

PATENTS PROCURED
In Canada, Great Britain, United States and Foreign Countries.
O. E. RICHES
Canada Life Building, Toronto.

SIXTEENTH YEAR

LANEVEIN MAY RETURN
A POSSIBILITY OF HIS RETURN TO THE CABINET
The Hon. J. H. Langan, Minister of Agriculture, has been asked by the Hon. J. H. Langan, Minister of Agriculture, whether it is possible for Mr. Langan to return to the cabinet.

OTAWA, Ont., Sept. 24.—More than ordinary interest attaches to the meeting of the cabinet which will be held here during the next week or two, and which commences on Friday. That the business to be transacted is important is shown by the fact that the Hon. J. H. Langan, Minister of Agriculture, is making a special trip to Ottawa in order to be readily available for consultation. Among the matters which will likely be discussed soon are the filling of the present cabinet vacancy, date of meeting of Parliament and the appointment of several judicial and other officers.

With regard to the Portfolio of Agriculture public opinion still points to Dr. Montague as successor to Mr. Arthur Meighen. The Hon. J. H. Langan, Minister of Agriculture, is making a special trip to Ottawa in order to be readily available for consultation. Among the matters which will likely be discussed soon are the filling of the present cabinet vacancy, date of meeting of Parliament and the appointment of several judicial and other officers.

HEARD THE BULLET SING
Notwithstanding that the man who fired the shot claimed he had killed a burglar.
The adjourned case of Queen v. Henry Parsons, of Cornwall, Ontario, charged by Edgar Hobs with having maliciously shot at him on the 24th of August last while on Small's Pond, was heard before Magistrate Richard Parsons and Nimmo yesterday and sent up by them to a higher court. Mr. Parsons prosecuted and Mr. John Greer defended the defendant. The Magistrate held that on the night in question, J. Clark and another companion rowed up Small's Pond as far as the wire fence dividing it from Hill's Pond, over which Parsons has a lease, and were engaged in fishing over the fence with a long pole for a gill net supposed to be hung there, when Parsons, at a distance of about 50 feet, deliberately fired two shots at them, one of which passed through the head of the defendant and struck him in the head but did not kill the singing of the bullet.

REASON FOR RETIREMENT
Another subject which the Government will consider this week is the proposed retirement of Mr. Lowe, Deputy Minister of Agriculture. It is understood that the fact that it was in the summary manner with which it was treated by the Hon. J. H. Langan, Minister of Agriculture, that Mr. Lowe's case has created a feeling of unrest in the civil service. That the Hon. J. H. Langan, Minister of Agriculture, should have treated Mr. Lowe as he has done is a matter which has caused much discussion in the civil service.

INSPECTION OF ELECTRIC METERS
The inspection of electric light meters under the statute of last year, which was completed in the cities where inspectors have been appointed. In Ottawa the average number inspected per month is 200. In Toronto and Montreal are about on a par with the number inspected in other cities. Toronto shows much smaller figures than these other cities.

OFF FOR CHRYSLER'S FARM
Sir Mackenzie Bowell left at 1 o'clock to-day by the Canada Atlantic Railway for Chrysler's farm, where he will deliver an address to-morrow on the occasion of the anniversary of the engagement which took place there in 1812.

DEPARTMENT OF TRADE AND COMMERCE
The Department of Trade and Commerce has received a report from its commercial agent in Christiania, Sweden, in which he reports that the export of Canadian flour recently sent to Scandinavia has given excellent results and that the prospects are very bright for a large trade in that commodity.

THE HON. J. H. LANGAN, MINISTER OF AGRICULTURE
The Hon. J. H. Langan, Minister of Agriculture, accompanied by Mr. Deaorch and Mr. Coste, chief engineer of the Public Works, left for Collingwood to-day to inspect the work of the department in that town.

W. H. BENNETT, M.P.
W. H. Bennett, M.P., for East Simcoe, and Greenville, are in town on departmental business. Mr. Bennett is accompanied by Mr. Joseph Hooper of Port Hope, father of John R. Hooper, now in St. Vincent de Paul Penitentiary, in connection with the case of the late Minister of Justice in reference to his son's case. He carries a letter of introduction from T. D. Craig, M.P.

MR. WHITE, PROVINCIAL SCHOOL INSPECTOR
Mr. White, Provincial School Inspector, arrived here to-day to assist the Separate School Board to straighten out their present difficulties, owing to lack of teachers.

SIR H. TUPPER RETURNED TO HIS RESIDENCE
Sir H. Tupper returned to his city last night. He will shortly take up his residence in New Edinburgh, purchasing a few acres ago by Lieutenant Patterson.

E. O. SHREPPARD OF TORONTO SATURDAY NIGHT IS IN TOWN
E. O. Shreppard of Toronto Saturday night is in town. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

MR. FURNER, MINISTER OF PUBLIC INSTRUCTION
Mr. Furner, Minister of Public Instruction, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

DR. MONTAGUE ON THE RESERVE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

TO PROTECT THE EMPIRE

SIR CHARLES TUPPER OBJECTS TO A LEVY ON THE COLONIES
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

THE ALBERTA, ROUGH PASSAGE
Heavy Gales Compelled Her to Run For Shelter
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

STEAMER CONTOCK WRECKED NEAR THE SHORE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

REASON FOR RETIREMENT
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

INSPECTION OF ELECTRIC METERS
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

OFF FOR CHRYSLER'S FARM
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

DEPARTMENT OF TRADE AND COMMERCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

THE HON. J. H. LANGAN, MINISTER OF AGRICULTURE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

W. H. BENNETT, M.P.
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

SIR H. TUPPER RETURNED TO HIS RESIDENCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

E. O. SHREPPARD OF TORONTO SATURDAY NIGHT IS IN TOWN
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

MR. WHITE, PROVINCIAL SCHOOL INSPECTOR
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

DEPARTMENT OF TRADE AND COMMERCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

THE HON. J. H. LANGAN, MINISTER OF AGRICULTURE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

W. H. BENNETT, M.P.
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

FROM SUPERIOR TO THE SEA

OPENING OF THE DEEP WATERWAYS CONVENTION
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

STEAMER CONTOCK WRECKED NEAR THE SHORE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

REASON FOR RETIREMENT
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

INSPECTION OF ELECTRIC METERS
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

OFF FOR CHRYSLER'S FARM
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

DEPARTMENT OF TRADE AND COMMERCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

THE HON. J. H. LANGAN, MINISTER OF AGRICULTURE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

W. H. BENNETT, M.P.
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

SIR H. TUPPER RETURNED TO HIS RESIDENCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

E. O. SHREPPARD OF TORONTO SATURDAY NIGHT IS IN TOWN
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

MR. WHITE, PROVINCIAL SCHOOL INSPECTOR
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

DEPARTMENT OF TRADE AND COMMERCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

THE HON. J. H. LANGAN, MINISTER OF AGRICULTURE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

W. H. BENNETT, M.P.
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

SIR H. TUPPER RETURNED TO HIS RESIDENCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

AN INGENUOUS SWINDLE

ATTEMPT TO DEFAUD THE BANK OF HAMILTON
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

REASON FOR RETIREMENT
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

INSPECTION OF ELECTRIC METERS
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

OFF FOR CHRYSLER'S FARM
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

DEPARTMENT OF TRADE AND COMMERCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

THE HON. J. H. LANGAN, MINISTER OF AGRICULTURE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

W. H. BENNETT, M.P.
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

SIR H. TUPPER RETURNED TO HIS RESIDENCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

E. O. SHREPPARD OF TORONTO SATURDAY NIGHT IS IN TOWN
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

MR. WHITE, PROVINCIAL SCHOOL INSPECTOR
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

DEPARTMENT OF TRADE AND COMMERCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

THE HON. J. H. LANGAN, MINISTER OF AGRICULTURE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

W. H. BENNETT, M.P.
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

SIR H. TUPPER RETURNED TO HIS RESIDENCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

E. O. SHREPPARD OF TORONTO SATURDAY NIGHT IS IN TOWN
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

ONE CENT

AN IMPROVEMENT ON THE PLAN OF PLUGGING AND SWEATING GOLD COIN WHICH HAS BEEN INTRODUCED IN TORONTO
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

REASON FOR RETIREMENT
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

INSPECTION OF ELECTRIC METERS
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

OFF FOR CHRYSLER'S FARM
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

DEPARTMENT OF TRADE AND COMMERCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

THE HON. J. H. LANGAN, MINISTER OF AGRICULTURE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

W. H. BENNETT, M.P.
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

SIR H. TUPPER RETURNED TO HIS RESIDENCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

E. O. SHREPPARD OF TORONTO SATURDAY NIGHT IS IN TOWN
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

MR. WHITE, PROVINCIAL SCHOOL INSPECTOR
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

DEPARTMENT OF TRADE AND COMMERCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

THE HON. J. H. LANGAN, MINISTER OF AGRICULTURE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

W. H. BENNETT, M.P.
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

SIR H. TUPPER RETURNED TO HIS RESIDENCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

E. O. SHREPPARD OF TORONTO SATURDAY NIGHT IS IN TOWN
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

Air Cushions, Pillows, Bedsteads, Mattresses, Water Beds and Pillows, etc., etc.
THE TORONTO RUBBER CO., LTD.
25 King-st. West (Planning Arcade).

ONE CENT

AN IMPROVEMENT ON THE PLAN OF PLUGGING AND SWEATING GOLD COIN WHICH HAS BEEN INTRODUCED IN TORONTO
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

REASON FOR RETIREMENT
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

INSPECTION OF ELECTRIC METERS
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

OFF FOR CHRYSLER'S FARM
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

DEPARTMENT OF TRADE AND COMMERCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

THE HON. J. H. LANGAN, MINISTER OF AGRICULTURE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

W. H. BENNETT, M.P.
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

SIR H. TUPPER RETURNED TO HIS RESIDENCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

E. O. SHREPPARD OF TORONTO SATURDAY NIGHT IS IN TOWN
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

MR. WHITE, PROVINCIAL SCHOOL INSPECTOR
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

DEPARTMENT OF TRADE AND COMMERCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

THE HON. J. H. LANGAN, MINISTER OF AGRICULTURE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

W. H. BENNETT, M.P.
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

SIR H. TUPPER RETURNED TO HIS RESIDENCE
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

E. O. SHREPPARD OF TORONTO SATURDAY NIGHT IS IN TOWN
The Hon. J. H. Langan, Minister of Agriculture, is in town on departmental business. He is accompanied by Mr. J. O. Frendreagat of the Postoffice Department was to-day united in matrimony to Miss Eugenie P. daughmond of Col. Panet, Deputy Minister of Militia.

Traps and Targets.

The trap-shooting season is now opening. We are Canadian Agents for the Blue Rock Targets and Traps. Catalogue free.

THE GRIFFITHS CORPORATION

81 Yonge-st., Toronto

PRINCE LIEP BY A HEAD.

Excellent Finish in the Flatlands Stakes at Gravesend.

Gravesend Race Track, Sept. 24.—The weather was perfect for racing purposes, and a fast-paced crowd was present to enjoy the sport. The features of the day's racing were the races for the Flatlands Stakes of the value of \$1500 for 2-year-olds, and the Queen Vase Handicap of \$1000 for 3-year-olds.

Brighton entries—First race, 5 furlongs—Sectional 110. Commandeur, Sirocco, 914. Dominion, Shelly Turf 107. Hading 100. Key West 104. Admet, Heryny 102. Hanover, 101. Sparta, 102. McClellan, 103. Will Elliott 95. Lottie A. 103. Gypsy, 102. Louisa 102. W. H. 103. Second race, 5 furlongs—Winchard 108. Johnnie 105. Imperial 115. Lottie A. 103. Third race, 1 1/2 miles—Hudson 81. Keefe 80 to 1. Fourth race, 1 1/2 miles—Connoisseur, 102. Griffin 101. 1/2 Pepper, 102. Chora, 101. 1/2. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.

FOR SATURDAY'S RACES.

An increased number of contestants to race for the cup. The entries for next Saturday's races of the Country and Hunt Club at the Woodbine show an increase over last Saturday. The public will hall with pleasure the reappearance of the popular black and yellow, the colors of Mr. J. B. Seagram, who has entered Stomachion and Bull. Given at present at Brooklyn with the rest of his American string. The steeplechase, which had four starters last week, has increased field, and the seven horses named to go over the jumps should make an excellent contest. The hunters' events promise to be exceptionally interesting, and the entries have been received from the qualified hunters' steeplechase, from which it is probable that the best red coat race ever seen at the Woodbine will result. The first race is at 2:30 p.m. The entries:

The Reynard Dash—Open flat race; purse \$200; selling; 1 1/2 furlongs. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles. W. A. Collins (Toronto) Dick Mitchell won the 2 1/2 furlong race on Sept. 19. W. A. Collins (Toronto) Dick Mitchell won the 2 1/2 furlong race on Sept. 19. W. A. Collins (Toronto) Dick Mitchell won the 2 1/2 furlong race on Sept. 19.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

HAINES HORSES AT HAMILTON.

Good Sport But a Very Meagre Attendance at the Hamilton Trotting Meeting. Hamilton, Sept. 24.—Fine weather, an excellent track and a comparatively small crowd were the features of the first day of the annual meeting of the Ontario Trotting and Pacing Horse Breeders' Association at the Hamilton Trotting Meeting.

The following are the summaries of the races: 2 1/2 furlong; purse, \$400, divided into four prizes. W. A. Collins (Toronto) Dick Mitchell won the 2 1/2 furlong race on Sept. 19. W. A. Collins (Toronto) Dick Mitchell won the 2 1/2 furlong race on Sept. 19.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

CRACK ATHLETES TO MEET AGAIN

London and New York A.C. Teams to Visit Each Other for the Canadian Games. Messrs. C. H. Nelson and G. M. Higginbotham of the Executive Committee of the A.A.A. of C. returned from New York yesterday after witnessing the athletic meeting between the London Athletic Club and the A.A.A. of C. as a result of this visit, teams from each of these clubs will visit the other in the coming season.

The Executive meeting today arranged details for the games, in which it is likely the race will be held on the 11th of the month. The Executive meeting today arranged details for the games, in which it is likely the race will be held on the 11th of the month.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

FOR AN IRISH REPUBLIC

IRISH-AMERICANS DECLARE FOR BRITAIN'S INDEPENDENCE. 700 Delegates From Various Societies Convened in Chicago to Consolidate All Forces for an Aggressive Movement Against England for the Establishment of an Irish Republic, Free and Independent. Chicago, Sept. 23.—In the spacious auditorium of the Young Men's Christian Association there were inaugurated this morning the preliminary arrangements for the Irish Republic, Free and Independent.

Chicago, Sept. 23.—In the spacious auditorium of the Young Men's Christian Association there were inaugurated this morning the preliminary arrangements for the Irish Republic, Free and Independent. Chicago, Sept. 23.—In the spacious auditorium of the Young Men's Christian Association there were inaugurated this morning the preliminary arrangements for the Irish Republic, Free and Independent.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10; by Minnie Bradley; 11; by Hendrie's ch. f. Dwyer's ch. g. James V. Carter, 4; Green Hunters' Flat; purse, \$150; distance, 1 1/8 miles.

Open Handicap Steeplechase; purse, \$200; open; over the top; 2 1/2 miles. D. Higgins (ch. f. Orinax), 2; by Algonquin; 3; by Kilwinn-Corona; 4; by Stomachion; 5; by Revolver; 6; by Joe Daniel; 7; by Pharis; 8; by Bob; 9; by Silvermine; 10;

T. EATON Co., (LIMITED)

190 Yonge-st., Sept. 25, 1895.

No Risk Here:

Nobody ever runs any risk in buying anything here, if goods are not entirely satisfactory you can come back and get your money.

Think of all the tricks there are in trade and all the schemes there are to tempt your money from you. And then think of a store that thrives best when its customers are experts.

If at any time goods are not exactly as represented we want to know it. The business is surrounded with every possible safeguard, and a child can depend upon absolute satisfaction with every purchase.

Fall Needs: Call the roll! Try to think of something we haven't got. The fact is we've many more different goods here than you think of.

Here are some of the things people are buying most of:

- Blankets, Underwear, Overcoats, Hosiery, Carpets, Curtains, Draperies

Personal and home comforts are the first consideration. Already they've had snow in the Northwest, and there's no telling what the weather man has in store for us.

Groceries:

The department is doing about all it can comfortably, and until it gets more room we'll ask you to shop earlier in the day—you who can.

Grocery prices here are the lowest ever quoted. We leave you to make comparisons. The success of the business is its own argument.

THE T. EATON CO. LIMITED, 190 YONGE ST., TORONTO, ONT.

PROCLAMATION.

NOTICE is hereby given that a reward of \$500 will be given for information that will lead to the conviction of any party or parties who willfully by their conduct, destroyed any premises within the municipality of Toronto, and who are liable to a fine of \$100 or to imprisonment for any term not exceeding six months, or to both such fine and imprisonment, for any offence committed by them within the City of Toronto, exclusive of cases now pending before the courts.

\$500 REWARD.

NOTICE is hereby given that a reward of \$500 will be given for information that will lead to the conviction of any party or parties who willfully by their conduct, destroyed any premises within the municipality of Toronto, and who are liable to a fine of \$100 or to imprisonment for any term not exceeding six months, or to both such fine and imprisonment, for any offence committed by them within the City of Toronto, exclusive of cases now pending before the courts.

TOWN OF NORTH TORONTO.

Ratepayers of the Town of North Toronto are notified that the time for the payment of the first instalment of taxes for the year 1895 has extended from the 21st day of September to the 10th day of October.

Ratepayers who pay their taxes on or before the 10th day of October will be entitled to a discount of 10 per cent. on the amount of their taxes. The collector will be at the Town Hall on Monday, Wednesday, Thursday and Saturday of each week. Office hours, 10 a.m. to 12 noon, and 2 p.m. to 4 p.m.

STOVES AND HOUSE FURNISHINGS

Heaters, Gasoline Stoves, Stove Pipes, Coal Oil, Benzine and Gasoline.

THE YOKES HARDWARE CO., LTD.

Yonge and Adelaide-streets, 25.

The Canadian Office and School Furniture Company, Limited.

Preston, Ont., Nov. 26, 1894.

Dear Sir, It is now about three months ago since I first notified that a cure of my rupture was being effected by the use of one of your Wilkinson Trusses, and now I am fully convinced that the cure is both complete and effectual. I have on several occasions within the last few weeks taken long walks without truss or support of any kind, and have every confidence that my rupture, which, as you are aware, was of a very severe description, is now permanently healed, and I can assure you that I feel deeply thankful for the beneficial results. I have already recommended your appliances to several of my friends similarly afflicted. Yours very sincerely, A. H. MCKENZIE, Esq.

THE TORONTO WORLD

NO. 88 YONGE-STREET, TORONTO. Business Office 1734. Editorial Rooms 323.

ONE CENT MORNING PAPER.

Subscription prices: Daily (without Sunday) by the year \$3.00; Daily (without Sunday) by the month .25; Sunday Edition by the year \$2.00; Sunday Edition by the month .15; Daily (Sunday included) by the month .45.

Wholesale Newsdealers: F. W. Beebe, 301 Spadina-avenue; George Messer, 707 Yonge-st.; Mrs. Mortimer, 1426 Queen-st. west; H. Ebbage, 455 Dundas; Duggan, 382 King-st. east; G. R. Ezzard, 767 Queen-st. east.

HAMILTON OFFICE: No. 13 Arcade, James-st. north. H. E. SAYERS, District Agent.

MR. JAMES' PROPOSED ART MUSEUM.

Mr. James' suggestion of a provincial museum of art in Toronto is well worthy of consideration both by the city of Toronto and by the Provincial Government. Notwithstanding Mr. James' disparaging remarks concerning the museum at the Normal School and his statements that the cause of education would be advanced if a centre were made of a greater part of the collection, we believe this museum exercises a little educational influence on the people. A high standard of art is not requisite to please and educate people who have had no education in painting, statuary and kindred subjects. Mr. James himself confesses that the Normal School collection is popular. He states thousands of people from the country and city are in the habit of visiting it. During the summer especially it is visited by thousands of strangers. The people who visit the Normal School are generally delighted with what they see. We believe they are educated as well as amused from viewing what Mr. James calls "a miserable collection of copies." Instead of asking for new building and the necessary appropriation to fit it up and start a new museum, we think the collection at the Normal School should be made the basis of a more extensive and higher class art museum. The portion of the building at present devoted to the collection is quite large, and as the grounds are extensive, at a small cost an enlargement could be made to provide for new and better features. We do not think the City Council can see its way to vote public funds for the purposes of art. And the Provincial Government would undoubtedly object to any considerable sum being spent on an institution which outsiders would claim to be a purely Toronto affair. The museum at Normal School is a Government institution. It is already well known throughout the province and a grant to put it on a better footing would not be objected to in the same way as would a grant for a new building and a new collection. In our opinion this would be the best way to proceed.

From time to time we read of the "chromos" of the present collection and substitute as we are able the genuine work. Whatever shape the proposed museum may take it will have to depend very largely on the munificence of private individuals for the final success of the enterprise. Toronto is not as liberal as some of the other cities in the furtherance of educational, artistic and charitable schemes. The citizens of Montreal are a long way ahead of us in this respect.

Mr. James has made a move in the province and a grant to put it on a better footing would not be objected to in the same way as would a grant for a new building and a new collection. In our opinion this would be the best way to proceed.

ASPHALT PAVEMENT FOR MASSEY HALL.

While the asphalt of Victoria-street from Adelaide to Queen is being continued the work is being done up to Shuter-street and thence along Shuter to Yonge-street. There are two or three substantial reasons for this suggestion. An asphalt roadway necessary for the proper approach to Massey Hall, one of the most noticeable and objectionable features in connection with the excellent place of entertainment is the miserable roadway leading to the building. A building which often contains as many as five thousand people should certainly possess the best external approach possible. The patches and ruts and for dispersing the crowds as they come out of the Hall. In addition to this, the building is worthy of better surroundings. From an artistic point of view, the asphalt on these two streets should be proceeded with at once. Another substantial reason for prosecuting the work lies in the fact that the traffic at the corner of Queen and Yonge-streets and King and Yonge will be materially relieved if the extension is made up to Shuter-street. If the work is stopped at Queen-street, the former corner will be very little relieved. Another piece of asphalt that should be done is the fall in the roadway on Adelaide between Yonge and York-streets. The asphalt of this street would relieve Yonge-street of a great many bicycles as well as carriages and wagons.

PROPOSED COLONY OF SMALL FARMERS.

After several months of preliminary work regarding the possibility of affording a means of livelihood to the unemployed by the formation of a colony whose members should devote themselves to intensive farming on a few acres of land, the gentlemen who have been prosecuting the project have at length given concrete shape to their ideas. They now appeal to the public to assist them in getting the project on a business basis. There will, no doubt, be many difficulties encountered in establishing a colony on the plan suggested by the committee. It is not impossible or improbable that a colony conducted somewhat on the lines set out would prove a success, but it will require the management of a great future about the scheme so far as the fact that it requires the raising of a considerable amount of capital, upon which it is proposed that no dividends should be paid. To secure a success, the colony should be self-sustaining, and if any money is necessary to help the project along it should be advanced as a loan and not as a gift. However, as this is an experiment, there is some justification in floating the concern on a semi-charitable basis. The experience of an object lesson which the public will scrutinize with a great deal of interest. The only way to ascertain if it is possible for a colony of fifty or one hundred families to live together and at a profit, is by establishing the colony and making the trial. The failure of colonies in the past is no reason why they should fail to-day. We have now bet-

CO-OPERATIVE FARM COLONY.

An Association Formed in Toronto to Carry Out the Plan.

During the past two months a number of citizens have been considering the scheme of forming a co-operative association to give assistance to the unemployed without pauperizing them. They have finally decided upon a scheme which has taken the form of a preliminary Co-operative Association, which, when the necessary formalities are completed, will apply for incorporation under the act relating to Co-operative Associations. The outline of the plan recommended by the report of a special committee, briefly summed up, is as follows: The purchase of about 500 acres of land in the cultivated District of Ontario, as near as possible to Toronto, for the purpose of carrying on mixed farming, and such other industries as may from time to time be found expedient.

A WISE ORDER.

Lieut.-Colonel Mason, commanding the Royal Grenadiers, is to be commended for his recent order that after the present drill season concludes no more provisional appointments should be permitted to the ranks of non-commissioned officers. In future those who wish to wear chevrons as sergeants or corporals, must qualify themselves according to regulation, before appointment and not after. This is an excellent order. If men want to be sergeants or corporals, they should not play at it. In the regular army of the Empire, both an educational and professional test is exacted before a man is permitted to wear the insignia of rank. Of course in our city regiments an educational test is not called for, but it is absolutely essential for the well being of the whole force generally. Provisional appointments should not be made to positions of influence and of command unless they possess the requisite military and domestic training. The commanding the Queen's Own and Highlanders have not already issued a similar order to that of Colonel Mason, the sooner they do so the better for all concerned.

As to the Bloomer.

Editor World: There are times when nonsense of several other holds the public mind. 'Twas not so very long ago when "Sunday cars" was the absorbing topic both in pulpit and street. Now, it is the "bloomer," and their share of criticism, and been denounced—still they do it. This summer there has been a "bloomer" craze. It has gone so far that one of our Methodist brethren in our city churches when "bloomers" were ably discussed and witty anecdotes were told and a grant to put it on a better footing would not be objected to in the same way as would a grant for a new building and a new collection. In our opinion this would be the best way to proceed.

CHRISTIAN ENDEAVOR CONVENTION.

Meeting of the Provincial Organization at Stratford. Brantford, Sept. 24.—The delegates are here from all directions to attend the Provincial convention of the Ontario Christian Endeavor Union, which opened here to-day, and when business is in full swing it is expected that the number of delegates will be in the neighborhood of 100. In the morning the Provincial Executive held a meeting preparatory to the opening of the convention and the various departments were in a round-table conference on committee work occupied part of the time. Among the speakers were Mr. J. W. Hopkins, Mr. Frank D. Mills of Toronto, on the subject of "The Christian Endeavor Union," and Mr. J. W. Hopkins, president of the local union. The meeting was held in Zion Presbyterian Church, and in the evening a social gathering was given by the ladies of the Christian Endeavor Union, which was well attended, and which sometimes wear "bloomers." GENTLE ANNIE.

A New Water Project.

Mr. S. Cann sends The World a communication in which he proposes a plan for bringing lake water to the summit of the city. His idea is to build a steel tower to the top of the city. From this tower he would lead a pipe to the summit of the city. This pipe would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At the Queen's Water Works, the water would be submersed so as to permit of navigation, a pipe or tunnel being used for the purpose. The water would be pumped to the summit of the city, and thence down to the city. This system would be supported by a trolley system, which would run along the hillside. This system would connect with the city system. At

NEW YORK CENTRAL'S COUP

The Vanderbilt Secure Control of All Tonnage on the Erie Canal

Buffalo, Sept. 24.—The perfection of one of the greatest schemes in the history of the New York Central & Hudson River Railroad or the Erie Canal came to light yesterday. Through the successful carrying out of the scheme by the emissaries of the New York Central road, it is said that that organization has at last come into control of practically all the tonnage that floats upon the waters of the Erie Canal.

The broad claim is made by men in a position to know that, at the present time, and from now on, the New York Central road controls, and will continue to control, practically all rates for freights to be carried in boats upon the waters of the Erie Canal.

The Central has at last defeated the canal by practically absorbing it. It is said that the scheme was conceived more than a year ago. It is said that the matter was thought out and decided upon by the directors of the New York Central in the fall of 1894, but too late to be put into practical operation.

For years the boatmen have looked upon the New York Central Railroad as their natural enemy, yet the scheme of the Central has been so successfully carried out that the boatmen have been practically forced to come to the company's terms.

The railroads have been fighting the boatmen all summer, and so vigorously that the Erie basin has been crowded with boats, the owners of which have not cared to take a load at the rates set by the railroad. On the first day that the canal opened boats were loaded at 2-4 cents. On the day following the railroads cut the price to 2 cents from Buffalo to New York. This was the first time the boatmen taking loads at 1-2 or 1-3 cents, or 1c or 1 1/2c.

So shortly has the New York Central done its work that until a few days ago nothing could be seen in this but an attempt on the part of the railroads to force the boatmen to go out of business. It was looked upon as the usual summer struggle between the railroads and the canal, only on a larger scale.

The scheme was a deeper one than that, however. The New York Central saw that it could do better than throw the canal out of business, even if it was possible for it to do so. So the New York Central company conceived the plan of gaining control of all the canal boats on the Erie, making itself a vast scaling company, and forcing out all other scalpers.

This, it is claimed, is just what the New York Central has done, and in doing it the company has been very careful not to show its hand. It has operated through three well-known Buffalo canal men, and through them has gained control of 80 per cent of all the boats on the Erie Canal. On the face of it, it appears that a boatman's boat has been bought by the company, but it is alleged, besides the big owners, who hold a place on the freight committee of the canal, that a boatman has come into the combine who has not had assurance that the New York Central company is behind the scheme.

Assurances of protection to boatmen who have mortgages on their boats, held by scalpers have also been given. Every boatman who has come into the combine has signed an agreement to take no loads except such as are given them from the office of the syndicate, No. 41, West Street. If any boatman should take a load other than assigned to him from the office of the syndicate, he is expected to pay a fine of \$300 for each load so taken. If the fine is not paid he will be expelled from the syndicate and his protection withdrawn.

The plan on which the syndicate is being worked is very simple. The emissaries of the New York Central Railroad warrant the boatmen good rates for carrying grain, and in return the boatmen carry only such loads as are assigned to them by the freight committee. The freight committee of the New York Central Railroad, provided the allegations made are true, dictates to the shippers what they shall pay for transportation of their grain from Buffalo to New York.

The John Eaton Co. Ltd. Temperance and Yonge-sts.

BEWARE of the man who tells on his neighbor — he's generally worse himself.

BEWARE of the store who constantly preaches about their honesty and at the same time thinking everybody else is dishonest. We say that with-out prejudice.

We're a class of young chaps down here at the corner of Temperance and Yonge-streets that's struggling hard to get up; we're bound to beat every other fellow and you wouldn't blame us for that, but at the same time we don't want to hurt any other house by any mean act or saying; it's a straight fight from this out who shall be leader in the race of the big departmental stores. You'll never hear the John Eaton store firing dirt at other stores; you'll never find the John Eaton store trying to drown other smaller fellows by constantly trying to throw false impressions upon their advertising. No, no, we're building up a great business on principle as well as honesty.

We welcome fair competition, and who is there that will sell to-morrow like this?

- Hour Sales: 4 to 5 p.m.—Boys' Fall Overcoats, sizes 27 to 32, \$1.99, reg. price \$2.49. 10 to 11 a.m.—Boys' Beaver Nap Beaver Jackets, 99c, reg. price \$1.25. 11 to 12 p.m.—Tapestry Carpets, handsome patterns, 32 1/2c a yard, reg. price 45c. 10 to 11 a.m.—All-Wool Cheviot Serge, newest styles, 4 1/2 lbs. wide, 2 1/2 yard, reg. price 35c. 8 to 9 a.m.—Double Fold Linings, 4c yard, reg. price 5c. 2 to 3 p.m.—Grass Cloth, 6 1/2c a yard, reg. price 7c. 10 to 11 a.m.—5-inch Shaker Flannel, assorted patterns, 3 1/2c a yard, reg. price 4c. 4 to 5 p.m.—8-inch Heavy Grey Cotton, 3 1/2c a yard, reg. price 4c. 9 to 10 a.m.—Ladies' Vic Kid Button Boots, L24, reg. price \$2. 3 to 4 p.m.—Men's Cashmere Sox, 12 1/2c pair, reg. price 15c. 10 to 11 a.m.—Stovepipes, 7 inch, 4c each. 10 to 11 a.m.—Our best Family Flour, 30c 25-lb. bag, reg. price 48c. 3 to 4 p.m.—Ladies' Full Size Undervests, 48c, reg. price 75c. 4 to 5 p.m.—Children's Felt Hats, 2c, reg. price 3c. 2 to 3 p.m.—Ladies' Irish Frieze Jackets, 4 1/2 length, 22 1/2c, reg. price \$2.97. 4 to 5 p.m.—Boys' two-piece Suits, 96c, reg. price \$1.49. 5 to 6 p.m.—Men's odd Vests, Tweeds and Worsted, 6c each, price 10c. 10 to 11 a.m.—Ladies' Full Fashioned Cashmere Hose, 17c pair, reg. price 25c. 10 to 11 a.m.—Polka Dot Ties, 7c each, reg. price 10c. 9 to 10 a.m.—300 page Scribbling Books, 1c each. 5 to 6 p.m.—7 lbs. best granulated Sugar, for 55c. 5 to 6 p.m.—500 Vases, 3c each, reg. price 10c.

The burglars play sharp on the hour, and at 6 p.m. no goods sold after the bugle blows; truly this is wonderful, its sales are running into the thousands daily, it's the talk of the town, its future everybody is watching.

THE CROWN NOT READY. Accused Was Anxious For Trial, But It Was Postponed. The charge of arson against William McMillan, who the Crown claims, fired the Coochey building, was yesterday traversed to the defendant's satisfaction. In asking for the enlargement Mr. Dewart said that everything possible was being done by those interested in the defence to discredit Rosenthal, the principal Crown witness, and as he had received information of evidence procurable in the Province of Quebec, corroborative of Rosenthal's statements, he did not think the interests of the public would be properly protected if he proceeded to trial without this strengthening evidence. Mr. St. John opposed the application, but Judge McDougall thought it wise to have all the evidence in the case before him. The principal witness for the defence is also remaining in New York, and a commission was granted by Judge McDougall to go to that place and take evidence on both sides.

A Professional Bicycle Thief in the Sessions. James Lee Kemp was convicted in the Sessions last week of stealing Ed Sullivan's bicycle. He was arraigned on a charge of having on June 23rd, stolen a bicycle from Alexander McDonald. To this charge he pleaded not guilty. Yesterday he was arraigned on a charge of stealing a bicycle from Alons Trippe, on June 14th. The custom usually prevails, where, more than one charge is laid against a man, and a conviction is secured on the first trial, to withdraw the remaining indictments. Mr. Dewart was satisfied, however, that Kemp had been living for some time on the proceeds of the sale of stolen bicycles, and determined to secure as many convictions against him as possible. The evidence in the McDonald charge was to have been heard yesterday, but Kemp withdrew his previous plea, and admitted the theft, as well as pleading guilty to stealing Trippe's wheel.

How To Cure Headache—Some people suffer under misery day after day from headache. There is not more than a night, until the nerves are all unstrung. The cause is generally a disordering of the system, and can be cured by using Parmentier's Vegetable Pills, containing Mandrake and Iodine. Dr. F. W. Parmentier, P.O. writes: "I find Parmentier's Pills a first-class article for bilious headache."

W.H. Stone Undertaker, Yonge-349 Street, Phone 392.

To All Interested

Music and Musical Instruments

We extend a cordial invitation to visit our exhibit at the Warerooms, and inspect our wonderful new patented invention,

The Orchestral Attachment,

WHICH IS FOUND ONLY IN THE

RELIABLE PIANO

MANUFACTURED BY THE BELL ORGAN & PIANO CO., LTD., GUELPH, ONT.

BRANCH WAREROOMS at 70 King-street West, Toronto; 44 James-street North, Hamilton; 211 Dundas-street, London, Ont.; also at Windsor, Stratford, St. Thomas, Chatham, Galt, Barrie, Petrolia, Strathroy, Ridgeway and Shelburne, Ont.

TORONTO WATERWORKS. PUBLIC NOTICE.

Mr. E. H. Keating, City Engineer, reports October 20, 1895, with reference to the proposed improvement of Toronto's water supply, as follows: "The following is a list of the various proposals of this kind that in my opinion, the public interests demand that should be voted in, retained and jealously guarded by the municipal authorities."

- (1) From Lake Ontario, in the vicinity of Scarborough. (2) From Lake Ontario, in the vicinity of Mimico. (3) From the Oak Ridge Lakes and the Rivers Don and Rouge (by gravity). (4) From Lake Simcoe. (5) From the water in the gravel beds north of the city. (6) From springs and artesian wells in the Township of Erin. (7) With reference to proposals made at the time of supplying Toronto with a water supply for 100,000 people, the Engineer's report contains the following: "I may, however, say with regard to the control of this kind, that in my opinion, the public interests demand that should be voted in, retained and jealously guarded by the municipal authorities."

The proposed bylaw for the construction of tunnel under the harbor, coupled with a new conduit across Toronto Island and into the lake to new intake, appears to me to be the best solution of the problem of the water supply of this city. It is safe to rely upon the existing conduits for reasons which I have already explained, and I advise that no time be lost in starting the work. The estimated cost will probably take two years.

JOHN PATTERSON, City Engineer. Citizens can get copies of Secretary's reports by applying to city engineer, or to the following gentlemen: JOHN SEAWAY, DANIEL LAMB, W. H. WILSON, Chas. Ed. Work.

DIVIDENDS. THE INCANDESCENT LIGHT CO. Y OF TORONTO.

DIVIDEND NOTICE. NOTICE is hereby given that a dividend of 3 per cent. upon the paid-up capital stock of the company for the half-year ending September 30, 1895, in the amount of 60c per share, will be payable on and after Tuesday next, Oct. 1, 1895, to the holders of the stock on the books of the company as of that date. By order, FREDERICK NICHOLLS, Secretary.

80th Dividend.

The shareholders of the Molsons Bank are hereby notified that a dividend of 4 per cent. and a bonus of 1 per cent. upon the capital stock has been declared for the current half-year, and that the same will be payable at the office of the bank in Montreal, and at the branches, on and after the first day of October next. The transfer books will be closed from the 23rd to the 30th September, both days inclusive.

The John Eaton Co. Ltd. Temperance and Yonge-sts.

HYGEIA PURE WATER. In quart bottles (four glasses each) neatly carbonated. AT 75 CENTS PER DOZEN.

The cheapest of all table waters, one-quarter of a gallon, is secured on the first trial, to withdraw the remaining indictments. Mr. Dewart was satisfied, however, that Kemp had been living for some time on the proceeds of the sale of stolen bicycles, and determined to secure as many convictions against him as possible.

J. J. McLAUGHLIN, Manufacturing Chemist, 153-155 SHERBOURNE-ST.

DYEING and CLEANING. PHONES 1258. Ring up and we will send you a list of goods.

STOCKWELL HENDERSON & CO., head office at 250 and 772 Yonge-street. Strictly first-class house. Express paid one way on goods from a distance.

CURE YOURSELF! The Big 60 for Gonorrhoea, Gleet, Syphilis, Venereal diseases, or any inflammation, irritation or soreness of the mucous membranes. Not a straggling medicine, but a powerful, reliable, and safe remedy. Circular sent on request.

W.H. Stone Undertaker, Yonge-349 Street, Phone 392.

AUCTION SALES. DICKSON & TOWNSEND

AUCTION SALE of store Property and Residence in Toronto. Under and by virtue of the powers of sale contained in two certain indentures of mortgage, which will be produced at the time of sale, there will be offered for sale by public auction, at the auction rooms of Messrs. Dickson & Townsend, 27 King-street West, in the City of Toronto, on Saturday, the 28th day of September, 1895, at the hour of 12 o'clock noon, the following properties:

- Parcel 1.—That property having a frontage on the east side of Church-street of 25 feet, more or less, by a depth of 125 feet, more or less, in District No. 12, and being known as lot No. 31, according to plan 224. Parcel 2.—That property having a frontage on the east side of Church-street of 25 feet, more or less, by a depth of 125 feet, more or less, in District No. 12, and being known as lot No. 31, according to plan 224.

Under and by virtue of the powers of sale contained in two certain indentures of mortgage, which will be produced at the time of sale, there will be offered for sale by public auction, at the auction rooms of Messrs. Dickson & Townsend, 27 King-street West, in the City of Toronto, on Saturday, the 28th day of September, 1895, at the hour of 12 o'clock noon, the following properties:

- Parcel 1.—That property having a frontage on the east side of Church-street of 25 feet, more or less, by a depth of 125 feet, more or less, in District No. 12, and being known as lot No. 31, according to plan 224. Parcel 2.—That property having a frontage on the east side of Church-street of 25 feet, more or less, by a depth of 125 feet, more or less, in District No. 12, and being known as lot No. 31, according to plan 224.

DICKSON & TOWNSEND AUCTION SALE of Valuable City Properties.

Under and by virtue of the powers of sale contained in two certain indentures of mortgage, which will be produced at the time of sale, there will be offered for sale by public auction, at the auction rooms of Messrs. Dickson & Townsend, 27 King-street West, in the City of Toronto, on Saturday, the 28th day of September, 1895, at the hour of 12 o'clock noon, the following properties:

- Parcel 1.—That property having a frontage on the east side of Church-street of 25 feet, more or less, by a depth of 125 feet, more or less, in District No. 12, and being known as lot No. 31, according to plan 224. Parcel 2.—That property having a frontage on the east side of Church-street of 25 feet, more or less, by a depth of 125 feet, more or less, in District No. 12, and being known as lot No. 31, according to plan 224.

NIAGARA RIVER LINE Change of Time.

Steamer will leave Yonge-street wharf at 7 a.m. and 2 p.m. ONLY for Niagara, Queenston and Lewiston. Returning arrive Toronto about 1 p.m. and 5.15 p.m. JOHN FOWLER, Manager.

GREAT AUCTION SALE OF UNCLAIMED FREIGHT

The property of the Dominion Express Company, Toronto, at 11 o'clock at 167 Yonge-street, CHAS. M. HENDERSON & CO., Tel. 1098. Auctioneers.

ESTATE NOTICES.

IN the matter of the estate of Margaret Wilson, of the City of Toronto, deceased. Notice is hereby given pursuant to R.S.O. chap. 130, that all persons having claims against the estate of Margaret Wilson, who died on or about the 4th day of February, 1894, are required on or before the 10th day of October, 1895, to send by post, prepaid, to the administrator, James Watson, 115 King-street West, Toronto, or to his solicitor, full particulars of their claims. Notice is also given that after the 10th day of October, 1895, the estate will be distributed without regard to the notice.

D. D. GRIERSON, 94 Church-st., Solicitor for Administrator.

PASSENGER TRAFFIC. STEAMER SECOND CABIN

Advices indicate an increase in steers rates to and from Great Britain, Germany, Russia, Scandinavia and European countries. Those sailing to or sending for friends should arrange at once in order to obtain the low rates. For full particulars apply to BARKLEY CUMBERLAND, 72 Yonge-street, Toronto.

STEAMER LAKESIDE

leaves Yonge-street Wharf at 2.30 p.m. daily for St. Catharines, connecting at Port Dalhousie with G.T.R. for all points on the Welland Division, Niagara Falls, Buffalo and points east. W. A. Geddes, Agent.

American Line

NEW YORK-SOUTHAMPTON (London-Paris) New York, Oct. 2, 11 a.m. Paris, Oct. 11 a.m. London, Oct. 20, 11 a.m. Southampt., Oct. 28, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 11, 11 a.m. New York, Oct. 25, 11 a.m. New York, Oct. 8, 11 a.m. New York, Oct. 22, 11 a.m. New York, Oct. 5, 11 a.m. New York, Oct. 19, 11 a.m. New York, Oct. 2, 11 a.m. New York, Oct. 16, 11 a.m. New York, Oct. 30, 11 a.m. New York, Oct. 13, 11 a.m. New York, Oct. 27, 11 a.m. New York, Oct. 10, 11 a.m. New York, Oct. 24, 11 a.m. New York, Oct. 7, 11 a.m. New York, Oct. 21, 11 a.m. New York, Oct. 4, 11 a.m. New York, Oct. 18, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct. 26, 11 a.m. New York, Oct. 9, 11 a.m. New York, Oct. 23, 11 a.m. New York, Oct. 6, 11 a.m. New York, Oct. 20, 11 a.m. New York, Oct. 3, 11 a.m. New York, Oct. 17, 11 a.m. New York, Oct. 31, 11 a.m. New York, Oct. 14, 11 a.m. New York, Oct. 28, 11 a.m. New York, Oct. 1, 11 a.m. New York, Oct. 15, 11 a.m. New York, Oct. 29, 11 a.m. New York, Oct. 12, 11 a.m. New York, Oct.

