| PEOPLEPS PASTIIES |  |  |  |
| :---: | :---: | :---: | :---: |
|  |  |  |  |
| $\pm$ |  |  | Ayers Sarsaparilla， |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  | \％ |
|  |  |  |  |
|  | ＝$=$ |  | Sitit pillile |
| 5axam |  |  | － |
| 5\％ | － | 5 |  |
| ＝misumem | － |  |  |
| ximatisu | memex |  | WILLIAM GRRRY， |
| $3 \times$ |  | ＝$x^{4}$ | daintex Fr |
|  |  |  |  |
| 2vas | ${ }^{\text {ata }}$ |  |  |
|  | \％ | －\％aza | Oonato Ranlivy tum thaif |
| －＝－ |  | \％ | $\cdots$ |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  | 50 | こutw |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  | －＝wib |
| ＋ | $\mathrm{m}^{2}=5$ |  |  |
| 5 | ${ }^{\text {s }}$ |  |  |
| ＋as | － |  |  |
|  |  |  |  |
| $=$ | $=2$ |  |  |
|  | \％ |  |  |
|  | 5－${ }^{2}$ | Tmesw |  |
|  |  |  |  |
|  | ＝ |  |  |
|  |  |  |  |
|  | nos smom |  | － |
|  |  |  |  |
| ＝away |  | －${ }^{2}$ |  |
| －ram |  |  |  |
| 2－2mer |  |  |  |
|  |  |  |  |
| ＋ma | － | － |  |
|  | － |  |  |
| － |  | $5{ }^{2}=$ |  |
|  | $4{ }^{4}+5$ |  |  |
|  |  |  |  |
|  |  | Tima |  |
|  |  |  |  |
| $\pm 5$ | Namemex |  |  |
| $=$ | ， | max |  |
| ＝azewew | $\pm$ | 边 |  |
|  | 边 | $\underline{=2}=$ |  |
|  |  |  | kIMSSTON Road |
| amest | 5utmy |  | TR |
| \％ | 边 |  | crax xam |
|  |  |  |  |
| 为 |  | －$=$ Ex |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  | 2xamex |




## R．CLUFF，

 Railway and Telegraph SUPPLiEs
T．J．FRAME \＆CO．

$\underset{\text { We are daily reeeiving our importa }}{\text { tion of }}$ American Mrade carriages for
Spring and．summer，
and we are safe in sying that for Style，
Finish and construction they
stand univalled． CHARLES BROWI \＆CO THE WORLD parkidale．


