To the Trade

Two Special Lines . . .

American Crochet Quilts . . .

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Send for quotations, or call at our warehouses.

John Macdonald & Co.,
Wellington and Front-Sts. East, Toronto.

THE MUNICIPAL MILL.

Stray Chips Gathered in Dog Days Around the Municipal Wood Pile.

The City Engineer has written to the manager of the Collins Bay Rafting and Forwarding Co., urging them to commence the work of laying the six-foot steel conduit pipe in the lake at once. The manager of the company was in the city some time since to make preparations for the work, but finding that the city had no pipe ready for him to lay, he went back home again, refusing to bring up his plant until he could see some pipe ready to lay. The City Engineer now says that he has some 300 feet ready, and wants the work to proceed at once. Although the time for the delivery of the pipe by the contractor expired on Aug. 1, only about one-seventh of the quantity appears to have been delivered so far.

The Board of Control will meet this morning at 11 o'clock to open tenders. The Mayor is not expected to return until Monday, as he is anxious to have as long a period of rest in Muskoka as possible.

Ald. Lamb will be acting Mayor until Mayor Fleming returns.

A large number of tenders have been received for the Cherry-street bridge. There are also several bids for the Queen-street subway.

From the appearance of another small hole in the pavement in King-street, opposite Widmer, it is suspected that there is another large washout, caused by the defective sewer. The Board of Works men are making an inspection.

Among the visitors at the City Hall yesterday was Mr. H. White of the Board of Public Works of Connecticut. He was shown around the city by Deputy Engineer Rust.

Ald. R. H. Graham is moving to have the pavement on Queen-street west repaired by the city, and is raising the cry that the West End is being neglected in this respect. It is pointed out by Mr. Jones that it is utterly useless and a waste of money to patch up worn out cedar pavements like Queen-street. It is different with macadam streets, which can be repaired and made good for another four or five years at very small cost. The proper course is for the owners of property fronting on streets where the pavement is worn out to sign petitions for whatever pavement they can agree upon. The City Engineer's Department has been collecting information respecting the best and cheapest pavement for the various purposes required.

Baptist Ministers and Sunday Cars.

Editor World: Your interviewer re Sunday street cars, called upon, amongst others, Mr. G. R. Roberts, manager of the Baptist Book Room, and of the many strange statements made by the different parties interviewed his statement, as reported in your paper of the 15th inst., seems to be the most strange of them all. I can hardly bring myself to believe that he has been correctly reported. If, on the other hand, he has been reported correctly, when he says, speaking of the attitude of the Baptist ministers of the city towards Sunday cars, that they were all strongly opposed to them—that is, as I take it, offering an uncompromising opposition—and that if they were not, they would be turned out of the churches, he uttered what is simply nonsense. In the first place, to say that all the Baptist ministers in town are strongly opposed to a Sunday car service is in my belief not true. That opposition in some mild form has been shown by them, perhaps as a whole, may be true, but to say that they are all strongly opposed to a Sunday car service needs more proof than Mr. Roberts' statement to warrant its acceptance. I think the Baptist ministers had better be left to speak for themselves in the matter. They are of age, ask them. Then, as to the turning them out of the churches if they advocate a Sunday car service, I would like to ask, is Mr. Roberts speaking for all the Baptist churches in the city? If so, what right has he to speak for any other than his own, and even for that he can only speak as an individual member; and I feel that I am not far astray when I say that, in respect to Dr. Thomas, it would take more than his advocacy of a Sunday car service to bring about his dismissal from the Jarvis-street church. He is, I believe, too strongly entrenched in the affections of his people. Then, what becomes of the boasted principles of civil and religious liberty so much talked of as a Baptist heritage, if Baptist ministers are to be dealt with so summarily should they dare to hold an opinion of their own upon a question with regard to which so many good men and women differ? No, sir, this question of Sunday cars is a question upon which we must agree to differ. "One man esteemeth one day above another, another man esteemeth every day alike. Let every man be fully persuaded in his own mind." Paul. "Let not the observer entertain against his brother any secret grudge, nor let the non-observer call him vain, but use his freedom and forbear to judge." That man is enjoying the greatest Christian freedom who esteems every day as the Lord's and makes of every meal a sacrament.

I do not wish to see a Continental Sunday in Toronto; I do want to see privileges of locomotion, enjoyed by the wealthy, granted to those who are not so favored, and trust that ere long we shall have a Sunday car service.

Another Baptist.

A Religious and Not a Civil Issue.

Editor World: Your correspondent of yesterday, signing himself "A Baptist," thinks that the Sunday car question is a civil and not a religious issue, though he gives no reasons for arriving at that conclusion. If he is correct in his opinion, there must be some good reason for regarding the Sunday cars as uncivil, and we should be pleased to have your correspondent, or anyone else who is opposed to Sunday cars for that matter, give one reason for regarding Sunday cars as uncivil.

Grant that the Sunday cars are irreligious. Grant that it would be a violation of the Sabbath. Grant that it would be wicked to run them. Yet we maintain that it is not uncivil. If Sunday is to be regarded from a civil standpoint merely, with no reference to the religious character of the day, we ask in the name of reason why one would be injured any more by the Sunday cars than he would be by the weekday cars? If he suffers any injury at all, it must be of a spiritual character wholly, and not of a civil nature in any sense. But will "A Baptist," or "A Methodist," or any other Christian take the position that the municipal government of the city of Toronto is a spiritual government and that it has the power to repress spiritual offences, such as Sabbath-breaking is? Sabbath-breaking is not a civil offence. But if "A Baptist" regards it as a civil offence, let him point out wherein it is uncivil.

Yesterday was a Civic Holiday, yet no one thought of stopping the street cars. Why should they be stopped on Sunday, if Sunday is to be regarded from a civil standpoint? If the cars are perfectly civil on six days of the week, as they are, there must be some good reason for regarding them as being uncivil on Sunday. Will "A Baptist" please to give us the reason?

We have never yet seen a reason given for stopping the cars on Sunday that could not be used to stop them on all days alike, except the reason that the day is regarded as being sacred; but that is a religious reason, and wholly such. Grant, as we have done, that it is wicked to run Sunday cars, it is more wicked to stop them, because it is a form of wickedness which is not criminal, and to stop them by force is to interfere with both civil and religious liberty, and that is a crime. Running the cars on Sunday may be considered a sin, but it certainly cannot be considered as a crime, whereas the stopping of them on Sunday is both a sin and a crime. If "A Baptist" can give any reason to show that the running of Sunday cars is uncivil and therefore a crime, the same reason would go to show that the running of the cars on all days of the week alike is uncivil and therefore criminal; for a crime is such on all days of the week alike. Would a Sunday thief be committed for violating the Sabbath? The very idea is absurd.

Let "A Baptist" and all others who are opposed to Sunday cars come out frankly and state that their opposition arises wholly from the idea that the sacredness of the day must be preserved by law, or else give a logical reason for opposing them from a civil standpoint.

C. Irwin.

Test it by Results.

Editor World: Now that the Sunday street car question is again before the people of Toronto, I thought it might not be amiss to say a few words upon it. During the last campaign I was surprised as well as highly amused at some of the statements made by those who were strongly opposed to Sunday cars. In the one breath they would eulogize Toronto on account of its Christian and law-abiding citizens, and of how, in the event of Sunday cars, the parks would be turned into resorts of vice and where such a thing as law would become unknown. Surely the strong among the law that is now making Toronto what they claim, a very paradise, would in no sense become weakened, and our city and parks would have the same controlling power as they now have every day in the week. The people of this city are extremely law-abiding, and those who ask for Sunday street cars do not do so with a view of violating the law, as they are well aware that they would be held just as liable as though the act was committed on Yonge or King-streets any day in the week. As far as this goes, one can see at a glance this is a mere subterfuge to balk the right of those who wish to make use of the cars to go to our parks and other places on Sundays so that they may have one day in the week to breathe the fresh air of heaven and I think it is a very unchristian act for people to use such flimsy arguments and at the same time boast of an exemplary police force.

Then, again, they laid great stress upon the fact that if we had Sunday street cars we would be as bad as other cities where they are in use. No doubt many of those good people who fear a fever of pollution coming upon "Toronto the Good" have traveled a great deal, and seen the evil of which they speak, and feel it a duty to warn us in time to avoid such a calamity.

Onward.

Ask Mr. Keating.

Editor World: I would like to ask, through your paper, if the city is so poverty stricken that it is necessary for the Engineer of the Island Waterworks to work 15 hours per day, seven days in the week, with no means of getting anything to eat except what he brings over with him when he goes to the island for his week's run. I would also like to know why the two newly-appointed men were not sent to the Island instead of the men from the high level station; also, why, when a vacancy is to be filled, that a competent engineer was not appointed instead of an office hand in a company's office in the Arcade, of which a certain alderman is head. This is a clear case of favoritism, and should be looked into by the Mayor.

Licensed Engineer.

Bahni vs. Licenses.

The Church Evangelist.

We do not think that it is generally known that the law of the land and the law of the Church alike require the publication of banns during divine service in some church within the municipality in which the contracting parties to a proposed marriage reside. A "license" so-called is merely a legal permission to any clergyman to solemnize a marriage without the formality of publishing the names and intentions of the persons about to marry. To obtain this license the sum of $2 must be paid to some official of the Government who has been appointed as an act of political favor, and who retains the money for his own use. Every year a large sum of money finds its way into the pockets of the fortunate people who have been placed in the position of "issuers of licenses" through the influence of their friends who are able to tell the "Christian statesman" or the "wicked man" (as the case may be) who is at the head of affairs what is the right and proper thing to do—in view of the next election.

Only those who have had experience can tell the figure corns cause. Pain with your boots on, pain with them off—pain night and day; but relief is sure to those who use Holloway's Corn Cure.

A TOUCH OF SADNESS

Comes to the minds of most people who watch the fading lights of a beautiful sunset. Poets, authors and writers have done much to emphasize the beauty of the precious opal—speaking of its glow and glint and never-fading sunsets.

You'll find all that is beautiful in one of our —Tiny —Opal —Rings.

Sign of the Big Clock.

Now selling at $5.

144 KENTS' Yonge St.

LI HUNG CHANG'S FUTURE.

His Popularity With the Empress Dowager Makes Him the Coming Man in China.

Shanghai, Aug. 13.—So far as can be learned of the Chinese political situation in Pekin—at the best very much of a muddle—the conclusion, already apparent to every observer, is that the real head of the Government is the Empress Dowager, rather than the Emperor. Why such a state of affairs should have been allowed to arise may be considered at some time in the future. At the present people are more interested in the choice which will be made of a leading Minister of State, who will bear the brunt of all opposition and represent the policies to be actually carried out. If the Empress Dowager were still to be declared Regent, as she was for so long a time, we might have some means of finding out what her mind really is, but at present no one except the Manchu princes and the eunuchs, a few of the leading Manchus of the Imperial household, have any direct dealings with her, and those, if rumor is to be relied upon, a little too much over the gaming table. The Emperor can be seen in the daily audiences, but no one feels certain that the edicts issued represent the Emperor's own will or that of some one else. A Prime Minister is needed if anything is to be done in China. At present the chaos in Pekin is more hopeless than ever.

For several years the Viceroy at Tientsin, Li Hung Chang, was spoken of the world over as China's Premier. When the war with Japan began Li began to decline, and a multitude of foes sprang forward against him on every side. The most powerful of all was the Imperial tutor, Weng Tung-ho. It then seemed as if he were aspiring to the position of Premier, though much stood in the way of his attaining it. For nearly a year the Emperor seemed to be under his control and to resist all other influences. Then, like a bolt from the clouds, came the degradation for life of a leading supporter of Weng, one who was a member of the Tsung-li-Yamen, and well known throughout most of the provinces as Literary Chancellor, or Literary Examiner, Wang Ming-laun.

More Power for the Empress.

Later on the Empress more and more returned to the causes and yielded to the demands of his wily aunt, the Empress Dowager. With this change the Imperial tutor has more and more lost his power, until a few months ago he was informed that his presence as tutor of the Emperor was no more needed. He, however, remained in the Grand Council and the Tsung-li Yamen, and as President of the Board of Revenue. Who, then, in such a mess of intrigue is designed by the "decree of Heaven" to be the leader of affairs in this toppling old fabric of a Manchu dynasty? Weng is still a man of power, but his colleagues in office are disinclined to recognize his fitness for such supremacy. And yet there is no one come forward as leader, even as aspirant for such leadership. Chang Zin Kuan may aspire, but he has not "the bottom" to sit steady on the tottering walls. Prince Kung, though disliking Weng, is, for some reason or other, unwilling to take the lead. He is feeble of health and disgusted with all the mess of things which others brought about when he was in retirement. He probably feels rather uncertain as to his own ability to satisfy all the fancies of the Empress Dowager.

Her demands in this line are insatiable and exacting. Prince Kung and others stand in dread of her, and so long as she lives, many Chinese officials are wont to say, no hope need arise of any reform. And so no hand rests on the helm. Hither and thither the ship of state is being driven, and who cares? Yes, who cares? Not, certainly, many of the Chinese, and the best of them not half as much as many a European. No one can be in any hope of getting the way in the existing turmoil unless the old lady favors him. If she should consent to enjoy a private life and meddle no further in public affairs more than one man might see some chance to work his way to the head—next to the Emperor. But such is not the case. What might be is not. The Emperor is not Emperor. Ambitious aspirants are all disheartened. Everyone is waiting for something to turn up, and to most it does not much matter whether it be good or bad.

The Coming Man.

For some time I have been watching the course of events, and I have made many enquiries as to the coming man. It seems to be pretty clear, however, much as we may dislike it, that the coming man is the "Grand Old Man," as Tiensinites affectionately term him, the old Viceroy Li. The current now runs that way. The Empress Dowager wants him. She can see nothing of good in any other. What foreign missionaries or Chinese censors may lament as his corruption, she takes to be a charm and his greatest recommendation. Others may fail to buy for her treasures or build for her palaces; Li will not be so cruel or indiscreet. Furthermore, in all the complications with foreign powers, no one else has yet arisen to give proof of knowing more than the astute Li. He may wreck the ship, but no one else can do any better.

So long as Li remains a favorite with the Empress Dowager he has considerable chance to head schemes of a progressive character, especially those which have money in them. Railroads, mining, a navy and army will all meet with his ardent advocacy, as in the years gone by. Some of these things are now being pushed by the other officials, but the Empress Dowager is not at all favorable to such schemes under other men than Li. For others to get rich is not suited to her tastes. Why should she be left out? Li knows all this, and while advocating any scheme will do so discreetly.

Weng already is beginning to feel sad. There has been a talk of asking to be allowed to retire, but his offices are so numerous that this is not so easy. His only hope is to be attacked with the cholera and be threatened with death for several months. Even then he might be retained in office as a way of pestering him. How agreeable to him to see Li placed in the Grand Council and the Tsung-li Yamen along by his own side! How sweet also will it be to see every proposition of Li duly sanctioned and Li appointed to carry it out!

If Li is not the man there is no one. There might be, but there isn't. The Empress Dowager is national and wants no one else. The Fates have decreed.

DOAN'S Kidney Pills
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Remember DOAN'S Kidney Pills ARE THE BEST

MEDLAND & JONES.
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TELEPHONES { OFFICE, 1067. MR. MEDLAND 3072. MR. JONES, 5028.
Companies Represented:
Scottish Union & National of Edinburgh.
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Guarantee Company of North America.
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WHEAT AT LOWEST POINT

THE SEPTEMBER OPTION SELLS DOWN TO 53 3-4 CENTS.

Marked Improvement in Stocks on the New York Market—Cable and Postal Still Lively—Bank Clearings for the Week—Financial and Commercial Statistics and News.

Thursday Evening, Aug. 13.

Cash wheat in Chicago is 54½c.

Puts on Sept. wheat, 54⅝c; calls, 56c.

Sept. wheat yesterday reached 53¾c, the lowest price on this crop.

Northwest receipts of wheat to-day 252 cars, last year 130 cars.

Receipts of hogs at Chicago to-day 20,000, prospects lower; cattle receipts 11,000, prospects lower.

LOCAL BREADSTUFFS MARKET.

Flour—There is a quiet trade and prices unchanged. Straight rollers are quoted at $3.10 to $3.15 west. Ontario patents, $3.35.

Bran—The market is steady, with cars quoted at $10 west and shorts $11.

Wheat—Values are easier, with offerings good and demand fair. No. 1 and 2 hard 60c and 58c afloat, Fort William. New red sells at 59c west and old is quoted at 65c and white at 65c outside. No. 1 Manitoba hard is quoted at 69c Toronto freight and 70c Montreal freight. Old red Ontario 64½c. New red 60c on cars G.T.R. west.

Barley—There is nothing doing and prices are purely nominal.

Oats—The market is quiet, with offerings light. White sold outside at 19c, and mixed is quoted at 18c G.T.R. and C.P.R. east.

Peas—The market is quiet and prices are unchanged.

Oatmeal—Business quiet, with prices nominal at $2.40 on track.

Buckwheat—The market is quiet and dull. Corn—The market is firm. Cars of yellow, 30c west.

Crushed Rock Salt

Is much better for Ice Cream freezing than the common salt is. We have it in any quantity. Telephone 2487.

TORONTO SALT WORKS.

THE FARMERS' MARKETS.

GRAIN AND PRODUCE.

Wheat, white, bushel	$0 65	to $0 66
" red winter	0 63	0 65
" goose	0 52	0 53
Barley, bushel	0 30	0 32
Oats, bushel	0 22	0 24
Peas, bushel	0 50	0 52
HAY AND STRAW.		
Hay, old, per ton	$13 00	to $15 00
Hay, new per ton	10 00	12 50
" baled	12 00	13 25
Straw, per ton	10 00	12 00
" baled	7 50	8 00
FRESH MEATS, PER QUARTER.		
Beef, forequarters, per lb.	$0 02½	$0 04
" hindquarters	0 05	0 07
Mutton, per lb.	0 05	0 06
Lamb, carcass	0 06	0 08
Spring lamb	2 25	3 00
Veal, per lb.	0 03	0 05
PROVISIONS AND POULTRY.		
Hogs, dressed, selected	$5 25	to $5 50
" heavy	4 75	5 00
Backs, per lb.	0 08¾	0 09
Rolls, per lb.	0 06½	0 07
Mess pork	12 00	12 25
" short cut	12 25	12 75
" shoulder mess	10 00	11 00
Hams, smoked	0 08½	0 09½
Lard, per lb.	0 06¼	0 06½
Bacon, per lb.	0 05	0 05¾
Chickens, per pair	0 30	0 50
Ducks, per pair	0 70	0 80
Turkeys, per lb.	0 09	0 11
Geese, per lb.	0 07	0 08
DAIRY PRODUCE.		
Butter, choice tub	$0 11	to $0 13
" bakers'	0 06	0 08
" pound rolls	0 12	0 15
" creamery tubs	0 15	0 16
" " rolls	0 16	0 17½
Cheese, summer makes	0 07	0 07½
" autumn makes	0 08	0 08½
Eggs, fresh	0 09	0 09½

TORONTO FINANCIAL CORPORATION.
Subscribed Capital.....$633,100
Paid-Up Capital 195,416
Deposits received on current account. Four per cent. interest paid on savings deposits. Collections promptly made. Money loaned.
GEO. DUNSTAN, Manager, 86 King-st. east, Toronto.

HIDES, SKINS AND WOOL.

Hides are unchanged, with cured quoted at 6¾c to 7c. Dealers pay 6½c for No. 1, 5½c for No. 2, 4½c for No. 3.

Calfskins—Market is dull at 6c for No. 1 and 4c for No. 2. Lambskins are firm at 40c and pelts at 20c.

Wool—Receipts are fair, and prices unchanged. Fleece brings 18c to 19c, rejections 15c and unwashed 11c. Fulled sells are 20c to 20½c, and extras 21c to 21½c.

Tallow unchanged at 3½c to 4c for rendered and 1¼c for rough.

Spun Cotton and Pine Tar

for protecting your trees against the ravages of the Tussock Moth at

AIKENHEAD HARDWARE CO.
6 Adelaide East.

FRUITS AND VEGETABLES.

The market is well supplied in all varieties. There is no material change in prices. Apples, early harvest, basket, 8c to 15c. Raspberries, red, per quart box, 4c to 5c; black, per quart box, 3½c to 4½c. Blackberries, new, imported, per barrel, $1 to $1.25; new Canadian, per basket, 20c. Gooseberries, common looking, per basket of 12 quarts, 25c to 40c; quart, 3c. Lemons, Frank Marino, XXXX, $3.25 box; choice Nov. cut, long keepers, $3 box; good stock, from $2.50 to $2.75 box. Oranges, Messina, 200c, $4.50 to $5 box; 300s, $5.50 to $5.75 box, imperial. Bananas, Jumbos, $1.75 to $2; firsts, $1.50 to $1.75; seconds, per bunch, $1.25 to $1.50. Cranberries, Jersey, fancy, per case, $2.50. Onions, Bermuda, per box, $1.50 to $2. Egyptian, per sack, $2 to $2.50; new Canadian, silver skins, per 12-quart basket, 30c to 40c. Tomatoes, Mississippi and Illinois, four-basket case, 75c to 85c; Canadian, per basket, 50c to 65c. Cabbage, Canadian, per bbl., $1 to $1.25. Cucumbers, Canadian, 15c to 20c per basket. Currants, red, per basket, 25c to 50c; quart box, 2c to 3c; black, basket, 40c to 60c. Watermelons, Georgia, each, by the dozen or hundred, 15c to 25c. Huckleberries, per 12-quart basket, 40c to 60c. Lawton berries, per quart box, 3c to 5c. Peaches, Canadian, per basket, 40c to 50c; choice, 60c to 70c. Plums, blue, Canadian, common, per basket, 75c to 80c; better quality, 90c to $1. Celery, new Canadian, per dozen heads, 30c to 45c. Honey, new comb crop, 1 lb. sections, per lb. 12c. Peppers, red, per basket of 12 quarts, 40c to 50c. Pears, Bartletts, per basket, 35c to 40c; ordinary varieties, per basket, 25c to 30c.

STOCKS BONDS & DEBENTURES BOUGHT AND SOLD.
JOHN STARK & CO
Tel. 880. 26 Toronto-Street.

BRITISH MARKETS.

London, Aug. 13.—Wheat, off coast, dull; on passage, rather worse. English country markets quiet and steady. Corn, off coast, quiet; on passage, rather easier.

Liverpool—Spot wheat quiet; No. 1 Cal., 5s 4d to 5s 5d; red winter, 5s 1d to 5s 3d; No. 1 Northern, 5s to 5s 1d; futures easy; red winter, 4s 9¾d August and September, 4s 10d October, 4s 10¼d November, 4s 10¾d December. Corn, spot quiet at 2s 8d; futures easy at 2s 8¼d for August, September and October.

Paris—French country markets quiet. Wheat, current month, 18f 35c; second, 18f 20c.

Liverpool, 12.30—Wheat, quiet, demand poor, holders offer moderately. Corn quiet, demand poor. Spring wheat, 5f 1d to 5s 3d; No. 1 Cal., 5s 4d to 5s 5d; corn, 2s 9d; peas, 4s 6d; pork, 45s; lard, 48s; tallow, 16s 9d; bacon, 25s 6d and 26s; cheese, 37s 6d and 38s 6d.

ROSSLAND MINES
"Monarch," "Jumbo," "Josie," "Iron Queen," "Mayflower" and "Cariboo" M. & M. Co."
R. Cochran – 23 Colborne-st.

CHICAGO MARKETS.

Henry A. King & Co. report the following fluctuations on the Chicago Board of Trade to-day:

	Open.	High.	Low.	Close.
Wheat—Sept	54⅝	55⅝	53¾	55⅝
" —Dec	58½	59	57⅝	58⅞
" —May	63	63¼	62	63¼
Corn—Sept	23¼	23¼	22⅝	22⅞
" —Dec	24	24⅛	23⅝	24
" —May	27	27⅛	26⅝	27
Oats—Sept	15¼	15⅜	15	15⅜
" —Oct	15⅛	...	...	...
" —May	18½	19¼	18⅝	19
Pork—Sept	6 30	6 45	6 20	6 45
" —Oct	6 00	6 07	6 00	6 07
" —Jan	6 87	7 02	6 81	7 02
Lard—Sept	3 17	3 27	3 15	3 27
" —Oct	3 20	3 32	3 22	3 32
" —Jan	3 57	3 65	3 55	3 65
Ribs—Sept	3 22	3 32	3 20	3 32
" —Oct	3 30	3 37	3 27	3 37
" —Jan	3 42	3 50	3 37	3 50

For the Bowling Tournament
We have just received a stock of TAYLOR & SON, - Glasgow, First Quality
BOWLS.
Call and Inspect.
RICE LEWIS & SON
(LIMITED).
Corner King and Victoria-streets Toronto.

FINANCIAL.

Consols were quoted this morning at 112 11-16 for money and 112⅝ for account.

Bank of England rate 2 per cent. Open market discount rate 13-16 to ⅞ per cent.

There was withdrawn from the United States Treasury yesterday $107,000 gold. The net balance today is $106,795,000. There was deposited yesterday $1,280,000 bonds to secure bank circulation.

Following are the clearings of local banks this week with balances:

	Clearings.	Balances.
Aug. 7	$1,170,713	$223,451
" 8	867,811	95,818
" 11	1,052,135	157,969
" 12	1,257,439	76,026
" 13	1,424,976	370,505

The bank clearings for Winnipeg for the week ending Aug. 11 were: Clearings $985,044, balances $148,816.

MONEY MARKET.

The local money market is quiet at 5 to 5½ per cent. for call loans. At Montreal the rates are 4½ to 5, at New York 2 to 2½, and at London 1½ to 1¾. The Bank of England discount rate is unchanged at 2, and the open market rate 13-16 to ⅞.

TRAIL CREEK MINING STOCKS
Corrected daily by wire from Rossland, B.C., and Spokane, Washington.

Le Roi	$8	Sun Christo	$0 20
War Eagle	1 70	May Flower	15
Iron Mask	83	Crown Point	30
Josie	52	Old Ironsides	15
Homestake	1 10	Monte Cristo	12½
St. Elmo	14	Iron Queen	4
Virginia	32	Cariboo	39
West Le Roi	15	Monarch	10
Evening Star	22	Deer Park	12½

The above quotations furnished by SAWYER, MURPHEY & Co., Canada Life Building. Telephone 1067. Descriptive matter of Mining District furnished on application. Office open evenings from 7 to 9 o'clock.

FOREIGN EXCHANGE.

Aemilius Jarvis & Co., 23 King-street east, stocks and exchange brokers, Toronto, Aug. 11, 1896. Local rates reported today as follows:

	Counter. Buy.	Counter. Sell.	Bet. Banks. Buy.	Bet. Banks. Sell.
N.Y. Funds	⅛ to ¼	⅛ to ¼	⅛ to ¼	⅛ to ¼
Sterg. 60 days	9⅝ to 9⅞	9⅝ to 9⅞	9¾ to 9⅞	9¾ to 9⅞
do. demand	⅝ to 10	⅝ to 10	9½ to 9⅝	9½ to 9⅝

RATES IN NEW YORK.

	Posted.	Actual.
Sterling, 60 days	4.87	4.83½ to 4.85½
do. demand	4.88½	4.87½ to ....

OSLER & HAMMOND
18 KING STREET WEST TORONTO.
STOCK BROKERS and Financial Agents.
Dealers in Government, Municipal, Railway, Canadian Trust and Miscellaneous Debentures. Stocks on London, Eng., New York, Montreal and Toronto Exchanges bought and sold on commission.

TORONTO STOCK MARKET.

	Aug. 12.	Aug. 13
Montreal	221	218
Ontario	55	55
Toronto	238	240
Merchants'	165	160
Commerce	128½	121¼
Imperial	182	...
Dominion	230	...
Standard	165	162
Hamilton	153	...
British America	116	112½
West. Assurance	152	149
Confed. Life	209	202
Consumers' Gas	204	202
Dom. Telegraph	123	...
C N W L Co., pref.	50	...
C P R Stocks	57½	56
Toronto Electric	132	...
General Electric	75	...
Com Cable Co	130¾	130
Postal Telegraph	73	72¼
Bell Telephone	155	153¾
Montreal St Ry	212	210
Toronto Railway	57	56½
Halifax L. & I.	102	...
B & L Assn	75	...
Can L & N L	108	105
Canada Perm.	138	...
do. do. 20 p.c.	122	...
Can S & Loan	...	100
Cent Can Loan	120	117½
Dom S & I Soc	81	75¼
Farmers' L & S	100	...
do. do. 20 p.c.	...	65
Freehold L. & S	110	...
do. do. 20 p.c.	85	...
Hur & Erie L & S	...	154
do. do. 20 p.c.	...	141
Imperial L & I	106	...
Lon & Can L & A	100	93¾
London Loan	...	101
London & Ontario	102	...
Manitoba Loan	100	...
Ontario L & D	...	123
People's Loan	35	...
Real Est L & D	65	...
Toronto S & L	114¾	114
Union L & S	100	...
West Can L & S	140	...
do. do. 25 p.c.	135	...

Sales at 11.15 a.m.: Western, 100, 100 at 152; Cable, 25 at 132, 25 at 132¼, 25 at 132; Postal, 25, 25, 25, 25 at 73, 25, 25 at 72¾, 5 at 72; Toronto Rail., 25, 25, 25 at 67½, 25 at 67¼.

Sales at 1 p.m.: Commerce, 2 at 122½; Cable, 25 at 131¼; Can. L. & N.I., 12 at 105½.

FOR SALE . . .
ROSSLAND, B.C.,
Gold Mining Stocks,
"Josie," "Monte Cristo," "Ironsides," "California," "The Big Three," etc For further particulars apply to A. W. Ross & Co., 4 King-st. East, Toronto.

CHEESE.

Brockville, Ont., Aug. 13.—At the cheese board to-day 29 factories offered 521 white and 743 colored. Sales were 50 colored at 8 5-16c, 149 white at 8 5-16c, 125 colored at 8⅜c; 8 7-16c was bid for one lot, but refused.

Kingston, Ont., Aug. 13.—At the cheese board to-day 800 boxes were boarded. Sales, 180 at 8 5-16c, 90 at 8¼c and 160 at 7⅞c.

MONTREAL LIVE STOCK.

Montreal, Aug. 13.—The receipts at the East End abattoir this morning were considerably above the average, but only a fair amount of business was done. Cattle shippers appeared to find nothing of sufficiently choice quality for the English market, but some transactions in sheep for export were fairly satisfactory. The figures were as follows: Six hundred cattle at 2c to 3½c live weight; 1200 sheep and lambs at 3c per pound for sheep and $1.50 to $4 each for lambs; 300 calves at $2 to $8.

TIPS FROM WALL STREET.

McIntyre & Wardwell (John J. Dixon) received the following despatch from their head office:

New York, Aug. 13.—To-day's stock market was the reverse of yesterday's. The recovery in prices was due principally to professional buying and covering of shorts. There was not much news this afternoon. There was quite a large failure in the jewelry trade here. Exchange weaker at 4.87¼ to 4.87½. Chicago affairs still in bad shape and they are drawing heavily for money on New York. Money is held by banks at 6 per cent., and it is almost impossible to place commercial paper. Manhattan is still the conspicuous weak stock of the list. Louisville & Nashville and New Albany were also very weak to-day. It is reported The New York World will come out for Bryan. At the end of the day the market was steady, tone easy at concessions from best prices.

New York, Aug. 13.—Yesterday's moderate relapse in stock values was generally regarded as a natural reaction from the swift advance which began Monday. The disposition of London to sell some of its usual favorites is not surprising. There was apparently a desire to discount to some extent any possible adverse influence from the Bryan demonstration last night. This was taken as something of a cue by our local traders. It is generally hoped that after the Populist program in this city has been carried out and the great circus departs for other fields, a more healthy political sentiment will develop and affect Wall-street values. It is positively asserted, according to the views of good observers in Michigan, Missouri and Nebraska, that McKinley is sure of a majority in all these commonwealths. A prominent railroad man, a Democrat, arrived in this city yesterday from Minnesota, and he declares that that State will give the honest money ticket a strong majority. There is a great deal of noise connected with the Bryan campaign at present, but some of the most important political and business interests are satisfied that a great deal of quiet but thorough and effective work is going on for the cause of an honest standard in all the doubtful States. Although it would be highly gratifying to note a complete restoration of confidence, conservative people realize that the political situation hardly warrants extravagant market expectations.

THE CANADIAN MUTUAL LOAN AND INVESTMENT CO.
Subscribed Capital.....$5,000,000
Paid-Up Capital..... 925,000
HEAD OFFICE 51 Yonge-street
FOUR PER CENT. allowed on deposits of and upwards.

NEW YORK STOCKS.

	Open	High	Low	Close
Am. Cotton Oil	35	35	35	35
Am. Sugar	100½	102⅝	99¾	101½
Atchison, Top	10⅝	11⅛	10⅝	10⅞
American Tobacco	54¾	57	54¾	56½
Baltimore & Ohio	15½	15¾	15½	15½
Canada Southern	43	43½	43	43¼
N. J. Central	90	92¼	90	92¼
C F & I Co	16	17½	16	17½
Chi. & Northw	90	92¾	90	91½
Chi. Burl & Q	56½	59	56½	58¾
Chicago Gas	51	52⅝	50¾	51½
C M & St. Paul	63½	66¼	63⅝	64½
Col. Fuel & Iron	53⅝	54⅝	52¾	53½
Con Gas	138	140	137½	140
Del & Hudson	116½	117½	116½	117½
D L & W	140	141	140	142
General Electric	23⅞	24½	23¾	24
Lake Erie	13	13½	13	13½
do. pref	59¾	60¼	59¾	60½
Louisville Gas St. L.	18½	18⅝	18½	18⅝
Lake Shore	139½	140	139½	140
Louis & Nashville	41	42⅝	40¾	41¾
Manhattan	76	76½	75½	76
Missouri Pacific	16½	17⅛	16½	16⅞
N Y Central	91½	92	91½	92
North. Pacific	3⅜	3⅞	3⅜	3½
do. pref	11⅝	11⅞	11⅝	11⅝
Pacific Mail	17¾	18½	17¾	18
Phil & Reading	10	...	...	...
Southern Rail	7½	7⅝	7½	7½
T. L.	16½	16⅞	16½	16½
Union Pacific	6	6⅛	5⅞	6
Leather	5¼	...	...	...
do. pref	44½	46¼	44	45
Wabash	5	5⅛	5	5⅛
do. pref	13