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MONDAY MORNING, APRIL 30, 1883.

THE MONTREAL AND TORONTO SECTION.

The Berlin Telegraph says we are in error in stating that there was a breach of faith on the part of the Grand Trunk in not applying the money received for the Riviere du Loup section to the improvement of the road from Montreal westward through Ontario. Also, that the act of 1880, authorizing the purchase of that section, will show that we are wrong. We have further heard it contended that the act expressly provides for the use of money towards the purchase or construction of a Grand Trunk line through to Chicago, our government being desirous of having this done for the purpose of bringing traffic through Canada. Now, this contention may be partly true, but it is not the whole truth; it does not tell the whole story. The fact is that the Riviere du Loup purchase had been pressed upon the government again and again during several years before it was authorized by parliament, and had been pretty fully discussed in the papers. While it cannot be said that the Grand Trunk's intention to extend to Chicago was kept a secret, it still remains true that the improvement of the line in Ontario was the main ground of all upon which the purchase was advocated. This was really the argument that brought parliament round to the sanctioning of the purchase; and so important was it deemed that all other arguments on the same side were looked upon as trifling in comparison. The promise that the track between Toronto and Montreal would be improved was, "by a large majority," the main argument of all to induce consent to a proposal, which during years before public opinion had strongly condemned, and which more than one government had feared to entertain.

The "congested state" of the line between Toronto and Montreal has been felt as a great evil for years; but of late it has been getting worse to an alarming degree. From all Ontario west of Toronto, on the rails of both the Grand Trunk and the Great Western, also by the railways connecting Toronto with the north, freight comes pouring into this spot. West and north of this is the expanding end of the funnel, and here begins the narrow spout which gets choked with traffic. Between here and Montreal the choking up of the narrow spout gets worse as we go east, at least in winter, because of the additional contributions thrown in by the railways tapping the back districts of midland and eastern Ontario. At Montreal there is expansion again, created by various railways going south and east, and the large capacity of the ocean fleets which load there and at Quebec. But the 333 miles of single track between Toronto and Montreal constitute a section crowded with traffic far beyond its capacity. However, it is after all the pressure of American traffic, far more than of our own, that so overtasks this single line of rails. And, as if to make the matter worse, it is between the two chief cities of the dominion that this great evil of a choked-up and over-tasked single track exists. Nowhere else in Canada, over an equal distance, has there been for so long a time lack of transportation supply to meet the existing demand, as in this case. In other directions the Grand Trunk has found millions for gobbling up other roads or building new; but for this unfortunate section scarce a dollar beyond the barest necessities of maintenance.

It is to be feared that a principal reason for this is the one we mentioned lately, and that the difficulty is one not easily overcome. Were there easy grades and safe curves all through, the laying of another track merely need not appear a very formidable affair for a company standing in good credit and with a superabundance of freight offering for the section in question. But with steep grades to be reduced, sharp curves to be enlarged, and various danger spots to be made safe, the undertaking becomes a serious one indeed. And this is why it is to be feared that there will be no substantial relief until the Ontario and Quebec line is actually in operation. Last year the doubling of the track was talked of, but recently it has scarcely been mentioned. If the public saw, even now, that the track would certainly be doubled to Montreal ere another winter set in, there would be a general disposition to make every allowance in view of the prospect. Possibly this may have been already determined upon; if so it would be a good thing to let the public know it. Evidently both the Grand Trunk and the Canadian Pacific are determined to take all the American traffic they can get hold of. It may therefore be looked for that, even with the Quebec and Ontario line in operation, the doubling of the Grand Trunk track between here and Montreal would still be necessary. With regard to this important matter the authorities would do well to take the public into their confidence at an early day.

THE THREE PRACTICAL POINTS.

In connection with the Esplanade difficulty the three practical points we have already mentioned cannot be too frequently repeated and insisted upon. These are—shunting outside the limits; straightening the tracks on the Esplanade; and the loop line going north of the city to relieve the pressure of through freight. They are all eminently practical projects, and it would benefit the Grand Trunk as well as the city to have them carried out. In no one of them is there any interference with vested rights; but each change is for the obvious benefit of all concerned. The public generally, and those particularly who represent the people in any capacity, either civic or political, should keep these points in view all the time. More than half the trouble now complained of would disappear were these three material reforms carried into effect

THE LACROSSE TOUR.

The tour of the lacrosse team in England has been so fully dealt with in The World from time to time, that now on the eve of the departure of the team little really remains to be said. More than usual prominence, however, has been given to the trip by the association with it of an immigration scheme on a remarkably large and complete scale. While heartily endorsing the project, we almost regret the method that has been taken to bring it under popular notice. It has been heralded in column articles as an advertisement for Canada, as if the one sole idea of the tour was the advertising of the country after the fashion adopted by proprietors of quack medicines, who establish baseball and other clubs and run trotting horses under the name of the compound they desire to sell. This is no compliment to the team, who we should think would rather not be placed in the same category as advertising posts.

Still the immigration project is a laudable and patriotic one. Unlike most other ideas of the kind it is founded on pure patriotism. The individual members of the team pay their own expenses and beyond the permission to cart around with them and distribute a number of official immigration pamphlets, maps, and other documents they receive no aid in any manner from the government. The scheme therefore, deserves the hearty endorsement of every true Canadian. That it will result in immense benefit to the country no one for a moment can doubt. The members of the team being all natives will themselves be the best evidence of the kind of men we raise in the country, and the pamphlets, documents, and lectures will tell of our wonderful resources.

Five thousand families are coming to Canada from the west and south of Ireland. They will be welcome, but as almost without exception they will be absolutely destitute of means wherewith to make a start, the government will probably require to make special arrangements for their reception and distribution. The poor people must not be allowed to form the impression even for a moment that by coming to Canada they have jumped from the frying pan into the fire.

Truly Canadians are making a place for themselves in the history of science. It was a Canadian who invented the electric light, it was a Canadian who invented the telephone, to a Canadian are to be credited many of the inventions now in use in telegraphy, and it is a Canadian—Mr. Geo. Black, of Hamilton—who has patented an invention by which messages by telegraph and telephone can be sent over an ordinary telegraph wire without interference. The invention consists of a condenser somewhat resembling a duplex telegraph instrument. Telephone and telegraph instruments can be used in the same room simultaneously without any perceptible annoyance to those using the instruments. To all this, it might be added, that a Canadian promises to profit the most by those inventions, to wit, Mr. Erastus Wiman, who, besides being one of the heaviest owners of telegraph stock in the world, is also largely interesting himself in Mr. Black's invention.

The letter of a taxpayer in another column will well repay perusal. It is really an outrage the way the filling in was done on King street, after the laying down or repairing of the water-pipes. We can understand the gas people being careless in fixing the roadway after depositing their pipes, but why the city should be careless with its own property is one of those things no fellow can understand—except, perhaps, the foreman in charge of the works and the city engineer.

It is proposed to establish a divorce court in Canada. If we are to have divorce at all, a regularly organized court would certainly be preferable to the cumbersome idiotic system that now prevails. It is however to be hoped that if established no single court will ever be so busy as the court at Springfield, Mass., was recently, when nineteen uncontested applications for divorce were granted inside of an hour.

It is stated Rossa and his friends, dissatisfied with the proceedings at Philadelphia, intend to hold a convention on their own account. They could not do anything more suicidal, for then the U. S. government would have open evidence that a species of the most dastardly warfare was to be carried on against a friendly nation.

Telegraph monopolies, railroad monopolies, land monopolies, and most other monopolies, appear to have been outdone by the great match monopoly, which, by the mere abolition of the stamp tax on matches in the United States, will make a profit of about ten million dollars a year, or a million dollars per annum for each of the shareholders in the organization.

BENEFITS OF RAILWAYS.

To the Editor of The World.

SIR: The Midland railway I consider a damage to the commercial interests of this country, from the fact that goods shipped on that road will take from two to six weeks to travel fifty or sixty miles. In ordering seasonable goods, the season they are intended for has long passed before the goods reach their destination. I think Mr. Mowat would serve the man right, who argued before his house that the people would be better accommodated by the amalgamation than before, if he would hang him as a traitor to the best interests of his country. Before the amalgamation we could get goods in two or three days, which now takes as many weeks, and sometimes more, and at a third less freight.

I cannot see why goods could not as well be forwarded at once as lying round stations for weeks. It must be carelessness on the part of the hands on trains or bad management. I sometimes think when the Midland Railway company appointed Mr. Cox as manager they should have bought him a tramway at some sawmill, and let him operate on that awhile, so that the public interest might not suffer. We have stringent laws passed in regard to the carrying trade on railways, and we should have a law that the division court would settle all claims against the railway for damages to the amount of two hundred dollars without appeal for either parties, so that a poor man would not be dragged through all the courts in the dominion, and finally beaten for the want of funds.

We think legislators who refuse or neglect to attend to the above requirements have no claim for support from the people.

A SUFFERER.

Sonya, April 27, 1883.

FLEEING FROM CANADA STILL.

To the Editor of The World.

SIR: A short time since I inserted in your paper a letter on the folly of people hastily leaving Canada for the Northwest, and when there too often going to the new American territories.

In Nebraska or Dakota (I do not recollect which) there is one county where it is alleged thirty thousand Canadians settled. Many of the other counties contain thousands of them. There they live, in much meaner houses than when they were here, and in a much humbler and poorer way with little hopes except to possess prairie farms, and bring up a family in a half-educated, half-demoralized way!

One would suppose Quebec and Ontario overstocked with settlers if we were to pass into the new American States and territories and the Northwest. Is this the case? Very far from it, for in many of our counties there is room for thousands to settle, and make more money than they can do in these new abodes. What is to prevent thousands of our people settling and going into fruit-raising in the counties of Lincoln—the Niagara district, where peach orchards do well, or into Norfolk and the Talbot settlement—into Kent and and Essex along the shores of Lake Erie? What is there to prevent settlers doing well on the Manitoulin islands, St. Joseph and Thunder Bay settlements?

Abundant room for settlers can be found in the vicinity of the fine towns of Dresden, Wallaceburg, Sarnia, Chatham, Amherstburgh, Wingham, Owen Sound and near easterly towns like Peterboro' and Picton. The county of Prince Edward is a lovely locality, the climate good and the locality beautiful. Why all this running away from an old and well established province, where all kinds of produce raised on the farm, and cattle and manufactures command a high price and ready sale? No country in America can raise better apples than Ontario, and peach-raising in Niagara, Kent, Norfolk and Essex might be made very profitable. Poultry of all kinds, and cattle and sheep breeding do well everywhere. Then our water and climate are good and coal is as cheap than in the Northwest.

KOSMOS.

Toronto, April 26, 1883.

DEMORALIZED ORANGEISM.

To the Editor of The World.

SIR: A letter signed A Protestant British Canadian and another signed An Orangeman, both no doubt written by orangemen, appear in your paper of to-day, the one blaming Mr. Blake and the liberals for not voting for the "orange incorporation bill" lately at Ottawa. The other representing that the society is greatly demoralized by the result, and recommending a reorganization of the same in Ontario and Canada.

Referring to the first letter I will remark that the orange body know full well that Sir John Macdonald has long been playing fast and loose with them—making use of them to keep himself in power and setting off their influence against the bleus of Quebec, and vice versa. Why did he make the Yorkville promise to incorporate, and not use his influence to induce his French and other followers to carry out the promise? Has he not done so on other matters and especially in reference to the Northwest Pacific railroad in the winter of 1881? Has he not abdicated his authority over Parliament in so acting after his pledged promise? What right has he to expect the body to keep its promise to him? He knows—everyone knows that the orangemen as a solid body—united with the Blake party, can at any time carry the Ontario elections either for the province or the dominion. Their fault has been in trusting to a man who always sacrificed Ontario to Quebec, who always, in George Brown's early days and since, injured Ontario's best interest to serve the politicians, especially Sir George Cartier of Quebec, and who is now persecuting Mr. Mowat because the bleus are against our boundary award.

The orangemen in 1688 and for a century afterwards, were truly protestant reformers—not tories—and ought to be so now. True, they always were in favor of the rights of the crown, but equally of the people. Reformers in England, after driving the bigot James the second from England for his wicked conspiracies against the reformation, supported the new regime of Queen Mary and William the third, then of Queen Anne, and after of the Guelph family, and in doing so were acting consistently as reformers in the people's interests.

Now in this province we have a large body of excellent men—protestants—called orangemen, who are or ought to be banded together, not as tools of Sir John or Bowell, but as lovers of true protestant freedom and protestant rights in the largest sense, determined to uphold the reformation, an open bible, and owing an allegiance to the British crown when that crown keeps its oath to carry out true protestantism. Yet, we have seen for many years in Canada orangemen used to support the worst acts of tories—used to mob reformers as they did on Yonge street in 1839—used now to uphold Sir John's Quebec Roman catholic bleus! What are they to gain by such conduct, either religiously or politically? Their forefathers did not shed their blood for toryism. Your contributor "An Orangeman," who writes so ably and so truly, speaks out the better feelings and sentiments of the great order, which is scattered all over Ontario. I do not wish to be understood as advocating any persecution of Roman catholics—far from it—but they should remember that the soul of Great Britain is protestant, and they and all who will uphold a protestant nation and throne will receive implicit toleration, and ought to owe an allegiance to none but their sovereign as a protestant queen. If the order can be reorganized as your contributor wishes it to be, with true men—men who love their God, an open bible, and eschew such tricksters as Sir John—the public will hail it as good.

Your first contributor would be very willing to use Mr. Blake "as a makeshift" for Sir John, but he was too wise for that. I believe Mr. Blake is a true protestant, and a far abler and honester man (although he, too, has his faults) than Sir John A. Macdonald. He never could do that mean trick of breaking his pledged word to a large body of trusting protestants, nor has he been guilty of such acts as selling our Northwest interests to a soulless railway syndicate.

C. M. D.

Toronto, April 27, 1883.

THE ESPLANADE QUESTION.

To the Editor of The World.

SIR: Our attention has been drawn to a letter of Mr. Wragge about the Esplanade, but as he only takes up the question of the Union station approaches, we being large ratepayers and property owners on the Esplanade, think a remedy should be provided for the whole water front and not for one part only.

Mr. Hickson, in his letter of 19th inst., takes this same view, for he says: "The merchants and others doing business south of the Esplanade have experienced inconvenience, there is no doubt, and a condition of matters exists which undoubtedly demands consideration."

And further, Mr. Hickson also very justly states that the railways are not to blame for this, but rather the city council, who originally sold part of the Esplanade street without looking to the large increase of freight business which would grow and has grown with the city's increase of population.

Every merchant in the city who has done business to any extent knows that Toronto owes her prosperity to the large railway facilities she possesses, and for this reason it is the duty of the council to encourage any increase to this traffic. There have been objections made to the handling of freight on the Esplanade sidings, but it would ruin the grain, foundry, lumber, coal and other heavy traffic trade if this class of merchandise could not be unloaded at the elevators and warehouses along the Esplanade. No fault, therefore, can be found with the railway companies for doing this, but it is rather the desire of our business men to increase and better these facilities.

The only permanent remedy for this Esplanade railway difficulty is to have a new street south of the present tracks, running all along the water front, and instead of having a crossing every fifty feet to each property, put up bridges at the principal streets—such as Yonge, Church, York and Simcoe streets. These bridges can be made of iron, to take up little space, and there is no engineering difficulty in getting easy approaches to them. By this means you do away with over sixty dangerous crossings, get a perfectly easy and safe passage to the wharfs for the freight and passenger traffic, and, at the same time, largely increase the railway accommodation for handling freight.

This street could be extended to Brock street, giving access to the C. V. R. sheds and the water works, and do away with the large expense of a bridge across all of the Grand Trunk yard at John street. As to improving and extending the Union station, why not carry out the scheme that was proposed a few years ago of turning the present Parliament square into a grand union passenger station, and use all the tracks at the present Union station for freight traffic? Now that navigation is open, we think the council should lose no time in making what arrangements they can with the railway companies to carry out these much-needed improvements, which we consider is the only solution of this Esplanade railway difficulty.

A. & S. NAIRN.

Toronto, April 28, 1883.

THE FRONTAGE TAX SYSTEM

To the Editor of The World.

SIR: In its advocacy of the frontage tax system for the improvement of our streets, the Globe assured us that the work would be much better done than under the old plan, because every individual taxpayer would be interested and would insist on having the works for which they would be specially taxed, faithfully and economically carried out. The actual facts belie the Globe's prediction; for any worse executed work than has been seen on King street during the past few weeks, could not be imagined. The filling in of the water main, manhole and culvert excavations has been shamefully done. Witness the long ridge of earth lying for weeks all along the water pipe lines on the north side of the street, with additional pile every short distance on both sides of the street; and witness also the immense holes continually appearing because of the settling down of the loosely thrown in earth. Day by day I have noticed the man-hole and culvert excavation being filled in without any attempt whatever of ramming the earth down, and consequently for several months to come settlements will be continually occurring and the road-bed will be quite unfit for the laying of the contemplated block pavement during this year.

I state a fact which I know from personal experience and from the assurances of some of the most practical men of our city, that the earth taken out by excavation in the now solid ground can all be put back (less the bulk of the pipe or drain laid in the excavation) if filled in without the use of water and properly rammed as the work of filling progresses.

This ramming system may be the most expensive at first, but it is by far the cheaper plan of the two by the time the works are really finished and the road-bed fit for travel; and will involve no claims against the city on account of broken limbs, broken carriages and disabled horses, caused by the settlements referred to.

TAXPAYER.

Toronto, April 28, 1883.

SIR JOHN AND THE ORANGEMEN.

To The Editor of The World.

SIR: I see in your paper that Sir John Macdonald is charged with making a corrupt bargain with certain orange leaders. As an orangeman I demand to know if Sir John did make any such bargain as implied. It may be true that the sheep being sold do not know that they are being disposed of, but when they feel the butcher's knife they must have a pretty shrewd idea that no good is meant them. It appears to me the rank and file of the orangemen are something like the sheep. They did not know when they were being sold, but they do know now that their interests have been slaughtered. Again, too, like the sheep, they have experienced no benefit from the blood money.

A REAL LIBERAL.

Toronto, April 28, 1883.

Medicated vapors applied by inhalation cure catarrh, bronchitis, consumption, &c., when all else has failed, by destroying those microscopic germs which cause those diseases. For full particulars apply to Dr. Malcolm, 337 King street west, Toronto.

MATCH-MAKING EXTRAORDINARY.

People Who Promise to Become Millionaires in a Single Year.

CLEVELAND, April 28—A man connected with the Diamond Match company, one of the greatest monopolies in the country, said to-day that when the tariff bill was before congress, Mr. Swift, president, and O. C. Barber, vice-president of the company, appeared before the committee to have the tax on matches retained. At the time it was thought that this action was to better the condition of the Diamond Match company, which had driven all small manufacturers out of business by combining all of the large match factories in this country and in Canada. It now appears that this action was taken with the hope that the opposition it raised would cause the match tax to be abolished instead of continued. The Diamond Match company operate immense factories at Akron, Ohio; Wilmington, Del.; Chicago, and other points in the United States and Canada. At the Akron factory alone the company turned out in the month of March 57,000 gross of matches, a gross being 144 boxes, which retail at eight cents each. This is the greatest amount ever turned out at this factory in one month. The profits heretofore at the Akron factory have been about $300,000 a year. When the stamp tax is abolished the company will pocket a clear profit of $1.44 on each gross, which heretofore went for stamps. This will make an extra profit of $82,000 a month, or the enormous sum of $1,000,000 extra profits in one factory. This is for the Akron factory alone, the six other factories having the same or nearly the same capacity. According to these figures, the men who compose the Diamond match company will all be millionaires at the end of the next twelve months. They do not anticipate that the retail prices of matches will be reduced for a year at least, and do not care if the biggest kind of a reduction comes after that time, as all immediately concerned in the company will then have become independently rich and will be ready to retire from business. The Diamond match company proved itself one of the greatest monopolies of the age. For years it delighted in paying the stamp tax, and secured stamps in the grain, foundry, lumber, coal and other heavy traffic trade if this class of merchandise could not be unloaded at the elevators and warehouses along the Esplanade. No fault, therefore, can be found with the railway companies for doing this, but it is rather the desire of our business men to increase and better these facilities.

Will Supersede Steam.

Coal, one of the leading journals of practical science in England, makes known a discovery that, if as represented, will work as great a revolution in the employment of power as Keely's motor would were it to do all he promises. The journal in question says: "A new motor has been discovered which, it is claimed, will supersede steam. The material from which the energy is generated is bi-sulphide of carbon, which is utilized as a motor agent in the form of vapor, and the advantage claimed for it over steam is that while water expands in the ratio of one cubic inch to 1700, bi-sulphide of carbon has an expansion property of one to 8000. When the vapor is generated it passes into the steam chest of the engine and moves the piston rods. A pipe attached to the engine conveys the exhaust vapor directly through a condenser back to the tank in its original liquified form to be generated. The system of generation and condensation is similar to the heat action, and, with machinery properly constructed, it is claimed that a single supply of bi-sulphide of carbon can be used with re-enforcements for an indefinite period. The cost of fuel is trifling, it being claimed that from the peculiar properties of the bi-sulphide an ordinary house fire can develop a power sufficient to run an ocean steamer. Water boils at 212°, and it takes 229° of heat to make steam available, while the new agent takes the form of vapor at 180°."

What Kept him Outside.

From the Detroit Free Press.

A colored man was hanging around one of the opera houses the other evening in manner to show that he was deeply interested in what was going on inside, and a gentleman finally said to him:

"Why don't you go in? Under the civil rights bill you can take a seat in the parquet circle."

"Yes, sah, I knows all 'bout that, sah," was the reply. "Under de cibil rights bill I ken take any seat in de house, but under the present strain on my finances I couldn't buy two shingles if hull opera houses war sellin' for ten cents apiece, sah!"

Hartshorn.

A consumptive-looking man, lame and feeble, and carrying a pint bottle full of something, halted a pedestrian in the street the other day, and said: "I found this bottle in the corner there, and I wish you'd tell me what's in it." The other took it, removed the cork, and snuffed in a full breath. The next instant he staggered against the wall, clawing the air and choking and gasping, and it was a full minute before he blurted out: "Why, you idiot, that's hartshorn!" "Well, I'm perfectly willing to take your word for it without extra insults," observed the invalid, in an injured voice. He took his bottle and walked off, like a man who had been abused without the least excuse. The French Coffee prepared by the Li-Quor Tea company is perfection.

Catarrh—A New Treatment.

From the Weekly (Toronto) Mail, Aug. 24.

Perhaps the most extraordinary success that has been achieved in modern medicine has been attained by the Dixon treatment for catarrh. Out of two thousand patients treated during the past six months fully ninety per cent have been cured of this stubborn malady. This is none the less startling when it is remembered that not five per cent of patients presenting themselves to the regular practitioner are benefited, while the patent medicines and other advertised cures never record a cure at all. Starting with the claim now generally believed by the most scientific men that the disease is due to the presence of living parasites in the tissue, Mr. Dixon at once adapted his cure to their extermination—this accomplished, he claims the catarrh is practically cured and the permanency is unquestioned, as cures effected by him two years ago are cures still. No one else has ever attempted to cure catarrh in this manner, and no other treatment has ever cured catarrh. The application of the remedy is simple and can be done at home, and the present season of the year is most favorable for a speedy and permanent cure, the majority of cases being cured at one treatment. Sufferers should correspond with Mr. A. H. Dixon, 305 and 307 King street west, Toronto, Canada, and enclose stamp for his treatise on catarrh.

Under the present management of the International Throat and Lung Institute, those who unfortunately are suffering from Consumption, Asthma, Bronchitis, Catarrh, Catarrhal Deafness or any diseased condition of the air passages, can avail themselves of the advantage of receiving treatment by the Specialists of this institute, which is acknowledged to be the best of the kind in America. In fact the only one where the above diseases alone are treated. Consultations free. Also a trial of the Spirometer, the wonderful invention of Dr. M. Souvielle of Paris, Ex-aide Surgeon of the French Army. Those unable to come to the Institute or see our surgeons, who visit all the principal towns and cities of Canada, can be successfully treated by writing, enclosing a stamp for a copy of our International News, published monthly, which will give you full particulars and references, which are genuine.

Address International Throat & Lung Institute, 173 Church Street, Toronto, or 13 Phillip's Square, Montreal.

BOOTS AND SHOE

YONGE ST. SHOE COMPANY.

SPRING, 1883.

NEW STYLES. POPULAR PRICES.

Ladies' Balmorals and Button Boots in French Kid, French Oil Goat and Polished Calf. Ladies' French Kid from $2 upwards. Gents' Hand-Sewed Balmorals and Congress at cost.

SIMPSON'S
BOOTS AND SHOES

STILL TAKE THE LEAD.

SLIPPERS in all the newest styles and in great variety. All the newest and most stylish LADIES' and GENTS' BOOTS and SHOES arriving daily from the best houses in Canada.

Cor. Queen and Terauley Streets

ROSSIN HOUSE.—The largest hotel in Ontario, only two blocks from Union Station, corner King and York streets, finest situation in Toronto. Its thoroughly first-class appointments, large corridors, lofty ceilings, spacious, clean and well ventilated rooms, detatched and *en suite*, polite and attentive employees in every department, together with unexcelled *cuisine*, make it specially attractive to the traveling public. Fire escapes in each bedroom. Prices graduated.

COCOA.

GRATEFUL—COMFORTING

EPPS' COCOA

BREAKFAST

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

Made simply with boiling water or milk. Sold in packets and tins only (½-lb. and lb.) by Grocers labelled thus

JAMES EPPS & Co., Homœopathic Chemists, London, England.

PLUMBING.

NEWEST DESIGNS.

CRYSTAL, BRASS, GILT AND BRONZE

GASALIERS AND BRACKETS

A Full Assortment of Globes and Smoke Bells.

91 KING STREET W.

(ROMAINE BUILDING.)

RITCHIE & CO.

TREES, ETC

APPLE, PEAR AND PEACH TREES, SHADE TREES, EVERGREENS, GRAPE VINES.

Best in America.

H. SLIGHT, 407 YONGE ST.

Office 71 Yonge street.

LAUNDRY.

BOND STREET LAUNDRY, NO. 84.

GENTS' WORK A SPECIALTY

Work sent for and delivered

HAIR GOODS.

LADIES, Don't miss the opportunity and call and see my beautiful stock of REAL WATER WAVES. Thousands of them now in use everywhere. The only genuine one manufactured in Canada. Also switches, wigs, coquettes, &c., at the

PARIS HAIR WORK

105 Yonge street,

Between King and Adelaide streets, Toronto.

A. DORENWEND.

Copyright applied for.

CONFECTIONERY.

HARRY WEBB

482 Yonge st., Toronto,

CATERER,

—AND—

Ornamental Confectioner!

Special attention given to supplying Weddings, Evening Parties, &c. A full supply of all requisites, including Cosaques, Silver Dishes, Centres, Cutlery, Table Linen, Table Napkins, &c. constantly on hand.

Wedding Cakes and Table Decorations

OUR SPECIALTIES

RUBBER GOODS.

INDIA RUBBER GOODS

GOSSAMER CIRCULARS,

From the very Cheapest to the Very Best.

Ladies and Gentlemen's Rubber (Tweed Finish) Mantles and Coats.

RUBBER BOOTS, RUBBER TOYS, RUBBER GLOVES, RUBBER NURSERY SHEETING

INDIA RUBBER GOODS of every description, the largest and only complete Stock in Canada.

The Gutta Percha & Rubber Manufacturing Company.

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REAL ESTATE FOR SALE.

Robt. Beaty & Co.

61 King Street East,

—WILL SELL—

LOTS FOR SUMMER RESIDENCES

on the Lake Shore, west of Victoria Park. Can be reached by Kingston Road Tramway or Victoria Park steamers.

Block of five houses on Gerrard street, or corner of Berkeley street; 12 rooms each.

Brick store, corner of King and Peter streets; 9 dwelling rooms.

Bellevue Place—three brick dwellings, 6 rooms and cellar each; city water; deep lot; Nos. 19, 21 and 23.

One lot, 50 feet front—Jamieson avenue, Parkdale, north of school house.

King street west, Nos. 331 and 333—Brick dwellings, 10 rooms, cellar and conservatory in front; marble mantels; usual convenient leasehold. Would take Manitoba lands for part.

Ontario street, No. 249—10 rooms; brick detached house; modern.

Three rough-cast houses, Nos. 223, 225, and 227 Ontario street; 6 rooms each.

Lot on Ontario street, 25 x 125 feet—north of No. 177.

Gloucester street lot, 46 x 91, to a lane.

Two semi-detached rough-cast houses on Alma avenue—6 rooms; cellar; city water.

Bellevue Avenue, No. 54—Lot 60 x 125; rough-cast house, 7 rooms, sheds, etc. Lawn in front of 30 feet. Will be sold at a bargain.

Gladstone avenue lots. Call for plans at

ROBT. BEATY & CO.'S,

61 King street east.

TRAVELLERS' GUIDE.

Arranged specially for the Toronto World.

RAILWAYS.

GRAND TRUNK.

Union Station foot of York or Simcoe Streets.

	Leave.	Arrive.
East.		
Montreal Day Express	7.12 a.m.	11.07 a.m
" Night Express	6.52 p.m.	10.52 p.m
Mixed	11.12 a.m.	6.52 p.m
Cobourg Local	5.07 p.m.	9.37 a.m
West.		
Chicago Day Express	12.15 p.m.	6.20 p.m.
" Night Express	11.45 p.m.	6.15 a.m
Stratford & Goderich Express	7.35 a.m.	11.10 p.m
Guelph Local	6.10 p.m.	8.50 a.m.
Stratford, London & Goderich Express	3.45 p.m.	11.00 a.m

GREAT WESTERN.

Union Station foot of York or Simcoe streets.

	Leave.	Arrive.
New York Mail	3.35 p.m.	6.35 p.m
N. Y. (Central) & Erie Express	10.00 a.m.	4.25 p.m
London Local & Detroit Express	7.15 a.m.	1.30 p.m
Susp. Bridge & Detroit Express	6.00 p.m.	10.15 a.m
Detroit & Chicago Express	1.00 p.m.	10.30 p.m
New York & Chicago Express	11.50 p.m.	6.10 a.m
Hamilton Sunday Train	1.00p.m.	4.25p.m

SUBURBAN TRAINS.

For Mimico, calling at Union station, Queen's wharf Parkdale, High Park, and the Humber, going and returning (every day except Sunday).

Leave Union Station 6.45 and 10.35 a. m., 2.05, 4.15, and 5.40 p. m.

Returning, leave Mimico 8.15, 11.15 a. m., 2.40 4.50, and 6.40 p. m.

NORTHERN AND NORTHWESTERN

Stations—City Hall, Union and Brock streets.

	Leave.	Arrive.
Express	5.00 p. m.	10.10 a.m
Accommodation	11.45 p.m.	2.20 p.m
Mail	7.45 a. m.	9.50 p.m

Trains leave Union Station *Eight* minutes and Brock Street Fifteen minutes later.

CREDIT VALLEY.

Station—Union depot.

LEAVE		
	ST. LOUIS EXPRESS. To the North, West, Southwest, South and Northwest	7.55 a. m
	Orangeville Express	7.55 p.m
	PACIFIC EXPRESS. To West, South, Northwest, West and Southwest	12.60 p.m
	EXPRESS. To the West and North	4.50 p.m
	Through cars, Toronto to Detroit, on 7.55 a.m. and 12.50	
ARRIVE	From Orangeville, Elora and Fergus	10.25 a.m
	From St. Louis, Toledo, Chicago and Detroit	10.25 a.m
	From St. Louis, Toledo, Chicago and Detroit	1.10 p.m
	From Orangeville, Elora and Fergus	6.35 p. m

TORONTO, GREY, AND BRUCE.

Union Station, foot of York or Simcoe streets.

	Leave.	Arrive.
Owen Sound, Harriston, and Teeswater, Mail	7 30 a m	10.45 a.m
Owen Sound, Harriston and Teeswater Express	4.25 p.m.	9. 10 p.m

MIDLAND.

Station, Union Depot.

	Leave.	Arrive.
Through Mail	7.00a. m.	9.15 p.m
Local	4.55p.m.	10.30 a. m
Mixed	6 00 a.m	8.40 p.m

STAGES

ELLINGTON STAGE.

Leaves Bay Horse hotel, Yonge street, 11.10 a.m 3.30 p.m., 5 p.m. and 6.20 p.m.

Arrives 8.45, 9.55 a.m., 2.30 and 6 p.m

THORNHILL STAGE.

Leaves Bay Horse hotel, Yonge street, 3.30 p.m.

Arrives 10.30 a.m.

Mail stage leaves Clyde hotel, King street east at 3.20 p.m

COOKSVILLE STAGE.

Leaves Bay Horse hotel, Yonge street, p.m.

Arrives 11 a.m.

HIGHLAND CREEK STAGE.

Leaves Clyde hotel, King street east, 3.15 p.m.

Arrives 11 a.m.

KINGSTON ROAD TRAMWAY.

Summer Service

Going East—Leaves Don Bridge 6 40, 9 00, 10 00, 11 00 a m; 2 00, 3 00, 4.00, 5.15, 6.30, 7.00 p.m; Saturdays only, 9.30 p.m. *Going West*—Leaves Norway 6, 8.30 a.m.; Woodbine 6 10, 8.30, 9.30, 1.30 p.m. Norway 1.7, 1.10, 2.30, 3.30 p.m; Woodbine 4 30, 5.30, 7.10 p.m

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