

Dressy Torontonians

The season is getting pretty well along and yet there are many social functions on the tapis. Toronto has perhaps had a lion's share of these more than ordinary occasions, and evening dress was never more on call than this season. "It's an ill-wind that blows nobody good" may fit the time with appropriateness for drapers and modistes have had their hands full, making for the many soirees and events which called for the orthodox dress; and it's a safe venture that no other draper in Toronto has had a trade in dress suits as that enjoyed by HENRY A. TAYLOR, the Kossin Block. Mr. Taylor can give points to most of them on the how and why of dressy garments for gentlemen, and the claim that he makes the most particular clothing for the most particular people, is no idle boast.

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FREIGHT RATES ON OIL.

The peculiar methods by which the Standard Oil Company has acquired a monopoly of the oil trade in the United States have for years been the object of public criticism. Now that the company is extending its operations to Canada its methods of trade in this country are being subjected to equally close scrutiny. The charge is made that the railways are discriminating against independent companies, and especially American producers, in the matter of freight. Before the Standard Oil Company obtained control of the Canadian sources of supply there was no talk of railway discrimination, but events that have taken place the past several weeks strongly indicate that the influences of the powerful monopoly are being exercised to stifle competition. The Montreal Star publishes the following as the freight rates from the different points named. The discriminating rates per cwt. from Toronto on less than car lots are as follows:

	On Canadian. Cents.	On American. Cents.
To Brockville	25	47
To Wharton	24	40½
To Lorneville	18	28½
To Beeton	15	27
To Palmerston	19	31½
To Shelburne	18	28½
To Pontypool	20	27
To Dundalk	21	30

Hamilton is reached by the Michigan Central and the Toronto, Hamilton & Buffalo, two railways not in the discrimination scheme. From that city the Grand Trunk and Canadian Pacific railways levy the following charges:

	On Canadian. Cents.	On American. Cents.
To Ingersoll	18	27
To Woodstock	17	25½
To Berlin	18	27
To Harrisburg	11	21
To Copetown	9	19½
To Dunnville	15	24
To Beeton	20	28½
To Cookstown	21	30
To Hagersville	15	25½

From Montreal the following charges are now imposed:

	On Canadian. Cents.	On American. Cents.
To Lachute	17	24
To Ste. Therese	10	19½
To St. Jerome	15	22½
To St. John's, P.Q.	12	24
To Farnham	20	25½

It is pointed out that this is being done in spite of the provision in the Railway Act that fares and tolls "shall always under the same circumstances be charged equally to all persons, and at the same rate, whether per ton, per mile, or otherwise, in respect of all passengers and goods and railway carriages of the same description and conveyed or propelled by a like railway carriage or engine passing over the same portion of the line of railway; and also that no reduction or advance in the tolls shall be made, either directly or indirectly, in favor of or against any particular company or person travelling upon or using the railway."

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