

SEASONABLE AMUSEMENTS

London Golfers Were Defeated at Cleveland.

Taylor the Colored Wheelman Breaking Records—Football, Turf, and Other Sporting Events.

GOLF.

LONDONERS AT CLEVELAND.

Cleveland, O., Nov. 7.—A team from the London, Ont., Golf Club played a team from the Cleveland Golf Club Saturday, were defeated, 18 down.

WHEEL.

TAYLOR'S FAST TIME.

Philadelphia, Pa., Nov. 7.—Major Taylor, the colored wheelman at Woodside Park, made two attempts to break Edward Taylor's records for one mile and for one kilometre. Taylor's record for the latter is 53.2-5 seconds, and the major cut it down to 51.3-5 seconds. The colored rider covered the mile in 1.34, the Frenchman's record for this distance being 1.32-5.

Taylor on Saturday lowered the two-mile and quarter-mile records on the Woodside Park bicycle track. He went the two miles in 3:13.2-5, and the quarter-mile in 2:22.5. The best previous time for two miles was 3:14.

SPOKES.

Jean George Timmeris, bicycle champion of Egypt, is said to be now en route for America.

Boston is said to have a majority of votes pledged to secure the 1899 L. A. W. national championship.

Racing men in Paris are engaged as motor carriage conductors, a position for which their skill and nerve fit them. A scheme is again being broached in those states west of the Mississippi River for the formation of a racing organization to assume the control of cycle racing in the western half of North America.

Brandenburg is becoming an important German cycle manufacturing center. One concern located there is extending its works with a view of turning out between 25,000 and 30,000 machines next year.

BOWLING.

DRESDEN'S CLUB.

Dresden, Ont., Nov. 7.—A few evenings ago a number of citizens met together and organized a lawn bowling club for next season. The following officers were elected: Honorary president, Robert Ferguson, M.P.P.; president, R. T. Murrin; vice-president, John H. McVein; secretary-treasurer, W. H. Wilson.

WRESTLING.

A DRAW.

New York, Nov. 7.—The wrestling bout between Hal Adali, the Turkish champion, and Tom Jenkins, of Cleveland, which claims the championship of America, which took place in Madison Square Garden last night, ended in an unsatisfactory draw. The Turk got on top of his rival and almost squeezed the life out of him. Jenkins was so far gone he couldn't have lasted much longer.

PISTOL.

It is now reported that instead of advising medical men, McCoy is going to make the saloon business his calling, and Buffalo is the city that he will adorn.

Mysterious Billy Smith and Charley McKeever have been matched to try conclusions in a six-round bout at the Arena Athletic Club, of Philadelphia, Nov. 9.

CHOYSKI HAD TO RUN.

Philadelphia, Nov. 7.—Joe Choyinski narrowly escaped being put to sleep several times Friday night at the Arena Athletic Club before the savage onslaught of Gus Ruhlin. Each time he was apparently saved by the bell. The bout was limited to six rounds. Ruhlin forced the fighting throughout, Choyinski sprinting to get out of the way, and frequently falling down to avoid a rush. No decision was given.

McPARTLAND WORSTED.

New York, Nov. 7.—Joe Gans, the negro boxer, of Baltimore, won a well-earned decision over Kid McPartland, of this city, before the Lenox Athletic Club, Saturday night. Although he did not knock McPartland out, Gans outclassed his opponent throughout the entire fight, which lasted the full limit of 25 rounds.

AT TORONTO.

Toronto, Nov. 17.—The Mutual street rink could hardly hold the crowd that turned out Saturday night to see the 15-round contest between Jack Bennett, of McKeesport, Pa., and Geo. Karwin, of Chicago. Over 2,000 people paid admission fees ranging down from \$1.50.

Jack Reid, of Hamilton, flunked out of his match with Jack Daley. The latter went on with Jack Morrow, and Daley made a punching-bag of him. Referee W. C. Kelly humanely stopped the bout after it had gone four rounds.

C. Godwin refused to meet W. Popp, alleging that Popp was over-weight. Jimmy Barry and Harry Burkhardt fought six rounds at 105 pounds to a questionable draw.

The principals in the main fight were called into the ring at 10 o'clock. The fight was bitterly contested throughout, and though the referee's decision of a draw was cheered by a majority of the spectators, there were a number of hisses, mostly from the crowd at the leading. Bennett's defensive work

Don't lose sleep.

Take

Ayer's
Cherry Pectoral

and lose that cough.

was remarkable, and at times he landed a few stiff blows. Karwin escaped almost without a scratch.

TURF.

LATONIA, CINCINNATI.

First race—Amber Glints 1, Rarus 2, May H. 3. Time, 1:47.4.
Second race—Pretty Rosie 1, Holland 2, Donald Bain 3. Time, 1:18.4.
Third race—Elusive 1, Joe Shelby 2, Donella 3. Time, 2:47.
Fourth race—Performance 1, Sauber 2, Great Bend 3. Time, 1:50.4.
Fifth race—Rose Apple 1, Piccola 2, Dier 3. Time, 1:05.2.
Sixth race—Deyo 1, Mariu 2, Hampden 3. Time, 1:48.

AQUEDUCT, NEW YORK.

First race—Takanassee 1, Trillo 2, Midlight 3. Time, 1:03.
Second race—Lady Disdain 1, Dalgrett 2, Sagacity 3. Time, 1:06.4.
Third race—Ordeal 1, Warrenton 2, Chentus 3. Time, 1:44.
Fourth race—Mechanics 1, Veracious 2, Specialist 3. Time, 1:02.
Fifth race—Dan Rice 1, Field Lark 2, Bona Dea 3. Time, 1:41.3-5.

TOD SLOAN UNPLACED.

London, Nov. 7.—At the first day's racing of the Gatwick flat race meeting on Saturday, Lord Durham's 3-year-old bay colt, Sherburn won the Oval handicap of 300 sovereigns. Sir Waldie Griffith's 3-year-old brown filly St. Ia, ridden by Tod Sloan, was unplaced. Eight horses ran, and the betting was 10 to 3 against St. Ia.

AT LAKESIDE.

First race—Miss Lynah 1, John Boone 2, Louise 3. Time, 1:32.
Second race—Bony Boy 1, Mr. Johnson 2, Frank Bell 3. Time, 1:18.
Third race—Czarewicz 1, Aunt May 2, Brother Fred 3. Time, 1:33.4.
Fourth race—Macy 1, Storm King 2, Imp 3. Time, 1:32.4.
Fifth race—McGomery 1, Dave Waldo 2, Walkenshaw 3. Time, 1:02.4.
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tion, thus subverted, must inevitably come through the impairment of physical force, the loss of hopefulness, self-respect, and social ambition, and we must therefore only expect a degraded state of industry and a degraded citizenship.

It is the plea of despots that they cannot remit impositions, redress wrongs or promote reforms without weakening dangerous aspirations in their subjects and provoking them to ever-increasing demands. To no such slavish dread of doing right are free nations subjected. It is the glorious privilege of governments of the people, by the people, for the people, that they derive only strength and added stability from every act honestly and prudently conceived, to promote the public welfare. Where such is the case every real and serious cause of complaint which removed becomes a fresh occasion for loyalty, gratitude and devotion.

Now, what loyalty should the men have for the street railway company, which oppresses them, and which has no other motive than to get a man with a family getting \$22.75 a month to keep them. In the first place, his rent will be \$8 a month; shoes, at least \$4, and bread \$3, leaving him the munificent sum of \$4.75 to pay for fuel, light and clothes, and then only eat dry bread—no tea, no sugar, no butter, no meat, but simply bread.

Manager Carr, who gets his \$10 a day, denies the men hearing, and his statements concerning the trouble are vague and uncertain. One day he says there is no difference between him and the men, and the next he admits there is a grievance, and that he will take the men to court. He is in the sweat box and ask them to sign agreements depriving them of their natural rights as a free people. The man who would demean himself by offering others to work for less than a day's wages, and who would be fighting the brute who whips a poor dumb animal after performing a hard day's work in order to procure for him the necessities of life. Aristotle has laid down as a maxim that a wise action lies between two extremes of too little and too much. The directors of the street railway are standing in their own light as long as they maintain a man like Mr. Carr to manage their affairs any longer in this city. He has shown himself to be incapable of the natural qualifications of having in charge the management of human beings. If there is one thing a man needs more than a day's wages, it is a fair wage. It is common sense. A man may be born with a silver spoon in his mouth, but he should remember that the spoon may get lost. He may start in a mansion and end in a poorhouse. If he had common sense as a birthright, he would have done better. Nearly every victory depends on wise reckoning, of putting two and two together, and bringing out right results. Without common sense a man will be constantly running his head against the wall. It is rare and cowardice for a corporation to throw the blame of a self-inflicted injustice off its own shoulders. Better far would it be to bear the burden, accept its reason and in the future shun its cause.

Now, in the face of all this injustice which those men now on strike have been subjected to, all right-thinking people must look down on the hoodlum and devil who in our midst during the last few days. We are all proud to see the noble stand taken by the men, but it cannot be said of them that they are guilty of any overt act in connection with the destroying of public property. It is in every community a certain class of persons who only aim is looking for opportunities as exist today, in order that they may exercise the degrading part of their human nature, and destroy at will the property of others. It is the duty of the law to help the men on strike. There is where the folly is committed. They are only doing an injustice to the men in order to satisfy their own villainy. Therefore, let every law-abiding citizen frown down and punish every man who is putting down this mode of warfare, which should not be allowed in any civilized country.

The differences could be easily settled if common sense was displayed on both sides. Let the men make a list of all such differences to arbitration. The laboring man has himself to blame for a good many of the indignities forced upon him. If a professional man, he should be able to get on without the aid of a lawyer. Laws are made by which their fees are regulated, and we are compelled to pay their demands. Now, they will tell you they cannot regulate the wages of the laboring classes, because the man is not skilled. He is not another, and, therefore, should receive better remuneration for his services than the unskilled. Is that not all? There are doctors and lawyers who have no other business but to get more money. Just as a case that is given them than they could fly in the air; yet they have the same legal status to collect their fee as the intelligent and capable man.

Who will be dealt with in the workingmen stand shoulder to shoulder in defense of their right, and show those who desire to oppress them that they have not yet lost their manhood and become the crying wretch which you will always find in a time like this, who will fall from the capitalist and become the lick-spittle of their despotism.

As the matter has now assumed a legal aspect by being brought into court, we should discountenance every act of violence, no matter by whom committed. If you do not, you are only playing into the hands of the company, and you will lose the good-will of your law-abiding fellow-citizens. The police are able to cope with the rowdy element, and if they are not in sufficient number, then it is an easy matter to call on others to assist them if they see the company breaking the law. Let the men stand by their duty, and the whole matter will finally adjust itself, and there be better feeling than ever between the men and the company.

JAMES DONNELLY,
President Trades and Labor Council.

His Life Was Saved.

Mr. J. E. Lilly, a prominent citizen of Hannibal, Mo., lately had a wonderful deliverance from a frightful death. In telling of it he says: "I was taken with Typhoid Fever, which ran into Pneumonia. My lungs became inflamed. I was so weak I couldn't even sit up in bed. Nothing helped me. I expected to soon die of consumption, when I heard of Dr. King's New Discovery. One bottle gave me relief. I continued to use it, and now am well and strong. I can't say too much in its praise." This marvelous medicine is the surest and quickest cure in the world for Typhoid Fever, Lung Trouble, 60 cents and \$1, at any drug store; every bottle guaranteed.

Walk, Walk, Walk, and smoke the Fly Cigar.

LONGFELLOW Cigar.

JOE NOLAN'S, Masonic Temple.

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RAILROAD RUMBLINGS

Attempt to Consolidate Two Big Railways.

Gross Earnings of American Railways From Freight Are the Same as Running Expenses.

Round trip rate for Thanksgiving has been agreed to. The rate will be a fare and a third.

All quarantine restrictions on business from the north to all points south have been removed.

An attempt is being made to consolidate the Delaware and Hudson and the New York Central Railroads.

There is now 1,400 railroad cars in the postal service of the German Government railways lighted by electricity.

The Grand Trunk shows an increase in earnings for the week ending Oct. 31. Following are the comparative figures: 1898, \$728,189; 1897, \$726,957; increase, \$1,232.

According to consular reports, the imperial Chinese railway is one of the greatest enterprises in Northern China. Already 320 miles of road have been constructed (80 miles of which are double track) and 126 are now under construction. From 8,000 to 12,000 men are constantly employed, 40 of whom are foreigners. They have extensive shops at Tong Shan, where cars of all kinds are built.

The railroads of the United States now employ 850,000 persons and the average annual pay of each is \$556. A few officials receive large salaries, but the 80,000 station men and truck repairers and the 70,000 switchmen, flagmen and watchmen all get small wages, though their pay is sure and their employment steady.

There are now 450 employees to every 100 miles of road, or 4% to every mile.

The Rutland and Canadian Railroad bill has passed the Vermont Senate. The bill incorporates the Rutland and Canadian Railroad Company, with a capital stock of \$1,000,000, giving it the right to construct a road from Burlington to the Canadian line. The construction of this line will give the Vermonters a line from New York to Canada and the great lakes. The bill passed the Vermont house early in the week.

A record-breaking run was made last week by the Wabash Railway inspection party, Peru to St. Louis, in 28 minutes, with two changes of engines and one stop for water.

Exclusive of sleeping cars, the United States railroads now have 1,326,000 cars of all kinds, or 47 cars to every mile of track. The average weight of a car is 38,000 pounds, mail and express cars in use.

The New York Central and Hudson River Railway Company has finally decided to change the motive power of the entire system of roads running into the Grand Central Station through the long Park avenue tunnel, on the section between the Grand Central Station and the Harlem River. It intends by this means to remove an element of discomfort from the trip through the tunnel, and make it instead a specially pleasing feature of a journey upon any of the roads in the system.

The Delaware and Hudson has given notice that its gravity road to the canal, which has been open since 1827, will be abandoned Jan. 1, 1899. About 1,000 men will be thrown out of employment, most of whom live in Carlisle. The cost of canal and gravity road has been since their construction about \$10,000,000. The company has made a contract with the Erie to carry coal to its eastern markets. By so doing the company saves an important item, as no reloading will be needed.

The gross earnings of American railways from freight are substantially the same as the running expenses, says the Railway World. There are in this country at present nearly 20,000 miles of American railways, generally owned by the government, and the operating expenses are about \$800,000,000 a year. The freight receipts are substantially the same—\$800,000,000 a year. When times are good commercial operations prosper, business is brisk, and the demands for transportation facilities are many; the freight receipts of American railroads increase, and along with them the increases in the expenses of operation. When business languishes and freight receipts fall off there is usually a corresponding reduction in operating expenses, so it may be said that the running expenses of American railways generally are paid from freight receipts and the other items of revenue—passenger receipts chiefly and small receipts to a minor extent—pay the interest on bonds, the dividends and the profits, where there are any. These facts are substantially borne out by the last reports of some of the principal lines entering Chicago, particularly the lines from the east. The freight earnings of the Lake Shore and Michigan Southern road last year amounted to \$13,734,282, and the operating expenses to \$13,542,490. The Michigan Central's freight earnings were \$9,412,461, against operating expenses of \$10,025,586. The Erie's freight earnings show a somewhat large margin between the freight earnings and the operating expenses. The freight earnings of the Chicago, Rock Island and Pacific amounted to \$15,835,995, and the operating expenses to \$12,595,966. The Burlington's freight earnings were \$30,543,640 and operating expenses \$27,810,886. The Chicago and Northwestern's earnings from freight amounted to \$27,035,105 against operating expenses of \$23,746,485.

To get rid of bedbugs use Persiato Bedbug Exterminator. At all drug stores.

A man may not be a hero to his valet, but we don't see what business a hero has with a valet, anyway.

LIFE SAVED.—Mr. James Bryson Cameron writes: "I was confined to my bed with inflammation of the lungs and given up by physicians. A neighbor advised me to try Dr. Thomas' Electric Oil, stating that his wife had used it for a throat trouble with the best results. Acting on this advice, I procured the medicine, and less than half a bottle cured me. I certainly believe it saved my life. It was with reluctance that I consented to a trial, as I was reduced to such a state that I doubted the power of any remedy to do me good."

LONGFELLOW Cigar.

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DR. RADWAY'S Sarsaparillian Resolvent!

The Great Blood Purifier

FOR THE CURE OF ALL CHRONIC DISEASES.

Every drop of the Sarsaparillian Resolvent communicates through the blood, sweet urine and other fluids of the system the vigor of life; for it repairs the wastes of the body with new and sound material. It cures consumption, syphilis, unclean or badly treated venereal disease, in its many forms (see list for illustrated book, "Radway on Venereal"), glandular diseases, ulcers in the throat and skin, tumors, nodes in the glands and other parts of the system, sore eyes, strumous discharges from the ears, and the worst forms of skin diseases, eruptions, fever sores, scald head, ringworm, salt rheum, erysipelas, acne, black spots in the flesh, ovarian tumors, female complaints, all weakening and painful discharges, night sweats, nocturnal losses and all wastes of the system. The principle of this Wonderful Modern Chemistry, and a few days' use will prove to any person using it for either of these forms of disease its potent power to cure them. If the patient, daily becoming relieved by the wastes and decompositions that are continually progressing, succeeds in arresting these wastes and repairs the same with new material made from healthy blood, the Sarsaparillian Resolvent will do a cure is certain; for when once this remedy commences its work of purification and succeeds in diminishing the loss of wastes its repairs will be rapid, and every day the patient will feel himself growing better and stronger, the food digesting better, appetite improving and weight increasing.

The following is a case where one bottle of the Sarsaparillian Resolvent has changed the symptoms complained of, destroyed the idiosyncrasy or desire, and stopped the discharge. This letter was written in October, 1897:

A Young Man's Experience.
BROOKLYN, OCT. 14, 1897.

"I will now tell you my symptoms. I am 22 years old, weight 150 pounds, height, six feet; color of hair dark brown, body and limbs slender; weakness of the whole body; head heavy and full of ringing noises; pains over the eyes; whites of the eyes yellow; skin dirty and greasy; yellow tongue, coated with white surf; hawking and hemming to keep the throat clear of a tough, starchy phlegm; dots and half a vision before the eyes; frightful dreams; nervousness; drowsiness; a desire to lie long in bed; in the morning, heavy feelings arising from bed; bowels sometimes constive and sometimes regular; sometimes slimy discharges from the bowels; pimples on the skin; itch; bad taste in the mouth; a dislike for labor and female society; love of solitude; dull, heavy, stupid and drowsy confusion of the mind; pale, haggard countenance; nose bleeding; night sweats; desire to drink much water; poor appetite; horrible imaginations after retiring. It is eight years since I began the destructive course, and I have suffered nearly ever since. I have been under treatment of seven doctors. I have taken calomel, mercury or blue pills, and have knowledge. I have stopped the habit, for many I have taken the Resolvent. I have lost the desire. The change this remedy produced was wonderful. All the bad feelings disappeared. I felt as if by magic. My appetite returned, my spirits revived, and I feel anxious and ambitious to complete my daily labor. I take one or two teaspoonful of the Resolvent three times a day, and one of Radway's Pills every night, and in one week I rub the sweat of my brow, and the Ready Relief. One bottle has made this wonderful change, but I think I had better continue for a while. Yours truly, A. J. Young."

In the case of severe weakness and all nervous affections, the application of RADWAY'S READY RELIEF to the spine is of great importance. It supplies the nervous system with electricity, and gives new life and vigorous strength to the nerves. Booklet of advice on the above subject (Radway on Irritable Urine, etc.) sent free on application.

RADWAY'S REMEDIES are sold by druggists everywhere, and at DR. RADWAY'S Office, No. 78, Helen street, Montreal.

Legal Cards.
McEVOY, POPE & PERRIN-BARRIS, TERS, solicitors, 402 Ridout street, opposite court house. Telephone 979. Money to loan. J. M. McEVOY, LL.B., H. C. Pope, LL.B., F. E. Perrin, B.A.

LOVE & DIGNAN-BARRISTERS, ETC., 418 Talbot street, London. Francis Love R.H. Dignan.

W. B. BATHMAN-BARRISTER, 80 R. MITCHELL, E.C. Office, 30 Dundas street, etc., Canadian Loan Company Building, Richmond and Carling streets. George C. Gibbons, C.C., F. Mulken, Fred. F. Harper.

T. LICHTER, E.C. Office, 30 Dundas street, London.

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