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Every accommodation for families visiting the city, being healthy and commanding a magnificent view of the city. Terms moderate.
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BUSINESS CHANCES.

THE JOHNSTON PATENT PLOW AND Plowshare Co.'s World's Fair first prize exhibit now on exhibition at 15 Richmond-street west will continue this week. Good business men, large and small capitalists in search for employment and business chances should see and investigate this. See World's Fair awards, see many claims: Sealed documents matter of facts. First patents issued in Canada and in the U.S.A. second to none. Late patents issued (this year) 1894, some of which royal claims are, viz: The Plow Guard, the Undercurve, the Self-Clearing, Adjustable Draw-cut Coulter, the Draw Rod from Breast of Plow, the Minute Adjustable Cleves, the Tubular Beam, the Handy Portable and Adjustable Handles with Ratchet Wedges and Turn Buckle Brace Rods, Horizontal Width of Furrow Gauge Wheel, &c., &c., having actually competed against the world. See World's Fair Awards. Knowledge of powers and British-Canadian pluck held the fort. Kindly investigate. The fight to a finish. The only true award won on Plow and Plowshares for Canada or elsewhere, and the only award won on agricultural implements through the Court of Appeal, including many cases under protest at Washington, D.C., so says our Mr. J. S. Clarke, Executive Commissioner. See list of defeated Canadians. See our awards. This should surely be a sufficient guarantee to live investors. Kindly investigate right here. Farmers' sons make good agents. For terms and full particulars address Hugh Johnston, 351 Spadina-avenue or 15 Richmond-street west, or R. K. Sproule, 114½ Richmond-street west.

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OUR HOPE IS IN AGRICULTURE.

The letter of Mr. G. S. Morphy in another column on the subject of "Farming as an Industry" is well worthy of consideration both by those who have employment and by those who are either out of work or who are unable to obtain such profitable and continuous employment as will secure them a decent livelihood. Mr. Morphy teaches a lesson that is worth ten times as much to the country as the free trade hobby upon which the Grit press is eternally harping. There is room in the Province of Ontario alone for four million industrious husbandmen, and the duty of the press, instead of running down the position of the farmer and representing him as a benighted individual, should be to present the farming industry in such a light as will cause the mechanic and laborer to turn from the uncertainties of the city to the independence and certainties of the country. This four million of population is not to be obtained by showing from day to day that the farmer is taxed too much for his coal oil and agricultural implements. What is needed to effect the egress of the people from the city to the country is education on agricultural affairs. The federal and local governments cannot give too much attention to this subject. The press of the country cannot dilate upon it too extensively. Farming is a business quite unlike the occupations and trades at which men employ themselves in the city. In the latter there is always liable to be a dearth of employment owing to the ever-changing conditions of the law of supply and demand. In the country the same economic principles do not operate. The farmer produces an article that is saleable in the markets of the world. If his product cannot be disposed of in one quarter, it can in another. Moreover, the population of Ontario can be doubled without prejudicially affecting the interests of those who are already located here. On the contrary, the denser our population becomes the more beneficial will it be to all. When the present farm is sub-divided, so as to support two or even three families, the inconveniences of the country will rapidly diminish. As settlement becomes closer, the disadvantages of living in seclusion in the country disappear, and those who have been brought up in the city dread less the spending of their days upon the farm. Along with the increasing of population will come electric railways, which will still further eliminate the objectionable features of farm life. The extension of electric systems into the country has just begun. We would not like to risk our reputation by prophesying what we imagine will be the appearance of the highways of Ontario at the end of ten years from the present time. At Hamilton the other day a line was opened from Grimsby to that city, a distance of seventeen miles. Trolley cars are running along the highway every hour, so that no farmer who lives within reasonable distance of that line has any grounds for imagining that he is leading the life of a recluse or hermit. We understand similar lines are being projected in other directions from the Ambitious City. What is being now projected in Hamilton will give us a fair idea of what is likely to be accomplished in the course of a decade. The highways from every city in the province will be covered with a network of steel rails, and town and country will be joined together in an almost continuous whole. Nothing will hasten the development of these lines and the settlement of the country quicker than the diffusion of agricultural education among the people. The old style of farming is played out. The farmer of the future will carry on his business in pretty much the same way as the manufacturer in the city attends to his. The farm can be regarded as a factory for the production of certain products, and the man who manages the farm should do it as intelligently as the one who manages the factory. The adaptability of each particular farm should be studied by its owner. The question of fertilization should be mastered, and when a particular kind of farming is decided upon every detail should be thoroughly understood and practised by the farmer. Intelligence and industry will not only make the farmer's labors profitable, but will enable him to lead a life of independence, contentment, which the toilers of the city can never hope to enjoy. Compared with what the farmer is to gain by technical knowledge in regard to this industry, the imaginary benefits to be derived from a free trade tariff are simply incomparable. On the one hand the saving that the farmer may effect by a lower tariff will amount to but a few dollars in any event, but the increase of income that is possible under intelligent management is a hundredfold greater.

A RIDICULOUS ANOMALY.

As the battle of personal liberty has yet to be fought out in Toronto, we think it advisable to let the citizens of Toronto know exactly how the position stands from the legal point of view. A short time ago the Lord's Day Alliance of Hamilton requested the City Council to take steps to have the street railway prohibited from running its cars on Sunday. The Incline Railway, the Hamilton and Dundas Street Railway, the Grand Trunk Railway, the Hamilton Steamboat Company and the owner of a bus line to Chedoke Park have also been doing business on Sunday and the alliance is anxious to restrain them likewise. The council referred the question to the County Attorney, Mr. Crerar. That gentleman reviewed the matter at length and returned an opinion that is given at length elsewhere. The conclusions he arrived at are all in one direction. He gives the alliance no hope for securing an injunction or other legal process for prohibiting these different companies from operating the cars and steamboats on Sunday. On the contrary, he admits that the companies have a legal right to carry on their business on Sunday, and in his opinion nothing can stop them from running their cars and boats. He quotes various authorities to show that it is not a criminal offence to operate a railway or steamboat system on Sunday and authorities are also cited to show that a civil action against them is not maintainable either. In considering the state of affairs at Hamilton this anomaly will at once present itself to the people of Toronto; in a city not forty miles distant from Toronto it is legal for the street railway company to run its cars during the whole of Sunday. It is legal for the Grand Trunk to operate its railway system in whatever way it pleases. It is legal for the boats to ply between the city and the beach. It is legal for the Dundas Railway to run its cars between Hamilton and that town. It is legal for the bus men to drive their vehicles to parks anywhere adjacent to the city. Coming to Toronto we find that the street railway cannot move a single car. We find when a steamer attempts to leave the dock to take passengers to the other side of the lake it is prohibited from making the journey by an army of policemen. When a bus-man attempts to carry passengers to the parks or churches the police interfere, arrest the driver and summarily put a stop to the business. While the law allows the utmost freedom in the city of Hamilton, for some reason or other we in Toronto suffer from the severest restrictionary measures. Our readers will agree with us that there is a screw loose somewhere. It is simply incomprehensible that two cities in the same province and within such a short distance of each other should be subject to such different laws. If the thing were reversed it would not be so ridiculous. The city of Hamilton is small in size compared with Toronto. The transportation facilities that the people enjoy on Sunday are not as essential there as similar facilities are to a place the size of Toronto. Commonsense and even-handed justice demand that this ridiculous anomaly be removed.

THE RIGHTS OF WHEELMEN.

A case was recently decided in the Supreme Court of Minnesota that will be of interest to bicycle riders in this city, as it involves the question of their rights on the highway. The facts of the case are that a horse, attached to a buggy, while being driven along the street, took fright at a bicycle coming in an opposite direction, ran away, smashed the buggy and injured the driver. The latter brought an action against the bicyclist for damages. The court held that damages were not recoverable under the circumstances, and in rendering the judgment the learned judge remarked:

Bicycles are vehicles now used extensively for convenience, recreation, pleasure and business, and the riding of them upon the public highway in the ordinary manner, as is now done, is neither unlawful nor prohibited, and they cannot be banished because they are not ancient vehicles or used in the Garden of Eden by Adam and Eve. Because the plaintiff chose to drive a horse hitched to a carriage does not give to him the right to dictate to others their mode of conveyance upon a public highway, where the rights of each are equal.

HENRY IRVING.

The Greatest of Living Actors Held in the Highest Esteem by Those Who Know Him Best—His Opinion on "Vin Mariani."

It is said of Mr. Irving that, though an upright and thoroughly honorable man, he plays the Devil (Faust) as no other man can.

After perusing the many strong expressions from other eminent men and women throughout Europe as to the merits of Vin Mariani as a tonic stimulant, Mr. Irving says: "I can certainly add my testimonial to the virtues of 'Vin Mariani,' which I have found excellent, and am well convinced of its quality." This tonic coca wine (Vin Mariani) invigorates and sustains weak constitutions run down by over-exertion of body or brain. What can be more convincing than the written endorsements of seven thousand prominent physicians. Send stamp to Lawrence A. Wilson & Co., Montreal, the Canadian agents of this beautiful wine, and get a little album, free, containing the photos and testimonials of celebrities throughout the world. 63

Good News to the Traveling Public.

Early in November the popular and picturesque Lehigh Valley Railroad will have a connection with the Grand Trunk train No. 16, leaving Detroit at noon and Toronto at 4.55 p.m., with one of Pullman's best buffet sleeping cars, from Toronto to New York, arriving in New York about 9 and Philadelphia 8.30 the next morning.

This change will certainly please all travel from Canada.

The Lehigh Valley through trains from Chicago via the Grand Trunk are also very popular; they are solid vestibule trains, with through sleeping, parlor and dining cars.

The dining car service is said to be equal, if not superior, to any in the United States.

The First Railroad in New York.

Albany & Schenectady Railroad, chartered in 1826 as the Mohawk & Hudson, was opened Sept. 12, 1831, and was the first railroad built in the State of New York. In 1847, the name was changed to the Albany & Schenectady.

In 1853, this road was consolidated with nine other small ljnes, forming the New York Central; and in 1869 this company was consolidated with the Hudson River Railroad, forming what has since been known as the New York Central & Hudson River Railroad.

In 1831, the Mohawk & Hudson carried but a few hundred passengers; last year, the New York Central & Hudson River Railroad carried over 18,000,000. d

Dr. J. B. Huff, Florence, writes: "I have great pleasure in testifying to the good effects which I have experienced from the use of Northrop & Lyman's Vegetable Discovery for Dyspepsia. For several years nearly all kinds of foods fermented on my stomach, so that after eating I had very distressing sensations, but from the time I commenced the use of the Vegetable Discovery I obtained relief."

California and Mexico.

The Wabash Railroad Company now offers the advantage of a daily tourist car to Los Angeles and San Francisco leaving Dearborn Station, Chicago, at 10.50 a. m. on arrival of the morning trains from the East. This car will go by the only true Southern route, avoiding mountain ranges and snow blockades. Ask your nearest ticket agent for maps time tables and other information of this great Southern route. J. A. Richardson, Canadian Passenger Agent, northeast corner King and Yonge-streets, Toronto. ed

Are you a sufferer with corns? If you are get a bottle of Holloway's Corn Cure. It has never been known to fail.

NO VIOLATION OF THE LAW.

NOT ILLEGAL TO RUN SUNDAY CARS OR BOATS IN HAMILTON.

An Exhaustive Opinion By Crown Attorney Crerar on the Subject—No Action Will Lie Against the Railways Either in the Criminal or Civil Courts—How the Judges Are Likely to Treat the Alliance People if They Go to Court.

So as to hear the opinion of Crown Attorney Crerar on the running of cars and boats on Sunday, Rev. J. Murray, Rev. L. A. R. Roberts, Rev. J. G. Shearer, Rev. Dr. Brethour, A. McLagan, Charles McCartney and John Keith, a deputation from the Lord's Day Alliance, attended the meeting of the Finance Committee last night. Mr. Crerar went to considerable trouble in looking up the law and authorities, and gave a most complete opinion. The following is the full text of his letter, which was addressed to City Clerk Beasley:

Mr. Crerar's Opinion in Full.

Dear Sir: I beg to reply to your letter of the 21st ult., enclosing a petition to the City Council by and on behalf of the Sabbath Observance Alliance of this city.

The question submitted for my opinion is, practically, "whether the Street Railway Company, the Incline Railway Company, the H. and D. Street Railway Company, the Grand Trunk Railway Company, the Steamboat Company, and the owner of the 'bus to Chedoke Park, or either of them, may be prosecuted for running trains and vehicles on Sundays as violations of R.S.O., cap. 203."

I have to advise the Council that in my opinion the companies in question are not liable to prosecution under the Lord's Day Act, for the acts complained of. For the better information and guidance of the petitioners I will state, with some detail, the reasons, amongst others, upon which my opinion is based.

The alliance must keep in view, first of all, that unless otherwise provided by statute, there is nothing to prevent any person or company, in the Province of Ontario, from pursuing his or their ordinary calling on Sunday, precisely as upon any other day. For instance, the Sabbath of the Jew is the Christian's Saturday, and while therefore the Jew may, with a calm conscience, doing no violence to any moral law, pursue his ordinary avocations on Sunday, he is prevented from doing so by the statute, and by the statute alone. The alliance must therefore bear in mind that even although it be true, as they say, that the "running of these various means of transit" (the different railway trains referred to in the petition) "results in depriving a considerable number of citizens of a quiet Sabbath and laboring men of their day of rest, domestic fellowship and public worship, proving also a source of pain to the great mass of our Christian citizens, who believe it a breach of the law of God," our courts will merely consider how far the alleged cause of those effects is subject to statutory control. In short, if "Sabbath observance" becomes an issue in our courts, the statute (not the decalogue) will be the basis of judgment. Down to the statute (8 Victoria, cap. 45), it was understood in Canada that the observance of Sunday was regulated by the statute 29, Charles II., cap. 2 (Regina v. Barnes, 45, U.C., p. 281). That act was declared to be "for the better observance and keeping holy the Lord's Day, commonly called Sunday." Amongst other things that act provided that all the laws then in force for the observance of the Lord's Day, "and repairing to the church therein," be carefully put in execution. It has been contended that the old act of Charles II. is still in force, except so far as its provisions, or any of them, have been superseded by sections of our own act. An act 21, George III., cap. 44 (passed in 1781, and introduced into Upper Canada by 40, George III., cap. 1) was headed "For preventing certain abuses and profanation of the Lord's Day, called Sunday." It has been held that this act is in force in Ontario, and that it did not repeal 29, Charles II., cap. 7. It is directed against the keeping open of houses for public entertainment and amusement, and by force of it one Barnes was convicted in Ontario for keeping open on Sunday, in Toronto, a house known as the Royal Opera House.

In 1845 the Parliament of Canada passed 8 Vic., cap. 45, declaring that it was expedient to enact a law against the "profanation of the Lord's Day, commonly called Sunday, which day ought to be duly observed and kept holy." It has been held that act substantially covered all the ground of the statute of Charles, and created some new breaches of the law, but left untouched, in terms, the subjects dealt with by the act of 1781, under which (and not by force of the other cited acts) the conviction in Toronto, above, was maintained.

When the statutes of Upper Canada were consolidated the act 8 Vic., cap. 45, was reproduced by chapter 104, but with a change inserted, very material for our present purpose. The consolidated act still continued the preamble of the old statute, "Whereas, it is expedient to enact a law against the profanation of the Lord's Day, which ought to be duly observed and kept holy"; but section 1, while prohibiting any person from doing any worldly labor of his ordinary calling on Sunday, in express language excepts the "conveying of travelers or Her Majesty's mail, by land or by water." The word "conveying" is broad enough to include "by vehicles or railway trains."

The Consolidated Act of Upper Canada is reproduced in the Revised Statutes of Ontario, 1877, but there the old preamble, declaring that "Sunday ought to be duly observed and kept holy," is omitted. This omission must be deemed to have been intentional on the part of the Provincial Legislature. It is important as indicating the spirit of the modern act directed against the "profanation of the Lord's Day," as contrasted with ancient legislation. By the act of Charles II. Parliament included in the observance of the Lord's Day the duty of "repairing to the church on that day." The Canadian act, 8 Vic., omitted any reference to that duty, but still asserted that the day should be "kept holy"; the Con. Stat. of U.C. reiterated the "keeping of the day holy," but expressly exempted from the category of worldly works the "conveyance of travelers by land or water," and the Legislature of Ontario, finally and designedly, refused to declare by statute whether or not the Lord's Day should be kept "holy" (no doubt on the ground that a great diversity of opinion existed among people as to what the word "holy" meant, in that connection), and by R.S.O., cap. 203, entitled, "An Act to prevent the profanation of the Lord's Day," without preamble, simply declared that the Legislature "enacts as follows":

To interpret the existing Lord's Day Act correctly it is manifest that there must be excluded from consideration the subtle moral question whether the doing of certain specified acts of work or labor on Sunday is or is not consistent with "keeping the day holy." Many acts of labor might be suggested, which, if done on Sunday, in the time of Charles II., would have been held that to be "unholy," but which in modern times are regarded as quite consistent with the requirements of the fourth commandment.

The Ontario Legislature, leaving it to every citizen to determine for himself his duty as to keeping the Sabbath holy, simply enacts that (1) no merchant, tradesman, artificer, mechanic, workman, laborer or any other person whatsoever shall on the Lord's Day sell or buy or expose for sale any real or personal property: (2) nor do nor exercise any worldly labor, business or work "of his ordinary calling."

The restriction is not upon labor generally, but upon work of the doer's "ordinary calling." Thus it is not unlawful for the owner to uproot or plant trees and shrubs, on his private peoperty, on Sunday, but it would be unlawful if a gardener or other person whose ordinary calling it was to plant trees performed such work on that day. Or, again, a private citizen may shave himself, or have his hair cut by another, or he may make, or repair, his own clothes, or have that done by a friend, on Sunday; but if he hired any barber or tailor to do those acts respectively, the latter could be prosecuted and punished. On the other hand, no one can lawfully go "out fishing, or take kill, or destroy any fish, or use any gun, fishing rod, net or other engine for the purpose" on Sunday, even if the fishing is done on the private pond of the offender. (I may remark that no such restriction exists in England. There, banks of the great rivers are frequently studded with fishers, using fishing rods, on Sundays, and there is nothing in the English law to prevent them doing so.)

But the same section of the Ontario Act excepts the "conveying of travelers by land or by water" from the category of the acts of persons following their ordinary calling, which, by the statute, are prohibited. It therefore goes to the root of this whole matter to determine, with accuracy, what is meant by the "conveying of travelers."

In 1882 the question was carefully and fully considered by our own courts. The defendants, owner and captain, respectively, of a lake steamer in Toronto, widely advertised that excursionists by said steamer would be carried from Niagara to Toronto on Sundays, going and returning on the same day. The defendants were charged before the Police Magistrate at Toronto with a violation of the Lord's Day Act, R.S.O., 1877, cap. 189. It was proved that the steamer did on a Sunday named carry passengers from Niagara to Toronto, returning with them to Niagara on the evening of the same day. The defendants were found guilty, and each was fined $40 and costs. The validity of the conviction was challenged in our Court of Queen's Bench, and it was quashed. The judgment of the court is instructive, and I make the following quotations:

"It is conceded," said the chief justice, delivering the judgment, "that bona fide travelers may be conveyed on Sunday, and we cannot inquire whether they are traveling for business or merely for pleasure. It is admitted that the bulk of the travelers carried by defendants' steamer were excursionists, and that Sunday excursions by defendants' boat were widely advertised." After interpreting the word traveler in the light of English decisions, where, amongst other instances, it was held that a person traveling on foot for two miles for his own pleasure, on a Sunday, was entitled at the end of that journey to buy liquor at an inn, as a "traveler," whereas if not a "traveler" the inn-keeper would have been liable to a fine for selling liquor on Sunday, the chief justice proceeds: "I have no doubt therefore that the excursionists and others on the defendants' boat were 'travelers' in the sense of the exception in our statute. It matters nothing whether they traveled wholly for pleasure, fresh air, relaxation from work, or on business—they were 'travelers.' To draw any distinction between persons according to the purpose which induced them to travel would, it seems to me, be a vain attempt, leading to impossible and irritating enquiries, and tending to bring a useful and salutary enactment into contempt. Both convictions must be quashed." Regina v. Dogget, 1 Ont. Q.B., 544.)

It is needless to say that Regina v. Dagget establishes conclusively that the passengers conveyed by the different companies, in the petition of the Alliance mentioned, on their Sunday trains, are "travelers" within the meaning of the saving clause of sec. 1 of the Lord's Day Act of 1877.

In 1885, however, the Ontario Legislature passeda short act (48 Vic., cap 44) directly prohibiting Sunday excursions, and that act (with some immaterial changes) now constitutes section 7 of our present Lord's Day Act, R.S.O., 1887, cap. 203 (under which Regina v. Dagget were prosecuted), and declares that "the conveyance of persons by Sunday excursions, whether by steamboats plying for hire, or by railway, or partly by one and partly by the other, and having for their principal object the carriage of Sunday passengers for amusement or pleasure only, and to go and return on the same day, by the same steamboat or railway, shall not be deemed to be a lawful 'conveyance of travelers' within the meaning of the act. The owner of any steamboat or railway by which any Sunday excursion is wholly or partly made shall for each offence forfeit and pay the sum of $400, to be recovered in any court having jurisdiction to that amount in civil cases, by any person suing for the same, under sec. 7, sub-sec. 2 of the act, and for the purposes thereof."

This latest amendment to the Lord's Day Act was no doubt passed by the Legislature with the express object of prohibiting the Sunday passenger traffic, which the courts in Regina v. Dagget had declared to be permissible within the saving clause of section 1 of the act of 1877. But in my opinion this amendment is not directed against the grievances complained of by the Alliance. The evil attacked by the amended statute is "Sunday excursions" having for their principal object the carriage of Sunday passengers for amusement or pleasure only. In my judgment it could not be truthfully asserted, far less proved in evidence in support of a criminal charge, that the passengers transported by the Sunday trains of the different companies in question during the past year were "excursionists" within the meaning of section 7, or that such passengers were traveling on such trains for "amusement or pleasure only." The Sunday passengers by the Grand Trunk railway to the beach during the summer, for example, if traveling in search of "fresh air" are clearly within the scope of Regina v. Dagget, and they would not be held to be "excursionists for amusement or pleasure only."

On the civil side of our courts the decisions are equally fatal against the petitioners. The Niagara Tramway Company have a charter which empowers them to operate their road every day in the week "except on Sunday." To the lay mind this express exception must appear synonymous with an express injunction that the company shall not run their trains on Sundays, but it has been held otherwise. The grand jury of Welland indicted the Niagara Company for a violation of the Lord's Day Act, but this indictment was quashed on a technicality. Immediately thereafter the Rev. Mr. Hobbs, of Niagara Falls, instituted an action (later on taken up by the Attorney General in the same interest) asking from the courts a perpetual injunction to prevent that railway company operating on Sundays. The action was dismissed at the trial, on the ground that no private rights of property were involved, and that the action was practically "to get the courts to enforce a moral obligation." The judgment was reviewed in the Divisional and Appellate Courts, and there sustained, Mr. Justice Rose and Mr. Justice McLennan dissenting. The alliance may gather the temper of the courts, regarding proceedings such as they urge, by considering the following extract from the judgment in appeal:

"Human nature does not seem to have changed much in 1800 years, but it is really painful to find in this nineteenth century any one, and especially a person assuming to be a teacher of religion," referring to Rev. Mr. Hobbs, "grudging the enjoyment of a number of poor people and their families, who avail themselves of perhaps the only day open to them, to visit and enjoy one of nature's grandest works (Niagara Falls) because, in order to do so, they have to travel a few miles by train or other vehicle. It would seem almost incredible had we not the witness' admission in his evidence."

I have to advise the council that in my opinion there would not be the slightest hope of maintaining successfully any prosecution such as the Sunday alliance suggests.

I have given this question my most careful consideration, and have consulted a great many authorities, but my researches have resulted in the discovery that the law governing Sunday observance in Ontario is much more stringent than that which now governs in England. Many acts are prohibited by our Lord's Day Act which are perfectly lawful in Great Britain. The whole tendency of our courts is to broaden, not to narrow, the interpretation of the letter of the Sunday law.

Good Taste.

At the banquet given by the Royal Blind Pension—chairman, H.R.H. Prince of Wales—Deutz & Geldermann's Gold Lack Sec Champagne was specially selected for that occasion.

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 25 cents. Sold by druggists. ed

3 DAYS' CLEARING SALE.

MONDAY, TUESDAY AND WEDNESDAY.

The last three days of October we offer you a grand opportunity to save money.

It's your time to buy, as what the shoes have cost us will not be considered. The high-price shoes have to go the same as the cheap shoes—prices move the one grade as quickly as the other.

Our Ladies' $1.25 Kid Buttoned and Lace Boots, reduced to 70c.

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Our Gents' $4.00 Shell Cordovan Boots, J. D. King, reduced to $3.50.

Our Gents' $2.00 Cordovan Lace Boots, oak soles, reduced to $1.25.

Our Boys' $1.25 Hand-Made School Boots, sizes 1 to 5, reduced to 75c.

Similar reductions in Misses', Children's and Infants' Boots, Shoes and Slippers.

Remember our wish to reduce stock promptly enables you during the next three days to save nearly half your money.

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Overseer Henry W. Gill

Gives a Few Pointers and Some Good Advice

Which Many Will Be Glad to Follow.

Ufford, Oct. 14, 1894.

Messrs. Edmanson, Bates & Co., Toronto:

Gentlemen,—I think it is due to you to let you know the benefits I have received from Dr. Chase's kidney-liver pills. I have been suffering off and on for three years from bladder trouble with a constant desire to urinate, with its accompanying weakness. Medicine furnished by a skilful physician afforded me temporary relief, but the trouble would return, often at very awkward times. I was persuaded to try the pills and obtained relief from the first. Before I had taken one 25c. box I felt better than I had for years, and have had not the slightest symptoms of the complaint since. As there are, no doubt, many others who are suffering from like troubles and to whom a cure would be a similar boon, you are welcome to use this communication as you please.

I remain,
Yours faithfully,
HENRY W. GILL, D.F.C.

2345

"Diamond Hall."

Whether judged by its MAGNITUDE, the QUALITY of the STONES or the value offered the character of our stock of Diamonds justifies us in claiming for our establishment the title of "DIAMOND HALL" of Canada.

Ryrie Bros.
JEWELERS,
Cor. Yonge and Adelaide-sts.

Our entire stock is selected from the hands of the cutters, personally, in Amsterdam.

Trusts Corporation OF ONTARIO.

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

Authorized Capital.....$1,000,000
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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Deposit Safes to rent. All sizes and at reasonable prices.
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Bonds and other valuables GUARANTEED AND INSURED AGAINST LOSS.
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For further information see the Corporation's Manual. 13

AUCTION SALES.

DICKSON & TOWNSEND
TELEPHONE 2972

SALE OF
RESIDENCE, GROUNDS and FURNITURE.

According to instructions we will sell by auction on the premises,

No. 46 MACDONELL-AVENUE
PARKDALE.

THE RESIDENCE, containing 9 rooms, bath, w.c. and all modern improvements, good cellar, concrete floor, stone foundation, having a frontage of 100 feet by a depth of 130 feet.

Also the FURNITURE, comprising Drawing Room, Dining Room and Bedroom Furniture, Kitchen Range, Carpets, Curtains, Blinds, Etc., Etc. Sale to take place on

WEDNESDAY, OCTOBER 31ST
AT 11 A.M.

TERMS—For the Furniture, Cash. For the Residence terms made known at time of sale.

DICKSON & TOWNSEND
Auctioneers. 36

DICKSON & TOWNSEND
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NORTH AMERICAN LAND CO., Limited.

This Company will offer for sale by public auction at the rooms of Dickson & Townsend, 22 King-street west, on Saturday Nov. 3, 1894, at the hour of 12 o'clock, a number of vacant lots in frontages to suit purchasers, on

Bathurst-Street,
Manning-Avenue,
Euclid-Avenue,
Markham-Street,
Bloor-Street,
Palmerston-Avenue,

All lying between College and Bloor-streets. Particulars on application.

DICKSON & TOWNSEND,
22 King-street west.
636

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MORTGAGE SALE OF VACANT Lands.

Under and by virtue of a power of sale contained in a certain mortgage, which will be produced at the time of sale, there will be offered for sale by public auction, subject to a reserve bid, by Dickson & Townsend at 22 King-street west, in the City of Toronto, on Wednesday, the 14th day of November, 1894, at 12 o'clock noon, that valuable freehold property situate, lying and being in the said City of Toronto, and being lot No. 48 on the west side of Albany-avenue, according to registered plan No. 608 of sub-division of part of lot No. 28 in the first concession from the Bay of the Township of York, said lot having a frontage of 50 feet by a depth of 135 feet, more or less.

Terms — Ten per cent. of the purchase money to be paid at time of sale, balance in cash in 15 days thereafter, with interest thereon at 6 per cent. from day of sale.

For further particulars apply to
DENISON & MACKLEM,
15 Toronto-street, Toronto,
366 Vendors' Solicitors.

MORTGAGE SALE

Of that Valuable Freehold Property known as Long Branch Summer Resort.

Under and by virtue of the power of sale contained in a certain mortgage, which will be produced at the time of sale, there will be offered for sale by public auction, on Saturday, the 10th November, 1894, at 12 o'clock noon, at the auction rooms of Messrs. Dickson & Townsend of Manning Arcade, Toronto, the following property, namely:

That part of lot No. 9 in the broken concession of the township of Etobicoke, as described in registered instrument No. 5518, containing ten acres, more or less, beautifully wooded, and having a frontage on Lake Ontario of about seven hundred feet, all of which front is graded and sodded, sloping towards the lake, and is well protected by stone filled cribbing. The wharf extends out into the lake about six hundred feet and is substantially built on stone cribs. This attractive summer resort being about eight miles from Toronto is easily reached by rail or boat. It is surrounded by about two hundred building