Ontario Legislature.

The Toll Roads Act Gets a Second Reading.

Material Modification of the Pharmacy Bill.

Western Ontario Barristers Invade the Parliament House in Force—The Advantages of Having a High Court Judge Sit Weekly in London Forcibly Urged.

[From the ADVERTISER'S OWN Correspondent.]

TORONTO, April 24.—To-day's sitting of the Legislature was short and unimportant. Mr. Wood, of Brant, secured a second reading of the bill respecting the Toll Roads Company Act. The object of this measure is to compel owners of the roads to grant commuted rates in certain cases.

The much-talked-of bill to amend the Pharmacy Act was up for a second reading. Great hostility has been manifested to this measure since it was first mooted. To-day it was found that the objectionable clause—that providing that none but certified druggists should sell patent medicines—had been eliminated. Dr. McKay stated there was now no reason for the bill receiving a second reading.

The Attorney-General agreed with him, but upon Dr. Preston making some objection to the bill, he suggested it be referred to committee, and this was agreed to.

The Attorney-General and Messrs. Hardy and Gibson were this afternoon interviewed by a large deputation of members of the legal profession respecting the Bar Association of Eastern and Western Ontario. Among those present were: R. Bayly, Q.C., T. H. Purdom and I. F. Hellmuth, of London; J. P. Moore, M. D. Fraser, A. H. Clark, Windsor; G. G. McPherson, Stratford; F. R. Lachford, Wm. Wyld, and Geo. F. Henderson, Ottawa, and J. Magee, Q.C., of London. Mr. Magee informed the Ministers that the deputation was present to urge upon the Cabinet the necessity of having a high court judge sit once a week in Ottawa and London. This would save money to clients, and would insure more satisfactory results to lawyers, who would not have to depend on agents and would not in any way add to the work of the judges. Three-fourths of the members of the bar in Western Ontario were in favor of the change.

Sir Oliver said he had heard that the Brockville bar objected to the proposal.

Mr. Magee replied he, too, had heard so. The only objecting town in the west was Woodstock.

Sir Oliver—Perhaps that is because of Woodstock's jealousy of London.

Mr. McPherson, of Stratford, assured the Ministers that clients all over the Province were asking for the change. The Perth bar also desired it.

Mr. Hellmuth, of London, said 232 barristers out of 320 in Western Ontario were in favor of the change.

Mr. Henderson, of Ottawa, presented the views of eastern members, and Sir Oliver asked that the petition be handed in.

IMPORTANT TO WAGE-EARNERS.

The act "to further facilitate the enforcement of the just rights of wage-earners and sub-contractors" introduced by Sir Oliver Mowat contains careful provisions covering the devious operations by which workingmen have been defrauded of their wages under the present law. A general clause declares that every device by any owner or contractor adopted in order to defeat the priority of the claims of wage-earners for wages shall be void. The act also provides that before a contractor is entitled to receive a payment on a contract he must produce a pay roll, showing receipts from all the workmen for wages due up to the time of such payment; payments made without having received such receipts not being valid against claims for wages due at the time. The claim of wage-earners for 30 days' wages cannot be affected, under this act, by any attachment or judgment issued subsequent to the contract, or any garnishment subsequently had. When a mortgage is given to secure a loan it does not become a claim prior to wages if the mortgagee has received notice of wage claims; nor unless he obtains a statutory declaration from the mortgagor stating that all wages are paid up to the date of such loan. A purchaser of an unfinished building failing to require proof of the payment of wages has not priority of claim over wage-earners. The only important claim prior to that of wages under the new act is that of a previous mortgage on the land. It holds against the increased value given to the property by the erection of the building, and is almost the only source of danger remaining to the workmen. In all cases of credit perfect security is impossible. But considering the many complications in which property may become involved, and the danger of ignoring the just claims of some of the parties interested, the new law affords the most comprehensive safeguards and makes it almost impossible for a wage-earner to be deprived of his remuneration. There are provisions in the act for division court and police court jurisdiction, with a view to reducing the cost of proceedings.

AMENDMENTS TO THE MUNICIPAL ACT.

Mr. Meredith's bill to amend the Municipal Act provides that the treasurer of a municipality must keep a book to be known as the "cash book," in which he is to enter on the left hand page in consecutive order all sums of money received by him, the names of the persons from whom and on what account the same were received, and the amounts, and on the right hand page, in like order, similar entries in regard to moneys paid out. The cash book must be open at all times for inspection by members of the council and auditors, and must be produced at all meetings of the council, showing the balance in the bank, as well as that in the hands of the treasurer. The bank book verifying the balance in the bank must always be on hand at meetings. The treasurer is likewise required to keep a cash book for the entry of all debits and credits, not consisting of cash. The treasurer must also open an account in a chartered bank, to the credit of which all moneys received by him must be deposited. The withdrawal must be by check signed by the treasurer, countersigned by the head of the corporation, must be consecutively numbered, show on its face the purpose for which drawn, and, in case of payment under authority of a by-law, must contain the number of such by-law.

Mr. Walters' bill, which has been read a second time, provides that where a leaseholder qualifies as a member of a municipal council the words "over and above all charges, liens and encumbrances affecting the same" shall be inoperative.

A ST. THOMAS CHURCH CASE.

Mr. McColl's bill to authorize the sale of certain Church of England lands in the city of St. Thomas permits the church to dispose of the lands held for a residence for the rector, and to purchase others with the proceeds.

TILBURY CENTER DRAINAGE.

The township of Tilbury Center has incurred debenture debts for the construction and repairs of the Forbes' drainage works in that township as follows: For construction, $47,621; for repairs, $6,775; total, $54,396. There has been of this $13,426 paid in construction and the interest on the repair debentures. The township now wishes to consolidate this debt and wipe it out by an issue of debentures to the amount of $40,970.

CHATHAM'S WATERWORKS.

Mr. Ferguson's bill proposes to increase the capital stock of the Chatham Waterworks Company to $300,000 to enable them to go to Lake Erie, some fifteen miles, for water. At present they are supplying the water by artesian wells about five miles from Chatham, and in case of a failure of supply they desire to be able to go to Lake Erie.

SKIM-MILK LEGISLATION.

The object of Dr. Ryerson's bill to prevent fraud in the sale of milk is to prevent people selling skim milk and milk containing starch or other impurities, or milk from which some component part has been taken away and water added. It will not prevent the sale of skimmed milk when the customer understands it to be skimmed. The bill is chiefly in the interests of little children and babes, who nesessarily live largely on milk, and whose lives may be sacrificed by the use of an inferior article, during the summer months especially.

WESTERN ONTARIO.

A Port Stanley Child Dies from an Overdose of Morphine.

A Tilbury Center Man's Nerve—Impaled on a Poker.

BRANT.

Probate has been applied for in the estate of the late Daniel Costello, of the city of Brantford. The amount of the estate is $11,050, real and personal.

Mrs. Morden, of Brantford, has been robbed by a colored employe, whom the police are after.

ELGIN.

James Stewart, of Tilbury Center, was the victim of a painful accident last Saturday morning. He was standing on the forge in the blacksmith shop warming his feet, and upon jumping to the floor became impaled on a pointed iron poker. The poker entered his leg between the knee and the hip, and the wound made was about two inches deep. The young man pluckily walked home, and is now doing nicely, although fears of blood poisoning are entertained.

The funeral of the late W. J. Stewart, M. C. R., dispatcher, took place Monday at St. Thomas and was largely attended. There were many beautiful floral tributes from his railway comrades.

Rev. Father Flannery reviewed the life of Margaret L. Shepherd, the ex-nun, Sunday evening before an immense audience.

Monday the 11-months-old child of John Wilton, Southwold, about a mile from Port Stanley, was given a morphine pill to allay pain from an abscess in the neck. It proved too strong for the one to which it was given and it died in a few hours. Mr. Wilton is a well digger and formerly lived in St. Thomas.

John Hadley, a farmer near Iona, was thrown out of a rig by a collision in St. Thomas Saturday. Believing the man was dying, Rev. Father Flannery administered the last sacraments of the church in the opera house hallway. An hour after the man came around all right. One rib was broken.

HURON.

Messrs. Bruder & McNaughton, of Ottawa, have received information of the acceptance of their tender for the contract for new work at Goderich harbor. The amount is in the neighborhood of $58,000.

KENT.

E. W. Scane, the Chatham lawyer, has given notice of appeal against the verdict of $1,000 damages awarded Coffee, formerly, of Ridgetown, at Sandwich Tuesday, for alleged false arrest.

OXFORD.

Edward Spinks died suddenly on Friday at the Oxford House of Refuge, from heart disease.

WELLINGTON.

In October, 1891, the various Toronto insurance managers combined in prosecuting a wealthy farmer of East Garafraxa named John Kirkland, who was believed to have burned the barns on his farm with the object of securing the insurance money. Kirkland, who was 70 years of age, and the owner of $30,000 worth of property, was convicted at the Dufferin Assizes and sentenced to three years' imprisonment. When sentenced Kirkland predicted he would not live out his term. His prediction has come true, for Kirkland died in the penitentiary Thursday.—[Guelph Herald.

MONSTER ENGINES.

To Draw the Empire State Express Across the State.

Several weeks ago the Schenectady locomotive works received an order for engines from the New York Central and Hudson River Railroad. Six of these machines are the largest in some respects ever built at the works. The first of the six, No. 893, was turned out of the works yesterday. In the erecting shop it looked like a mountain, towering way above all the locomotives on the floor in course of construction. The drivers of the big fellows are 6½ feet in diameter, the largest ever turned out of the shop. The drivers on the ordinary locomotives average 5 feet 10 inches. The engineer and fireman will be perched upon seats in the cab 8½ feet from the rails. The boiler is what is known as the "wagon top," of spang steel one-half inch in thickness and its diameter is 58 inches. The boiler is logged with asbestos cement instead of wood, which is generally used. The fire box is 96 3-16 inches long, 40⅞ inches wide, and 70¼ inches deep in front and 58¼ inches in the rear. The cylinders are 19 by 24 inches. The wheels of the tender will be 36 inches in diameter, and will be the same as are used in drawing-room cars. The engine alone, it is estimated, will weigh about 125,000 pounds, or 62½ tons.

The new engines have been constructed for speed, and they will be used to take the Empire State Express across the State on its flying trip. No. 893 will probably be given a thorough trial before it is put at the head of the fastest train in the world.—[From the Buffalo Commercial.

In the spring Williams' Royal Crown Remedy and Pills will cure dyspepsia.

For finest finished photos in London go to Westlake's ground floor studio. See our family groups. Phone 571. 201 Dundas street. ywt

Without an equal—Williams' Royal Crown Remedy and Pills. Get Williams'.

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RADWAY'S READY RELIEF.

THE CHEAPEST AND BEST MEDICINE FOR FAMILY USE IN THE WORLD. NEVER FAILS TO RELIEVE

PAIN.

It surpasses all other remedies in the wonderful power which it possesses of curing

RHEUMATISM and NEURALGIA.

Thousands have been relieved and cured by simply rubbing with READY RELIEF, applied by the hand, the part affected and considerable of the adjoining surface; at the same time several brisk doses of RADWAY'S PILLS will do much to hasten the cure.

MALARIA,

Chills and Fever, Fever and Ague Conquered.

There is not a remedial agent in the world that will cure Fever and Ague and all other Malarious, Bilious and other Fevers, aided by Radway's Pills, so quickly as Radway's Ready Relief.

INTERNALLY.

From 30 to 60 drops in half a tumbler of water will in a few moments cure Cramps, Spasms, your Stomach, Nausea, Vomiting, Heartburn, Nervousness, Sleeplessness, Sick Headache, Colic, Flatulency and all Internal Pains.

THE TRUE RELIEF.

RADWAY'S READY RELIEF is the only remedial agent in vogue that will instantly stop pain,

Instantly relieves and soon cures

Sore Throat, Inflammation, Lumbago, Neuralgia, Toothache, Colds, Coughs, Sciatica, Rheumatism, Headache, Influenza, Difficult Breathing.

Price 25c per bottle. Sold by all druggists.

BE SURE TO GET "RADWAY'S."

RADWAY'S PILLS,

AN EXCELLENT AND MILD CATHARTIC.

Perfect Purgatives, Soothing Aperients, Act Without Pain, Always Reliable, and Natural in Their Operations.

Perfectly tasteless, elegantly coated with sweet gum, purge, regulate, purify, cleanse and strengthen.

RADWAY'S PILLS,

For the cure of all disorders of the Stomach, Liver, Bowels, Kidneys, Bladder, Nervous Diseases, Headache, Constipation, Costiveness, Indigestion, Dyspepsia, Biliousness, Fever, Inflammation of the Bowels, Piles, and all derangements of the internal viscera; purely vegetable, containing no mercury, minerals or deleterious drugs.

Price, 25c per box. Sold by all druggists.

The Great Liver Remedy.

PERFECT DIGESTION will be accomplished by taking Radway's Pills. By their ANTI-BILIOUS properties they stimulate the liver in the secretion of the bile and its discharge through the biliary ducts. In all cases of Sick Headache, Jaundice, Bilious Attacks, Imperfect Digestion (caused by the overflow of bile and its mixing with the blood), the pills in doses of from three to five will quickly regulate the action of the liver and free the patient from these disorders. One or two of Radway's Pills taken daily by those subject to bilious pains and torpidity of the liver will keep the system regular and secure healthy digestion.

Send a letter stamp to Dr. Radway & Co., 419 St. James street, Montreal, Canada.

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EASY TO GIVE.

Never known to fail. Do not require to give any purgative medicine after. They have been sold for years, and are reliable and safe.

PRICE, 25c. PACKAGE.

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AMERICAN HOUSE LIVERY, YORK street—Hacks and light livery. Telephone 512. A. G. STROYAN, Proprietor.

BEATTIE'S LIVERY—ALBERT STREET—Good horses and first-class rigs. Good accommodation for boarders. 'Phone 689. D. BEATTIE, Proprietor.

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WILLIAM TRIPP, LIVERY, RICHMOND street north. Stylish rigs, good horses, (both riding and driving), at the shortest notice; also boarding and sale stables. Telephone 423.

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RAILWAY TIME TABLES

GRAND TRUNK—Southern Division

CORRECTED Nov. 14, 1892.

MAIN LINE—Going East	ARRIVE.	DEPART
*Limited Express (A)	3:35 a.m.	3:45 a.m
Mail	.....	6:00 a.m
Atlantic Express (A)	12:05 p.m.	12:15 p.m
Day Express	10:50 a.m.	1:25 p.m
*St. Louis Express (A) (D)	4:20 p.m.	4:25 p.m
Mixed—No. 20 Freight (C)	5:45 p.m.	6:50 p.m
Erie Limited	11:10 p.m.	11:40 p.m

MAIN LINE—Going West	ARRIVE.	DEPART.
†Chicago Express (A)	5:25 a.m.	5:30 a.m
West End Mixed	.....	6:45 a.m
†Erie Limited	11:50 a.m.	.....
†St. Louis Express (A)	11:20 a.m.	11:25 a.m
Accommodation	12:28 p.m.	1:15 p.m
†Pacific Express (A)	6:50 p.m.	7:10 p.m
Mail	9:55 p.m.	.....
Accommodation	.....	7:20 p.m

Sarnia Branch.	ARRIVE.	DEPART
Limited Express (B)	3:25 a.m.	.....
Atlantic Express (B)	11:50 a.m.	.....
Mixed	9:25 a.m.	.....
Accommodation	1:15 p.m.	.....
St. Louis Express (A)	5:20 p.m.	.....
Accommodation	8:15 p.m.	.....
Erie Limited (B)	11:35 p.m.	.....

Sarnia Branch.	ARRIVE.	DEPART.
Chicago Express (B)	.....	5:40 a.m
Accommodation	.....	7:35 a.m
Erie Limited (B)	.....	11:35 a.m
Accommodation	.....	2:30 p.m
Pacific Express (B)	.....	7:00 p.m

London, Huron and Bruce.	ARRIVE.	DEPART.
Express	10:15 a.m.	8:05 a.m
Mail	6:55 p.m.	4:30 p.m

St. Marys and Stratford Branch.	ARRIVE.	DEPART.
Mixed—Mail	11:20 a.m.	7:35 a.m
Express	2:05 p.m.	.....
Express	5:40 p.m.	2:40 p.m
Express—Mixed	9:20 p.m.	5:55 p.m

Toronto Branch.

Hamilton—Depart—							
a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m
*7:0	B9:15	11:05	12:30	4:10	*5:40	A*6:55	9:20

Hamilton—Arrive—							
a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m
11:30	B8:45	10:00	B12:25	4:00	6:25	8:15	

* These trains for Montreal.
† These trains from Montreal.
(A) Runs daily, Sundays included.
(B) Runs daily, Sundays included, but makes no intermediate stops on Sundays.
(C) No. 20 carries passengers between London and Paris.
(D) This train connects at Toronto for all points in Manitoba, the Northwest and British Columbia via North Bay and Winnipeg.

E. DE LA HOOKE, City Passenger and Ticket Agent, southeast corner Richmond and Dundas streets.

LONDON & PORT STANLEY R'Y

Going South.			
Leave London	6:40 a.m.	12:20 p.m.	5:45 p.m
Arrive St. Thomas	7:22 a.m.	12:55 p.m.	6:27 p.m
Depart St. Thomas	7:45 a.m.	.....	6:37 p.m
Arrive Pt. Stanley	8:05 a.m.	.....	7:00 p.m

Going North.			
Leave Pt. Stanley	8:45 a.m.	.....	7:25 p.m
Arrive St. Thomas	9:02 a.m.	.....	7:15 p.m
Depart St. Thomas	9:40 a.m.	1:35 p.m.	8:00 p.m
Arrive London	10:20 a.m.	2:10 p.m.	8:40 p.m

ERIE & HURON RAILWAY.

Trains South. Stations.	Exp A.M.	Exp P.M.	Mix A.M.	Mix P.M.
Sarnia (G. T. R.)	.....	6:10	7:40	.....
Courtright	.....	5:40	8:20	.....
M. C. R. Junction	.....	5:45	8:22	.....
Chatham (C. P. R.) arr	.....	7:45	10:35	3:30
Chatham (C. P. R.) dep	7:45	.....	10:40	4:40
Fargo (M. C. R.)	8:13	.....	2:35	6:10
Blenheim arr	8:25	.....	11:20	5:35

Trains North. Stations.	Exp A.M.	Exp P.M.	Mix P.M.
Blenheim dep	8:30	2:55	6:45
Fargo (M. C. R.)	8:43	3:10	6:00
Chatham (C. P. R.) arr	9:08	3:30	6:20
Chatham (C. P. R.) dep	9:13	3:37	.....
M. C. R. Junction	11:20	.....	.....
Courtright	11:25	3:55	.....
Sarnia (G. T. R.) arr	12:00	4:25	.....

CANADIAN PACIFIC RAILWAY.

Going East.			
DEPART—			
London	4:00 a.m.	8:00 a.m.	5:20 p.m
Woodstock	5:9 a.m.	8:52 a.m.	6:10 p.m
Galt	6:42 a.m.	9:53 a.m.	7:18 p.m
Guelph	9:25 a.m.	11:05 a.m.	8:30 p.m
Toronto	8:15 a.m.	12:00 noon	9:40 p.m
Peterboro	11:45 a.m.	.....	12:07 a.m
Kingston	4:05 p.m.	.....	4:50 a.m
Ottawa	6:45 p.m.	.....	6:00 a.m
Montreal	7:55 p.m.	.....	8:00 a.m
Quebec	6:30 a.m.	.....	3:00 p.m
Portland, Me.	9:30 a.m.	.....	8:10 p.m
Boston	8:05 a.m.	.....	8:05 p.m
Halifax, N. S.	10:10 p.m.	.....	.....

Trains arrive from the east at 11:25 a.m., 7:00 p.m., 10:00 p.m.

Going West.			
DEPART—			
London	7:15 a.m.	11:35 a.m.	7:05 p.m
ARRIVE—			
Chatham	9:30 a.m.	1:05 p.m.	8:50 p.m
Detroit	.....	2:45 p.m.	10:40 p.m
Chicago	.....	10:15 p.m.	7:15 a.m
St. Louis	.....	7:45 a.m.	6:00 p.m
Kansas City	.....	7:05 p.m.	7:00 a.m

Trains arrive from the west at 3:55 a.m., 5:10 p.m., 10:15 p.m.

THOS. R. PARKER, City Ticket and Passenger Agent, 161 Dundas street, southwest corner Richmond and Dundas.

MICHIGAN CENTRAL RAILWAY.

LONDON TIME.

Canada Southern Division—Going East.	Leave London	Leave St. Thomas
North Shore Limited (daily)	8:30 p.m.	11:50 p.m
Niagara Falls and Buffalo special (daily)	3:30 p.m.	4:30 a.m
American Express (except Monday)	9:50 a.m.	10:55 a.m
Atlantic Express (daily)	9:50 a.m.	1:50 p.m
New York and Boston Express (daily)	2:25 p.m.	4:30 p.m
Mail (except Sundays)	1:25 p.m.	3:05 p.m
Limited Express (daily)	8:30 p.m.	3:00 a.m
Accom'd'n (except Sunday)	8:50 p.m.	7:00 a.m

Canada Southern Division—Going West.		
North Shore Limited (daily)	8:30 p.m.	7:08 a.m
Chicago Express (daily)	8:30 p.m.	4:40 a.m
Chicago special (daily)	8:30 p.m.	11:05 a.m
Chicago Ltd Exp. (daily)	9:50 a.m.	10:55 a.m
American Express (except Mondays)	9:50 a.m.	1:30 p.m
Mail (except Sundays)	1:25 p.m.	3:15 p.m
Pacific Express (daily)	1:25 p.m.	6:00 p.m
Accom'd'n (except Sunday)	8:50 p.m.	7:40 a.m

Trains arrive in London at 8:35 a.m., 11:40 a.m. and 6:30 p.m.

[NOTE.—No trains to or from London on Sundays.]

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EVERY FRIDAY

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EVERY WEDNESDAY

A through Tourist Sleeping Car will leave London at 7 p.m. for Chicago until further notice.

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Passenger trains leave the depot cor. Clarence and Bathurst streets

9:50 a.m. 2:25 p.m. 8:30 p.m.

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Tickets to any point at lowest rates. Baggage checked to all points on connecting lines.

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AMERICAN LINE

New York, Southampton, London, every Saturday.

CHESTER.....Saturday, April 29, 4 p.m.
PARIS.....Saturday, May 6, 9 a.m.
BERLIN.....Saturday, May 13, 4 p.m.
NEW YORK.....Saturday, May 20, 9 a.m

From Pier 43, N.R., foot of Christopher street, New York.

Shortest and most convenient route to London. Passengers land at Empress dock, avoiding inconvenience and exposure of transfer by tender. First cabin passage to Southampton, London or Havre, $60 and upward, according to steamer. Second cabin, $35 and $40. Steerage at low rates.

INTERNATIONAL NAVIGATION CO. General Agents, 6 Bowling Green, New York
F. S. Clarke, A. G. Smythe, E. De la Hooke
London, Ont.

GRAND TRUNK RAILWAY.

City Ticket Office,

Southeast Corner of Richmond & Dundas Sts.

BUSINESS : SOLICITED.

E. De la Hooke,

City Passenger and Ticket Agent.

CUNARD LINE

"LANE ROUTE."

From New York to Liverpool via Queenstown. Fast Express Mail Service.

ETRURIA.....Saturday, April 29, 5 a.m.
CAMPANIA.....Saturday, May 6, 9 a.m.
UMBRIA.....Saturday, May 13, 3 p.m
AURANIA.....Saturday, May 20, 9 a.m.
ETRURIA.....Saturday, April 27, 3 p.m.
CAMPANIA.....Saturday, June 3, 8 a.m.
UMBRIA.....Saturday, June 10, 2 p.m

EXTRA STEAMERS

SERVIA.....May 9, 11 a.m.
GALLIA.....May 23, noon
SERVIA.....June 6, 10 a.m.
GALLIA.....June 20, 10 a.m.

RATES OF PASSAGE—Cabin, $50 and upwards. Second cabin, $35 and upwards, according to steamer and location; return tickets on favorable terms. Steerage tickets to and from Liverpool and Queenstown and all other parts of Europe at lowest rates. Through bills of lading given for Belfast, Glasgow, Havre, Antwerp and other parts on the continent, and for Mediterranean ports.

VERNON H. BROWN & Co., agents, 4 Bowling Green, New York.

E. DE LA HOOKE
Southeast cor. Richmond and Dundas Sts.

A. G. SMYTHE
443 Richmond St., sole agents for London.

ALLAN LINE

Royal Mail Steamships, Liverpool, Calling at Moville.

	From Portland.	From Halifax.
Numidian	April 26	April 24

RATES OF PASSAGE.

Cabin, by S.S. Parisian, $50, $60 and $70 single; $100, $110 and $130, return. By S.S. Sardinian, $50, $55 and $60, single; $95, $105 and $115, return. By other steamers, $45 and $50, single; $85 and $100, return. Second cabin, $30 steerage $24.

MONTREAL AND QUEBEC SERVICE

* Mongolian, from Montreal, May 3, for Liverpool direct. Cabin passengers only, and will not stop at Quebec, Rimouski or Londonderry.

	From Montreal.	From Quebec.
Sardinian	May 6, daylight	May 7, 9 a.m.
Laurentian	May 13, daylight	May 14, 9 a.m.
Parisian	May 20, daylight	May 21, 9 a.m.

STATE LINE SERVICE

New York and Glasgow, via Londonderry.

	From New York.
STATE OF CALIFORNIA	1 p.m., May
STATE OF NEBRASKA	1 p.m., May 18
STATE OF CALIFORNIA	June

By State Line New York to Londonderry and Glasgow.

Cabin passage, $40, single, and upward; return $80 and upward, according to location of berth; second cabin, $30; steerage, $25.

AGENTS—For Allan Line and Allan State Line, E. De la Hooke, southeast corner Richmond and Dundas; Thos. R. Parker, southwest corner Richmond and Dundas, and Henry Taylor, 5 Masonic Temple. For Allan State Line, F. S. Clarke, 416 Richmond street; John Paul, 391 Richmond street.

WHITE STAR LINE

Royal and United States Mail Steamers for Queenstown and Liverpool.

*TEUTONIC.....May 3
GERMANIC.....May 10
*MAJESTIC.....May 17
BRITANNIC.....May 24
*TEUTONIC.....May 31

*Superior second cabin accommodation on these steamers.

From White Star dock, foot West Tenth St.

Saloon rates—On Teutonic and Majestic, $80 and upwards; second cabin rates, Majestic and Teutonic, $40 and $45; round trip, $80 and $90, according to location of berth. Saloon rates on Germanic and Britannic, $60 and upwards. Excursion tickets on favorable terms. Steerage, $25. Company's office, 41 Broadway, New York.

For further information apply to W. Y. BRUNTON & SON, 411 Richmond street, or EDWARD DE LA HOOKE, southeast corner Richmond and Dundas streets, agents of the line for London, Ont.