and conditions as Canadian vessels. In order to facilitate the raising of the necessary capital the United States Government would guarantee three per cent. interest on a certain proportion of the stock or bonds, and the Dominion would guarantee the remainder. The proportion that each country should guarantee might be determined by arbitration, the basis of such arbitration being the relative advantage that the waterway would prove to the two countries respectively. Another circumstance to be considered in the arbitration is the fact that Canada at present possesses exclusive rights in the system, and for abandoning these the United States might reasonably be called upon to bear a larger share of the responsibility connected with the improvements. Furthermore, either country might desire at some future time to relieve its vessels of all tolls on the canal. This could be provided for by a condition in the charter allowing the guarantors of the bonds and stock the privilege of taking them up at any time by paying their par value. If the United States wished to make the canal system free for its vessels it would simply have to buy up the stock it had guaranteed. Canada could do the same thing. In regard to this matter of reducing the rates one country could act independently of the other.

Under some such a scheme as this we would have a right to appeal to the capital of the world at large. The United States Government or the Dominion Government might each invest in the enterprise the same as the English Government has done in the Suez Canal. If the people of the Western States have faith in the canal they could either individually collectively subscribe for stock. Great Britain or Europe would not hesitate to subscribe to the scheme if the people over here guaranteed the interest and invested in the stock themselves.

The nearer the project can be simmered down to a purely commercial venture the more likelihood is there of its being got into practical shape. As far as possible it should be kept out of politics. Commercially we feel satisfied the scheme is one of the best that has even been mooted. If anything arises to defeat the project that something will be political, not commercial. The promoters should therefore steer clear of political snags as far as they can.

A MORAL TEACHER.

In his two letters to the President of the Toronto Industrial Exhibition, Rev. O. C. S. Wallace has given the public an insight into his theory of moral education. The reverend gentleman claims to be the religious and moral teacher of his congregation. We advise the congregation to investigate their teacher's theories of life and to see if these theories are not more likely to engender a sickly rather than a robust moral nature. We presume the rev. gentleman has a personal knowledge of the "abominable things" he speaks about as appearing from year to year at the Exhibition. If he hasn't such personal knowledge he should refrain from criticism. Although he expressed his disapproval of the living pictures by sending back his tickets, we presume he has been present at the Exhibition in other years and has personally witnessed some of the abominable things in question. This religious and moral teacher undoubtedly means well and he is conscientious, but the well-meaning man often does his friend an injury, and history teaches us that a man may be conscientious and yet burn a dissenter at the stake. The question is, should his congregation allow Rev. Mr. Wallace to judge them all by his standard of manhood? The rev. teacher, in effect, tells us that the public is demoralized by witnessing women performing acrobatic feats on the bicycle, the horizontal bar and the tight-rope. These performances necessitate their appearing in costumes that more or less expose the form of the wearer to public view. Mr. Wallace says that these exhibitions are "coarse and indecent." To him they may be, but that is because he is a slow old body and not able to keep pace with modern education. He is among those who object to women wearing bloomers on the bicycle, and to the bathing dresses that are in vogue among the fair sex. The only objection that exists to the tights of the acrobat and to the bloomers of the fair bicyclist arises from the suggestions of such as the rev. gentleman who say that the dress is coarse and indecent. It is only the suggestion of indecency that tends to make it such. The more mystery that surrounds the human form the more likely are the young to get ideas that will do them harm. The rev. gentleman would make a mystery out of the fact that woman has two legs, the same as man. It is this idea of mystery and suggestion that does the harm, not the actuality itself. If it is universally agreed that knickerbockers are more suitable for women than skirts, then the alleged immodesty disappears as soon as women take to wearing them. Before many years women will adopt a costume that will be exactly suited to their needs. It looks as if part of that costume will be knickerbockers. Whatever the costume may be it will not be considered indecent if it is more suited to the needs of the wearer than the present conventional outfit. Rev. Mr. Wallace is especially solicitous about the moral welfare of the young people of his congregation. When women take to the new costume that is coming, the growing generation of the time will view with as much indifference the baggy bloomer and the natty knickerbocker as we do the vest and tailor-made coat. They will entertain no ideas of indecency about the costume, because there will be no Rev. Wallaces to hint and suggest indecency to them.

We sincerely trust that the weaklings of Rev. Mr. Wallace's congregation will fall under some beneficent influence. They have been brought up like plants growing in a cellar. Let someone bring them out into the sunshine. If they cannot withstand the Industrial Exhibition that was witnessed by 200,000 of the best citizens of Ontario, God help them when they find themselves afloat in the wicked world.

SHELTERS FOR THE MOTORMEN.

President McKenzie has no faith in any existing fender for street cars. Very well. Neither have we. But as to shelters for the motormen, what has Mr. McKenzie to say about them? He pretends to be anxious to adopt every device that will diminish the frequency and violence of trolley accidents. While there is doubt about the efficacy of the fender there is none in regard to the vestibule. It protects the motorman from inclement weather, and renders him more capable of controlling his car. The motorman should not have his view obstructed by blinding snow and sleet, and the arm by which he controls the brake ought not to be allowed to become numb through exposure to zero weather. The vestibule is in the interests of the public safety, and it should be introduced in our trolley system at once.

Some of our citizens do not think it wise for Toronto to hold this year a sale of lands for taxes. They say that because the list is large it will hurt the reputation of the city. The list is worse in length than in amount. The delinquent lots are 1400 in number, but in matter of fact the owner in many instances is the same for a dozen or 20 lots. There are not five hundred delinquent owners. And the total amount in default, spread over five years, is less than $140,000. In every city, especially after a period of real estate booming and the incorporation of outlying property within the city limits, there is bound to be such default. It has occurred in the history of every big American city. It is even likely that the Toronto list for the next sale will be larger. But let us clear it up year by year, and take our medicine whatever it may be. Toronto real estate is going through a process of revaluation, and the sooner it is over the better. Toronto is growing to-day, is bound to grow, and will soon have a new and greater period of prosperity than ever.

The Glengarry News, the Liberal paper in that county, has been enlarged and is in every way a creditable production. It has put in a new plant. But that it will displace Major McLennan from the representation of the county is another story.

That Makes a Difference.

"It seems as though the railroads were using smaller rails now than formerly," said a gentleman while traveling in the West. "Oh, no," said his companion, "you are entirely mistaken. All of the great trunk lines are laying heavier rails wherever changes are made. Your error is easily explained: You have been accustomed to traveling over the New York Central, which is equipped with 100-lb. steel rails of the most durable quality, and of the most accurate size and shape; the alignment is perfect—and the rails are laid upon the sleepers with the greatest precision. This condition of the roadbed of the New York Central is necessary in order to operate the procession of great trains at a very high rate of speed, of which the most conspicuous are: the Empire State Express, the eight-hour train between New York and Buffalo; the Exposition Flyer and New York and Chicago Limited of the Lake Shore road, the North Shore Limited of the Michigan Central, and the Southwestern Limited, of the 'Big Four,' all of which run to and from New York, Boston and Buffalo, Niagara Falls, Chicago, Cleveland, Cincinnati, Indianapolis and St. Louis, over the Four Track Route. The excellent equipment of this road has enabled it to operate all of these great trains without an accident or mishap of any kind."—Medford (Mass.) Mercury. ed

Some persons have periodical attacks of Canadian cholera, dysentery or diarrhea, and have to use great precautions to avoid the disease. Change of water, cooking and green fruit is sure to bring on the attacks. To such persons we would recommend Dr. J. D. Kellogg's Dysentery Cordial as being the best medicine in the market for all summer complaints. A few drops are taken in water when the symptoms are noticed no further trouble will be experienced. d

HOME RULE NOT A BATTLE CRY.

British Political Changes—Unionists and Conservatives One—The Newcastle Program To Be Revised.

London, Sept. 15.—Underneath a seeming stagnation of politics, two highly important movements are progressing. The movement of first importance is the initiative step of the Chamberlain Unionists, who are about to merge with the Conservatives, partly with a view of consolidating the anti-Home Rule forces in the coming general elections. The mere reform of the mechanism of elections is not by any means the biggest change intended to be brought about through this movement. The Duke of Devonshire, the arch Unionist, and his scarcely less astute coadjutor, Mr. Chamberlain, propose a common program marking the entire absorption of the Unionists by the Conservatives, the chief feature of the movement being the revision of Mr. Chamberlain's Irish local government scheme to the extent of creating County Councils with the central legislature located in Dublin. The Duke of Devonshire is also credited with having urged Lord Salisbury to accede to a reform of the House of Lords by excluding the hereditary element and increasing the representative element. Obviously it is the desire of the Liberal element of the Unionists to go to the country in the next elections with a platform containing the most attractive planks of the election manifesto of their opponents.

Home Rule Has Lost Its Charms.

The other movement, which originated with the wire pullers of the National Liberal Federation, aims to recast the Newcastle program, putting in the foreground the proposals for the abolition of the veto power of the House of Lords and the English labor questions and keeping in the background the question of Home Rule and church disestablishment. The Executive Committee of the National Federation are convinced that Home Rule is no longer a potent party cry and believe it necessary that the electorate should be agitated upon other grounds.

Lord Rosebery will announce the program of the Government in a speech in Glasgow in November, and in view of this a conference of the Liberal associations, which was to be convened in Edinburgh in October, has been postponed. A section of the Irish party which has admitted the necessity of first controlling the House of Lords by extracting their fangs before the question of Home Rule is again submitted have been convinced of their error and practically side-tracked.

The Irish Circular Controversy.

The latest development in the controversy over the Irish circular to which Mr. Gladstone, Lord Tweedmouth and other eminent Liberals responded is Mr. Francis Xavier O'Brien's communication on the subject to the newspapers. Mr. O'Brien at first declared that he knew nothing whatever about the circular. Next he asseverated that he did not sign the circular, though he might have known of its existence.

Finally he says: "I find to my surprise that not only did I sign the circular, but I made some alterations in the wording of it." Mr. Healy has taken advantage of this admission. He has his opponents on the hip and means to throw them. A Healyite deputation is about to start for America to cultivate support of Mr. Healy's opinion and obtain funds to back them. Mr. E. F. V. Knox, M.P. for Cavan, contributes to the controversy a statement that the election expenses of the anti-Parnellites in 1892 were largely paid by the National Liberal Club of Great Britain."

The Queen May Go to St Petersburg.

The Czar has sent an autograph letter to the Queen, reinviting Her Majesty to the wedding of the Czarwitch and Princess Alexis of Hesse, in which he urges that himself and his whole family are anxious for the presence of the Queen on that occasion. The Queen is desirous of going to St. Petersburg, and is taking the advice of her ministers and physicians on the subject.

New British Trade Dollar.

A new British trade dollar is being coined for use in the east in the Calcutta mint. It is of the same weight and fineness of the Mexican peso. This will help the Indian authorities to use some of their surplus silver.

Panama Route Feasible.

Mr. C. E. H. Vincent, M.P., who has returned from a visit to Panama, writes that the French engineers feel certain that they can defy the floods of the Chagres River and the obstacle of Culebra mountain, which they believe they will have no difficulty in cutting through. Mr. Vincent concludes that the Panama route is superior to the Nicaragua and expresses hope of the success of the new Panama works.

'Twas a Dead Heat.

When the thunder roars and the lightning flashes telegraph wires will get out of gear. They got out of gear on Saturday night, and when they resumed work they told The Toronto Sunday World that Domino had beaten Henry of Navarre in their great match at Gravesend, whereas, after a mighty struggle, the two had finished on exactly even terms, and the owners had decided to divide the money rather than submit their grand animals to another severe test. It is greatly to be regretted that the false news should have been given to the public, but it was the wire that was in fault and not the paper. Notwithstanding such a mishap, The Toronto Sunday World of the 16th inst. was full of good news and good readable articles, as the following list of the principal contents amply proves:

The Capital-Toronto Lacrosse Match.
Arrival of Lord Hawke's Cricketers.
Argonaut R.C. Fall Races.
The Coming of General Booth, with Portrait.
"After the Fair," Cartoon by Sam Hunter.
Highland Games at Rosedale.
Two Reverses for China.
The Murder of Patrick Cosgrove.
Festivities of the Fall.
Several Columns of Society News.
Art at the Exhibition, by Sam Jones.
Only a Nun, by The Khan.
From Day to Day, by The Captious One.
What is True Love, by Lady Cook (Tennessee Claflin).
The Athletic Woman.
The Prospects of the Theatre.
The Nose as an Index to Character.
Abolition of the Honeymoon.
Shall Women Smoke?
A Great Co-Operative Town.
Women as Volunteers.
Footracing Superior to Horse Racing, Illustrated.
The Ghost of Longue Court Inn, illustrated.
Several Short Stories.
Using the Boomerang.
World of Womankind.
Look to the Plumbing.
On an Ocean Liner, interesting facts chattily set forth.
Horse and Racing Notes, by Pop.
The Trainer of Ladas.
The Arab Horse.
Uncle John's First Trotter.
Many Clever Impostors.
A Bet on a Battlefield.
The Quarrels of Actors.

The terms of subscription to The Toronto Sunday World, mailed and delivered free, are $2 a year, $1 for 6 months, 50c for 3 months, 20c a month, 5c a copy.

Tell the Deaf.—Mr. J. F. Kellock, Druggist, Perth, writes: "A customer of mine having been cured of deafness by the use of Dr. Thomas' Eclectric Oil, wrote to Ireland telling his friends there of the cure. In consequence I received an order to send half a dozen by express to Wexford, Ireland, this week." d

ARCTIC EXPLORERS RETURN.

The Peary Main and Auxiliary Expeditions Arrive at St. John's, N.F.—Peary Remains Amid the Ice.

St. John's, N.F., Sept. 16.—The Peary main and auxiliary expeditions, with all well on board, arrived to-day from Falcon Harbor, which they left on Aug. 26. Peary with Lee and Henson as volunteers, remin at the headquarters at Falcon Harbor to complete their explorations next season.

Most of the expedition work last fall and winter was devoted to preparations for the inland ice journey to Independence Bay, which began on March 6, with a party of eight men, 12 sledges and 92 dogs. Five natives also assisted during the first two or three days of the month of March. On April 18, Peary, Baldwin, Entrikin and Clarke, with 24 dogs and 20 sledges, arrived at Anniversary Lodge, having advanced in 31 days 184 miles, and there cached their remaining supplies and equipment, leaving Astrup, Lee and Davidson in charge, Dr. Vincent having been previously sent back incapacitated by illness or injury from further service.

Frightful Storms.

Bad weather and a succession of storms culminated on March 19, while 28 members of the expedition were at a camp 40 miles from Anniversary Lodge, at an elevation of 5500 feet. In the equinoctial storms, which continued for four days, the temperature averaged from 45 to 55 degrees below zero, and reached a minimum of 60 degrees, and the wind for 34 consecutive hours blew 48 miles an hour. The combination of temperature and velocity of the wind, it is believed, will break the record, and was far above that sustained by any other Arctic exploring party.

All of the explorers escaped serious injury except, Davidson, whose left foot was frozen, but he has since fully recovered. Many of the dogs were frozen solid, and others had to be chopped out of the ice. Messrs. Peary, Baldwin, Entrikin and Clarke pushed on, and in 14 days were 85 miles further. The maximum day's march was 18 miles, when the plague, having carried off many dogs, and Entrikin being unfit for travel, and the party so reduced by the hardships they had undergone that the plans for the summer could not possibly be carried out and only one-fourth of the distance to Independence Bay had been accomplished, when it had been expected they would reach that point 10 days earlier, it was decided to return.

Valuable Work Accomplished.

The dogs continued to die on the homeward march, compelling the abandonment of the sledge during last May. On the trip they surveyed and mapped a hitherto unknown coast line to Melville Bay for 100 miles. Messrs. Peary and Lee are the first white men to see, measure and locate the historic iron meteorite near Cape York, which they will bring home next year. Mr. Entrikin and Dr. Vincent made a sledge journey to Littleton Island. They would have reached Kane's headquarters but for open waters.

Lieut. Peary accompanied the Falcon as far as Cape York, hoping to send home a meteorite, but the ice made this impossible. He left the ship Tuesday morning, Aug. 28, off Petowik glacier, 35 miles north of Cape York, in an open whaleboat, with Henson and a crew of five native, bound for Falcon Harbor, 150 miles distant. When last seen the boat was standing on her course under full sail with a fair wind.

Destructive Tidal Wave.

A tidal wave on Oct. 1, 1893, destroyed the launch and dorey and swept away more than half the oil supply, of which a portion was subsequently recovered. The burros, carrier pigeons and launch Gen. Wistar proved of little service to the explorers. The party at the lodge is amply supplied and provisioned for a year, and will be supported on inland ice next spring by the natives.

The auxiliary expedition, despite the fact that the ice was heavier and more general than for many years, accomplished much important work, all that was in any manner practicable.

Communication with Peary was not opened up until Aug. 1, and Falcon Harbor was not reached until the 20th. Carey Islands, Cape Faraday and Clarence Head were thoroughly searched and the death of the Swedish explorers Bjorling and Kallestenius settled. Relics were brought from Carey Island, and a skeleton, supposed to be that of a sailor, was properly interred. Dr. Ohlin, the Swedish representative with the auxiliary expedition, returns direct from Disco to Copenhagen. The ice also prevented the proposed explorations on Ellesmere Land, but the auxiliary party gathered much valuable scientific data, made a careful study of many important glaciers, and obtained much new and valuable material in Arctic deep-sea dredging.

THE MISSING WARDEN'S EFFECTS.

The Well-Known Postchaise Brings a Beggarly $10—His Favorite Chair Sells for 15 Cents.

The effects of Ex-Warden D. G. Stephenson were offered for sale on Saturday. There was a fairly good attendance, but little buying was done beyond the smaller articles.

The family postchaise, which the portly warden used to drive around visiting his friends, was knocked down to Mr. D. Brown for $10.

The two office rockers in which the ex-warden was wont to jolly his numerous clients when they had money to place in his hands for safe keeping were knocked down for thirty cents to "Marks" Booth.

The office safe, of which the keys were always missing when anyone wanted money or a look at their mortgages, of which the warden was the custodian, went to Mr. William Lemon of Highland Creek for $16.

Barrister John Greer was the purchaser of a fine bay horse, weighing 1550 pounds, at $70.

The real estate was all withdrawn, no bids being made for any of it except the gravel pit, near the G. T. R., but it was also withdrawn, a bid of $1250 not being considered enough.

Several lots of lumber were disposed of, averaging about $6 per thousand.

Detective Wasson laid information against Francis Martin of Ottawa for breach of the Medical Act, and the result was a conviction, a fine of $25 being imposed. Martin is held under a charge of running an illegal whisky still. The case against the Murphy Gold Cure Institute for contravening the Medical Act was traversed until the 19th.

East and West York.

Hon. Clarke Wallace met his friends of York Township at Eglinton on Saturday night in connection with the forthcoming revision of the voters' lists. There was a large attendance of Conservatives from both sides of Yonge-street and in the two Ridings of East and West York. Addresses were made by the Controller, Mr. Maclean M.P., Mr. Fullerton, Dr. Richardson, Isaac Dollery, Mr. Wood, Mr. Ellis, Mayor Fisher, Mr. Ball and others.

Western Excursion.

On Sept. 11, 25 and Oct. 9, the Wabash Railway will sell round trip tickets at about single fare to points in the Northwest, West and southwest. All tickets good for 20 days from date of sale. Full particulars at Wabash Office, N.E. cor. King and Yonge-streets, Toronto. J. A. Richardson, Canadian passenger agent. d

The Best Pills.—Mr. William Vandervoort, Sydney Crossing, Ont., writes: "We have been using Parmelee's Pills, and find them by far the best Pills we ever used." For Delicate and Debilitated Constitutions these Pills act like a charm. Taken in small doses the effect is both a tonic and a stimulant, mildly exciting the secretions of the body, giving tone and vigor. d

Trusts Corporation
OF ONTARIO.

SAFE DEPOSIT VAULTS — Bank of Commerce Building, King-street west, Toronto.

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Subscribed Capital..... 800,000

PRESIDENT—HON. J. C. AIKINS, P.C.
MANAGER—A. E. PLUMMER.
SOLICITORS—MOSS, BARWICK & FRANKS.

Authorized to act as
Executor, Administrator,
Trustee, Receiver, Committee of Lunatic,
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Parcels received for safe custody.
Bonds and other valuables GUARANTEED AND INSURED AGAINST LOSS.

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For further information see the Corporation's Manual. 13

Curling Tong Sets,
Hair Receivers,
Cold Cream Boxes,
Vaseline Pots,
Cologne Holders,
Hair Pin Boxes,
Trinket Trays,
Glove Stretchers,
Salts Bottles,
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and the various other etcetera of a lady's dressing table, both in sterling silver and finest quality of plate.

RYRIE BROS.
Cor. Yonge and Adelaide-sts.

Our direct touch with the leading makers secures for our patrons the newest and best.

Academy of Music.

This week the Academy of Music presents a genuine novelty in Herr Leopold Van Dyck's series of living pictures, said to be the most elaborate ever seen in Canada. They will be presented under the personal direction of Leopold Van Dyck, assisted by a company of professional models, direct from Paris and Vienna. Among the realistic features of the production are a vast river of flowing water, said to contain 60,000 gallons of water, a full rigged yacht, rowboats, ferries and a practical steamboat, that crosses and recrosses the stage at full speed.

"The Cross Roads of Life."

Carrick & Collier's new melodrama, "The Cross Roads of Life," which will be produced to-night at Jacobs & Sparrow's Opera House, is one of the strongest attractions on the road this season. The scenic and mechanical effects comprise representations of the Sandy Hook Lighthouse and Life-Saving Station; the Park-avenue Tunnel in New York city and the steamer City of Rome at sea. Edmund Collier, the heroic actor, who has a large circle of friends in this city, will play the leading character. Mr. Collier is elated over the part he plays, and those who have seen this excellent actor will only be too anxious to witness his latest creation. The play itself is melo-dramatic in construction, but there are absent those blood-curdling episodes which are so often seen in productions of this character.

Russell's Comedians.

An event that should attract more than ordinary attention will occur at the Grand Opera House to-night, the occasion being the appearance of Russell's Comedians in the presentation of an entirely new farcical conception entitled "The Review." This name Russell's Comedians has always stood pre-eminent among all organizations of its kind, and for the past five years has been a synonym for extreme excellence. The ensemble of artists constituting the company has ever been the best that could be gathered together for the presentation of musical farce, and the present organization is claimed to maintain the standard of merit which has made their title famous.

Is Seidl's Orchestra Coming?

To-morrow morning a subscribers' list will be opened at Messrs. Nordheimer's for the signatures of those who will guarantee to take a certain number of seats for a proposed concert by the celebrated Seidl Orchestra, assisted by Miss Lillian Blauvelt, soprano. The date upon which it is proposed to hold the event would be Tuesday, Nov. 20, and it would take place in the Massey Music Hall.

Russian Court Orchestra to Continue.

The Russian Court Orchestra have engaged the Massey Music Hall for Tuesday and Wednesday evenings next, in which to give extra concerts over and above their two-weeks' engagement just ended. They propose a new and completely changed program. They will also give a matinee to-day, to-morrow and Wednesday.

A lady in Syracuse writes: "For about seven years before taking Northrop & Lyman's Vegetable Discovery and Dyspeptic Cure, I suffered from a complaint very prevalent with our sex. I was unable to walk any distance, or stand on my feet for more than a few minutes at a time, without feeling the least inconvenience. For female complaints it has no equal." d

The Markham Agricultural Hall.

The large new hall erected by the East York Agricultural Society, erected on their grounds at Markham, is to be dedicated to-morrow (Tuesday) evening with appropriate ceremonies, a supper included. The hall is a very large one, especially planned for exhibition purposes, and will be used at the forthcoming exhibition of the society in the first week in October. The fair this year promises to be a greater success than ever.

The Warrant Withdrawn.

The warrant for the inquest on Mrs. S. J. Palmer, 5 Frichot-street, has been withdrawn. Coroner Johnson made full enquiries, and decided that death was due to natural causes.

Some people laugh to show their pretty teeth. The use of Ivory White Tooth Powder makes people laugh more than ever. It's so nice. Price 25c. Sold by druggists.

PASSENGER TRAFFIC.

W. A. Geddes,
General Inland and Ocean Steamship Ticket Agent.

HAMBURG AM. PACKET CO.
BEAVER LINE,
NETHERLANDS LINE
ANCHOR LINE, BUFFALO--DULUTH
The Palatial Steamers India, China and Japan.

Canadian representative for W. Wingate & Johnston, shipping agents, London, Liverpool, Glasgow and Southampton.

Offices at Geddes' Wharf and 69 Yonge-street.

Hamilton Steamboat Co'y
REDUCED FARE DURING THE EXHIBITION.

Fare to Hamilton will be 75c, round trip $1. Morning boat from Hamilton and evening boat from Toronto will call at Exhibition Wharf, weather permitting.

NIAGARA RIVER LINE
"CHIPPEWA."
Last trip of the season
SATURDAY AFTERNOON.
Niagara, Lewiston and Queenston and back 75c.
Boat leaves Geddes' Wharf 2 p.m.

NIAGARA FALLS LINE
THE FAST STEAMER
EMPRESS OF INDIA
in connection with the G.T.R., leaves City Wharf daily at 3.20 p.m., making close connections for St. Catharines, Niagara Falls, Buffalo, New York and all points East. Tickets at all G.T.R. and leading hotels and ticket offices, and at head office on wharf.

NIAGARA RIVER LINE
CHANGE OF TIME.
On and after Monday, Sept. 17th, trips leaving Toronto at 9 a.m. and 3.30 p.m. will be cancelled.
STRS. CHICORA and CIBOLA
Will leave Geddes wharf at 7 a.m., 11 a.m. 2.p.m. and 4.45 p.m., for Niagara, Queenston and Lewiston, arriving back about 10.30 a.m., 1 p.m., 4.30 p.m. and 8.10 p.m.
JOHN FOY, Manager.

TRAVEL
Tickets issued to all parts of the World.
Choice of Routes
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Last week for peaches, and all other fruits in season. We select for our customers the best on the market.
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Groceries, etc.
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CALEDONIA SELTZER
(from the Sulphur Spring). A better Table Water than any imported and beneficial to drink. All grocers and hotels sell it and J. J. McLAUGHLIN, 153 Sherbourne-street.

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Children's Cases a Specialty.
EVERY CASE of childhood CURED in four to six weeks. References kindly permitted to physicians and parents in this city. J. Y. Ezan, Hernia Specialist, 326 West Queen-street, Toronto, Ont. 14

RUPTURE.
CURED WITHOUT OPERATION BY

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Leading Surgeons of this City Say It Is the Best.
Satisfaction Guaranteed or Money Refunded.
B. LINDMAN,
Rossin House Block, King-st. West

BURDOCK BLOOD BITTERS
CURES
DYSPEPSIA:
"Life seemed a burden, the simplest food disagreed with me, and I was in misery from Dyspepsia, but two bottles of B.B.B. entirely freed me from it," says Miss L. A. Kohn, Hamilton, Ont.

THE DEAD OFFICER.

**Capt. McNeale's Regi