

JAMES LAUT, The Canadian Tea Merchant WHO gave away as a present to his Customers a \$500 Piano. WHO was prosecuted by jealous and unsuccessful rivals, WHO was fined in the Police Court for giving the piano, WHOSE Teas were acknowledged under oath to be better value than can be obtained elsewhere for more money, WHO is now doing the largest Tea business in Canada, WHO gives away the finest and most costly presents, WHOSE celebrated Teas are now a necessity in every house, WHO now presents his thanks to the party or parties who magnanimously spend their money in advertising his business, whether done with kindly intention or not, so long as he reaps a benefit by it, he feels it due to them to make acknowledgment. At the same time he is sorry that disappointment and want of similar success should make them so foolish as needlessly to throw away their money, when they will soon require it in their new sphere of operations in the Northwest.

JAMES LAUT, 281 Yonge Street, Toronto, MARKET LANE, LONDON. MEDICAL CONSUMPTION AND ALL THE AFFECTIONS OF THE HEAD, THROAT AND CHEST, INCLUDING THE EYE, EAR AND HEART, Successfully treated at the ONTARIO PULMONARY INSTITUTE, No. 135 CHURCH ST. TORONTO ONT. M. HILTON WILLIAMS, M.D., PROPRIETOR. All diseases of the respiratory organs treated by medicinal inhalations, combined with proper constitutional remedies.

Electric Belt Institution. NO. 4 QUEEN ST. EAST. Established permanently beneficial to those suffering from Rheumatism, Neuralgia, Sciatica, and other ailments. The Electric Belt is a powerful agent in the treatment of these conditions, providing relief and promoting recovery.

GREAT CLEARING SALE. PETLEY & CO. Are offering Crayley & Sons best quality astry Carpets at 85 CTS. Per yard worth \$1.10; also Brussels Carpets at \$1.25 Per yard worth \$1.50. GOLDEN GRIFFIN, King street east, TORONTO.

YOUNG MAN WISHES EMPLOYMENT TO work around the house, or as porter, willing to make himself useful. Address T. J., 101 George street, Toronto.

YOUNG MAN WANTS EMPLOYMENT TO work around a good house or as porter. Address T. J., 101 George street, Toronto.

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ONE CENT MORNING PAPER,  
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FOR ONE MONTH FOR  
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THE WORLD,  
TORONTO

The Toronto World.  
THURSDAY MORNING, MARCH 2, 1882

THE RAILROAD PROBLEM IN THE UNITED STATES

It is to be feared that people on this side of the border scarcely pay as much attention as they should to what is going on over the way. American news of the sensational kind, relating to murders, suicides, elopements, divorces, and crimes and casualties of all kinds do, indeed, receive a full share of our attention. Further, everything in American politics that can be made fun of, that can be used to point a joke or adorn a jest, is eagerly seized upon, and is read and re-read, and kept in a perpetual mill while we are "taking in" the good things they make up; nor need we wonder at this when we notice English country papers drawing the far larger portion of their funny column from American sources. But regarding the serious side of political and other questions in the United States, we do not read as much as we should. One present exception must be noted, the Toronto society for the suppression of vice, though adopting an old English designation, is drawing on New York for example and instruction. There are many important matters, indeed, affecting our various interests—religious, social, industrial and commercial—concerning which we might wisely try, more than we have yet done, to profit by American experience. This does not mean that in any given case we are simply to see what the Americans have done in a similar case and then go and do likewise. Not at all; the part of wisdom for us is to examine and understand the experience of our neighbors, who in many respects have accumulated a much larger fund of that expensive commodity than we have at yet. For what experience they have they have paid perhaps very dearly; it is open to us to take the benefit of their experience cheaply and to profit by it. What things have happened to the Americans, and what things they have done or enjoyed, or suffered in consequence, it may profit us greatly to observe and learn from. We have seen the same example and of warning we may gain a great deal of insight into many of the troubles of the life by making ourselves acquainted with what has been done in the States; also with what has not been done, we beg to add.

Among these difficulties of the time, in which American experience may be a help to us, the railroad problem is a principal and prominent one. For us to turn to English experience in this matter as a guide would be of little use in comparison. It is not the English railway system, but the American, that we have in Canada; and therefore it is from the latter, much more than from the former, that we must draw what experience we wish to judge from besides our own. Yesterday, in speaking of the relations of governments and railways, we took occasion to say that in the States the demand for government ownership of railways and telegraphs was every year gaining in strength and volume. To show how the press over there, or a portion of it, is now talking on the subject, we refer our readers to a short article from the New York Truth, which case far more strongly stated before, but let this be taken as an example to hand, from the present week's record. There are in the United States hundreds of papers that talk on this subject to the same effect as Truth does.

That side, however, is yet in the minority, and so far William H. Vanderbilt and Jay Gould sit firmly on their respective thrones. They and others of their class control the New York press to a large extent, and what is called the associated press is not, as most people suppose, simply a newspaper concern—"only this and nothing more." It is a concern used by the press, to be sure, but really controlled by a few great capitalists, prominent among whom are Jay Gould and Cyrus W. Field. It is not wonderful, therefore, that the popular movement is ridiculed and "at naught" by the great New York dailies. Popular and patriotic enough as they may be on many other questions, they are on railway and telegraph questions the organs of the companies out and out. In arguing the case for the companies the Tribune takes the lead; and, in order that our readers may hear both sides, we allude to the article from Truth one of the best pleas the Tribune has yet put forward. The plea is in substance this, that freight rates are now cheaper than they were before the alleged great monopolies sprung up, and that the evils complained of are curing themselves. It is a plea for "let alone" for the policy of doing nothing, an letting things drift, in the belief that "it will all right in the spring"—or some other time. Regarding the Tribune's plea of "let alone" we may have something to say on our future occasion; meantime we give it to our readers.

THE LOCAL IMPROVEMENT PLAN

Ald. Turner, whose advent into the council might have led people to expect something of the sort, has got the council to ask power to compel people to block-pave or anything else under the frontage act, if half in numbers and property on a street does not petition against it. Now, if this be passed, it will be very proper for any contractor to get plans engineered through the council, selecting plenty of streets for their operations, where they know it will be very difficult to get together half the names and property on a street in a petition against it. What has been done in the States will be repeated here; speculation, jobbing, contract-grabbing, will just run riot in the council chamber for years; the contractors and their friends will make their hundreds of thousands, the unhappy citizens on the lines selected will have, whether or no, to foot the bill. We repeat, many repeaters in many cities in the States have been ruined by this very scheme of allowing the council to compel local improvements. For notice, here are rich people on a street; they are able to pay a couple of hundred dollars, far less one hundred. But here are a lot of poor people who each own a house or two—just as wide a front as the rich man—must pay just as much—a hundred dollars will sound like half ruin to them. And after it is done on three-fourths of the street they have a block pavement that they did not want at all. A few years and it is rotten, while one good coat of macadam has lasted twenty years on many streets, and answered every purpose. It is ten times as healthy too. Does any man in his senses want his street covered with rotting wood, end up, absorbing and sending out poisonous gases all the time. It is said property advances in value and buildings go up where the street is paved, and that is all right. We deny it altogether. We offer positive proof. York street was paved with wood several years back—sidewalks and all—at an immense expense. Bay street was left in its original macadam and plank sidewalks. What has happened? Scarcely an additional house is being built on the block-paved street, or has been, while splendid houses are going up all along Bay street, the centre of which is a good road yet, its sidewalks are very good, while those on block-paved York street are miserable, uneven, disgusting to walk on, and the centre is rapidly rotting away. Now, facts like these tell. Here they are putting down their highly-praised cedar block—what is it? Seven-inch blocks—soft wood, which will beat down two inches, and then you have a lot of five-inch blocks, which will wear out and rattle, rattle and fall. We say again people should not mortgage their properties, or allow them to be mortgaged over their heads, for any such work. And if allowed, what else will happen? Why, all streets so paved will be exempt from paying their share of ordinary improvements. This will all fall on the other and poorer streets. In fact, the man Adams, jr., favors it, because he thinks it would result in leaving railroad corporations alone.

It cannot be expected, of course, that the league will at once take such radical courses as we have proposed. That organization, though, has a noble and laudable amount of good in agitating the question and exposing the evils of the monopoly. When the time is ripe it must advance more radical remedies, or it will be left in the rear.

And there is but one radical remedy. That is, to have the management of present business that out with unerring certainty. It is to make the railways government property and operate them by government machinery. Then every citizen will be benefited by them, and protected from the extortions that are now so prevalent. The right to take private property for public use upon paying its value is inherent in the state. It is by virtue of this right that the railroad corporations that nearly every mile of road was built. It would be extending the functions of government to the management of present business. Railways are now operated by virtue of a governmental power delegated to them. It is the plea that must be adopted, if we will come to live under a government of railroad kings, instead of a free commonwealth.

THE HARBOR

Another piece has been washed off the island. The Dominion government have had Toronto harbor under their consideration for the last few weeks, and now, after many years, but far back in the misty annals of the past, anyway. So have the waves, and what is more, they take action in the matter, which is just the difference between them and the government. Now, it is a standing rule when a candidate wants to be member for Toronto, that he's got to refer to the crying evil of the destruction of the best harbor on the lakes—allowing Toronto to be reduced to a mere way station, et cetera, et cetera. And it's a standing rule—no, it's a sitting rule—that he sit down on the Ottawa benches and say mighty little about it. Rule of the game of party government. Members are sent to Ottawa to support John A. or Mr. Blake—not to be sassy and pretend to have an opinion or more awkward notions or do anything which might bother their leader. If by other their leader they get out of favor and can't get any little gratifications for the wiper who nominated them. Moreover and likewise, they can't get anything for themselves. So they sit mut, and jump up and down and vote and make nice little speeches when allowed. And the public are in a fix either way, for if they send a government man he must say anything, and if they send an oppositionist nobody cares what he says. So everything goes, and our harbor with 'em—mighty fast, too, the last. Nice thing, party government, isn't it, and very good for harbor?

COOTON THREAD IN HANKS

In last Friday night's report of the budget speech, where the tariff alterations were mentioned, there was one item which must have puzzled anybody who took it literally and tried to understand it. After mentioning that Kentucky jeans were to be put on duty, the report went on to say that "black and bleached cotton, three and six cord only," was to pay 12 1/2 per cent; it was not; there was no mention of "thread" in any of the newspaper reports, or in the Hansard report either. From a copy of the official schedule it now appears that "black and bleached cotton" refers to the elevated item under the head of "cotton" in the tariff, which has to do with thread in hanks. Before all cotton thread on spools paid 20 per cent., in hanks 12 1/2 per cent. The effect of the alteration is to

MONEY AND TRADE

The eleven item read thus: "Cotton sewing thread in hanks, black and bleached, three and six cord, twelve and one-half per cent. ad valorem." To this special description of cotton thread is the lower duty of 12 1/2 per cent. limited; all the others will pay 20 per cent.

M. P. P. AND FARE PASSES

We call the attention of the electors of Ontario to the fact that a number of the members of the provincial legislature are in the habit of accepting free passes from the railway companies—not mere trip-tickets, but season passes. To accept them is downright dishonesty, as well as recreancy toward the trust wherewith they are charged. A member is elected to look after the people's interests, not the railway's, and to preserve his integrity the people pay him \$500 for their seasonal expenses including mileage. And this is an ample allowance. How would some of these dead-head members like to see their names in print?

COL. BIRNIE OF THE ROYAL ENGINEERS

Col. Birnie of the royal engineers, regardless of the unhappy fate of Mr. Powell, is said to be about to cross the British channel in a balloon, going from Canterbury to Bologna. After all, the only wonder is that this excursion has not been taken before. With a steady wind at starting, reliance could be had in general on its lasting long enough for the very swift mode of travel in a balloon across the channel. At all events, it would be like a genuine attempt when aeronauts, instead of talking wildly about traversing the Atlantic, are content to try first a channel or a strait.

IF THE IRISH CANADIAN HAD NO OTHER OBJECTION TO MR. SOMERVILLE

If the Irish Canadian had no other objection to Mr. Somerville, the reform candidate in North Westport, than that he is "a Scotchman" the editor must be hard up for arguments. If ever there was a genuine Canadian by birth, education and aspirations "Jim" Somerville is that man, and the best of it is everyone knows him as such.

THE RAILROAD PROBLEM

(From the New York Truth, Feb. 23.) It is a favorite argument of monopolists that railroads are not public utilities and public plunderers. It is an argument that wholly begs the question. Nobody says they are. Nobody wants to abolish railroads. What we want is to put railroads where they belong. Railroads are public utilities, and the fortunes of mankind are greater than was ever wielded by king or emperor. Such a power must be lodged with the people in the hands of a single person who professes to be founded upon the equality of men. It is now lodged with corporations, and men who exercise it practically without restraint and with increasing aggressiveness.

GRAIN AND PRODUCE MARKETS

TORONTO, March 1.—Wheat—No. 1 white, 81 1/2; No. 2 white, 81; No. 3 white, 80 1/2; No. 4 white, 80; No. 5 white, 79 1/2; No. 6 white, 79; No. 7 white, 78 1/2; No. 8 white, 78; No. 9 white, 77 1/2; No. 10 white, 77; No. 11 white, 76 1/2; No. 12 white, 76; No. 13 white, 75 1/2; No. 14 white, 75; No. 15 white, 74 1/2; No. 16 white, 74; No. 17 white, 73 1/2; No. 18 white, 73; No. 19 white, 72 1/2; No. 20 white, 72; No. 21 white, 71 1/2; No. 22 white, 71; No. 23 white, 70 1/2; No. 24 white, 70; No. 25 white, 69 1/2; No. 26 white, 69; No. 27 white, 68 1/2; No. 28 white, 68; No. 29 white, 67 1/2; No. 30 white, 67; No. 31 white, 66 1/2; No. 32 white, 66; No. 33 white, 65 1/2; No. 34 white, 65; No. 35 white, 64 1/2; No. 36 white, 64; No. 37 white, 63 1/2; No. 38 white, 63; No. 39 white, 62 1/2; No. 40 white, 62; No. 41 white, 61 1/2; No. 42 white, 61; No. 43 white, 60 1/2; No. 44 white, 60; No. 45 white, 59 1/2; No. 46 white, 59; No. 47 white, 58 1/2; No. 48 white, 58; No. 49 white, 57 1/2; No. 50 white, 57; No. 51 white, 56 1/2; No. 52 white, 56; No. 53 white, 55 1/2; No. 54 white, 55; No. 55 white, 54 1/2; No. 56 white, 54; No. 57 white, 53 1/2; No. 58 white, 53; No. 59 white, 52 1/2; No. 60 white, 52; No. 61 white, 51 1/2; No. 62 white, 51; No. 63 white, 50 1/2; No. 64 white, 50; No. 65 white, 49 1/2; No. 66 white, 49; No. 67 white, 48 1/2; No. 68 white, 48; No. 69 white, 47 1/2; No. 70 white, 47; No. 71 white, 46 1/2; No. 72 white, 46; No. 73 white, 45 1/2; No. 74 white, 45; No. 75 white, 44 1/2; No. 76 white, 44; No. 77 white, 43 1/2; No. 78 white, 43; No. 79 white, 42 1/2; No. 80 white, 42; No. 81 white, 41 1/2; No. 82 white, 41; No. 83 white, 40 1/2; No. 84 white, 40; No. 85 white, 39 1/2; No. 86 white, 39; No. 87 white, 38 1/2; No. 88 white, 38; No. 89 white, 37 1/2; No. 90 white, 37; No. 91 white, 36 1/2; No. 92 white, 36; No. 93 white, 35 1/2; No. 94 white, 35; No. 95 white, 34 1/2; No. 96 white, 34; No. 97 white, 33 1/2; No. 98 white, 33; No. 99 white, 32 1/2; No. 100 white, 32; No. 101 white, 31 1/2; No. 102 white, 31; No. 103 white, 30 1/2; No. 104 white, 30; No. 105 white, 29 1/2; No. 106 white, 29; No. 107 white, 28 1/2; No. 108 white, 28; No. 109 white, 27 1/2; No. 110 white, 27; No. 111 white, 26 1/2; No. 112 white, 26; No. 113 white, 25 1/2; No. 114 white, 25; No. 115 white, 24 1/2; No. 116 white, 24; No. 117 white, 23 1/2; No. 118 white, 23; No. 119 white, 22 1/2; No. 120 white, 22; No. 121 white, 21 1/2; No. 122 white, 21; No. 123 white, 20 1/2; No. 124 white, 20; No. 125 white, 19 1/2; No. 126 white, 19; No. 127 white, 18 1/2; No. 128 white, 18; No. 129 white, 17 1/2; No. 130 white, 17; No. 131 white, 16 1/2; No. 132 white, 16; No. 133 white, 15 1/2; No. 134 white, 15; No. 135 white, 14 1/2; No. 136 white, 14; No. 137 white, 13 1/2; No. 138 white, 13; No. 139 white, 12 1/2; No. 140 white, 12; No. 141 white, 11 1/2; No. 142 white, 11; No. 143 white, 10 1/2; No. 144 white, 10; No. 145 white, 9 1/2; No. 146 white, 9; No. 147 white, 8 1/2; No. 148 white, 8; No. 149 white, 7 1/2; No. 150 white, 7; No. 151 white, 6 1/2; No. 152 white, 6; No. 153 white, 5 1/2; No. 154 white, 5; No. 155 white, 4 1/2; No. 156 white, 4; No. 157 white, 3 1/2; No. 158 white, 3; No. 159 white, 2 1/2; No. 160 white, 2; No. 161 white, 1 1/2; No. 162 white, 1; No. 163 white, 1/2; No. 164 white, 1/4; No. 165 white, 1/8; No. 166 white, 1/16; No. 167 white, 1/32; No. 168 white, 1/64; No. 169 white, 1/128; No. 170 white, 1/256; No. 171 white, 1/512; No. 172 white, 1/1024; No. 173 white, 1/2048; No. 174 white, 1/4096; No. 175 white, 1/8192; No. 176 white, 1/16384; No. 177 white, 1/32768; No. 178 white, 1/65536; No. 179 white, 1/131072; No. 180 white, 1/262144; No. 181 white, 1/524288; No. 182 white, 1/1048576; No. 183 white, 1/2097152; No. 184 white, 1/4194304; No. 185 white, 1/8388608; No. 186 white, 1/16777216; No. 187 white, 1/33554432; No. 188 white, 1/67108864; No. 189 white, 1/134217728; No. 190 white, 1/268435456; No. 191 white, 1/536870912; No. 192 white, 1/1073741824; 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AUCTION SALES.

# THE MART.

# SELKIRK!

## 175 CHOICE LOTS

Will be sold by PUBLIC AUCTION at the Mart on  
**TUESDAY, MARCH 7, 1882.**  
at 2.30 p.m. in the rising

# TOWN OF SELKIRK!

Every one knows Selkirk to be a real town not entirely, yet to be, but with a present population of 700 inhabitants which number is rapidly increasing.

Its importance has been recognized by the C.P.R. Syndicate which has decided to build a branch line from the City of Winnipeg, 25 miles distant, for which Selkirk has granted a bonus of \$70,000, and the line must be completed by August, this year.

It is the chief point in navigation in Manitoba being the head of deep water navigation from Lake Winnipeg and Hudson's Bay, and the Hudson Bay Railway Co. has made it the terminus of this road to connect with the H. B. Transportation Co., which will very soon carry immense quantities of produce from Hudson's Bay across the Atlantic.

Arrangements are also being made to vote a bonus for a railway bridge across the Red River at this point to make a direct route for through traffic on the C.P.R.

It is the County Town of the County of Lisgar, surrounded by fertile country with great forests of fine timber to the East. It has also extensive quarries of the best building stone, &c., &c.

**TITLE PERFECT.** Terms--One half Cash; balance in 3 and 6 months. 10 per cent. off for cash.

## JAS. COLCLEUGH.

SALE OF LOTS IN THE

# Town of Sidney,

One of the fore stations on the main line of the Canada Pacific Railway (midway between Brandon and Portage-la-Prairie) is unprecedented, over 600 having already been disposed of by private sale. These lots are too valuable to offer at public auction in competition with paper cities situated on imaginary railroads. They have a real present value, and in one year from this time should be worth three times their present price.

Although only placed on this market last week some of the purchasers have already resold at large profits and invested in more.

**THE TITLES ARE ABSOLUTELY GUARANTEED OR NO SALE.**

SOLICITORS FOR THE PROPRIETOR

**MESSRS. BLAKE, KERR & CASSELS.**

Come early and secure bargains before these lots are all disposed of. Plans and particulars may be had at the office of the Agents,

**PEARSON BROS., REAL ESTATE AGENTS,**  
17 Adelaide Street East, Toronto.

COFFEE HOUSES.

**St. Lawrence Coffee-House,**  
29 JARVIS STREET,  
East side Market Square.

NOW OPEN TO THE PUBLIC.

**TENDERS WANTED,**  
For the Erection of a Three Run of Stones Grist Mill, in the town of SIDNEY, MANITOBA.

Also for a custom Saw Mill and Stab and Door Factory and Planing Mill for the same place. Sidney is located on the line of the Canada Pacific Railway about midway between Portage La Prairie and Brandon. For full particulars address SIDNEY MANUFACTURING COMPANY Box 7, Winnipeg, Man.

RETAIL CLOTHING.

# OAK HALL.

**GREAT SUCCESS OF THE ONE PRICE SYSTEM.**

Having got through Stock-Taking we find that our sales are 50 per cent ahead of last year and daily increasing. On the strength of our great sales we will give the public the benefit of a still further reduction in prices on our Winter Suits and Overcoats for the balance of the season.

# OAK HALL.

115, 117, 119 & 121 KING STREET EAST,

### WATER WORKS.

More power wanted--How the Committee propose giving it--its cost--More pay to employees.  
The water works committee met yesterday afternoon at 4 o'clock.  
A petition from John Macdonald and others praying that the earnest consideration of the board and council be given to the necessity for larger mains on Front and some other streets and increased pumping power. The petitioners also suggested that two steam fire engines be added to the apparatus of the system so as to be able to concentrate the power where required in case of emergency.  
After much discussion the committee decided to authorize the replacing of the defunct sewer north of the reservoir by a 18 inch pipe one.

The extension of the pumping main from Teranley street to Yonge along College street was up for consideration. The distance is 750 feet and would cost, for a 12 inch pipe \$1250 and would greatly strengthen the pressure on Yonge street and also the district south of College street. The chairman reported that the main to be continued west which had lately been petitioned for, would be 1250 feet long and cost about two thousand five hundred dollars but would only supply a very few consumers. The matter was laid over.

The chairman submitted the estimates but the committee did not have time to consider them fully on account of their length. He recommended laying twelve inch mains on Front and Wellington streets connecting these with the King street main, thus obtaining more circulation and consequently more pressure, just where the highest and most valuable buildings are. He also recommended the purchase of a new pumping engine to cost \$35,000, debentures to be issued to meet the special outlay by the department.  
Communications were received from nearly all the men in the employ of the department asking increase in their salaries. The committee decided to ask them to be present at a special meeting Monday night next.

### PUBLIC SCHOOL BOARD.

The public school trustees met last night. Chairman Bayliss presiding.  
After reading a resolution expressing regret at the death of Rev. Dr. Kyleson, and regret at the death of Rev. Dr. Kyleson, and extending the Board's condolences to the deceased's family was passed.  
The school management committee recommended that further accommodation be provided for the junior classes in the vicinity of Givens street school, Winchester street school, and Wellesley school, and for the senior third book class in the neighborhood of Bathurst street school.  
A petition was read from the lady teachers asking for a reconsideration of their salaries fixed by the board for 1882. On motion of Mr. Hoden a resolution was carried, acknowledging the receipt of the communication sent in by the female teachers and asking for a reconsideration of their salaries at the same time respectfully to intimate to all teachers that it would accept the resignation of those who are dissatisfied with their present positions.

### HOPE AND TEMPLE.

It was reported yesterday that the liabilities of this firm are between \$60,000 and \$70,000, with about \$16,000 assets.

### MY COUSIN BOB.

BY E. N. TROSBELL.

Let me tell you about my cousin Bob (said a friend of mine a few days since). Let me tell you what a trick was played off on him. It was a serious affair, and came very near making a bachelor of him for life. It did not, however, for he has since gotten over it, and is now married and doing well.  
To come to what I propose telling, I must say that Bob took a great notion to Martha Potfield, who lived with her dad and man just over the swamp. In fact, as some people say, he was head-over-heels in love with her; and, as in the case with all lovers, was in a peck of trouble lest some other feller would step in and "out him out." To prevent this dread calamity he resolved to go over on the very next Saturday evening, and not to come away until he had popped the question and asked the old folks.  
Saturday evening came, and my Cousin Bob went. On his way he had to pass through the little village of Belleville; so thinks he to himself, "This poppin' the question and askin' the old folks, ain't just the thing as it's cracked up to be; so likely I'd better buy somethin' good to take to 'em, to put 'em all in a good humor." He thought of everything he had ever heard of, but could settle upon nothing. Gingerbread for the whole company would be too expensive, candy ditto. At last a happy thought, like an electric spark, popped into his cranium. Cloves; them was the very thing! Five cents would get more than the whole family could eat.  
In case she saw fit to pass them round, Cloves were the things, and cloves he resolved to get. Just as he was entering the store to make his purchase, another ditty cutty rose up--he had forgotten the name by which the desirable article was known. However, he was not the man to be turned aside by trifles, so he resolved to get them, or at least make a trial for it, anyway.  
With an air of a man of business he entered the store and called out:  
"Mr. Storekeeper, I want five cents worth of these little things they eat--nice to make a feller's breath smell good--nice to give the gals--oh, confound it, I can't think of the name! They're little, long things--got heads on 'em like saddler's tacks."  
"Cloves, perhaps," suggested the merchant.  
"That's it, ole boss!" said Bob. "Cloves--that's the thing. Give me five cents worth of cloves."  
"Which way are you steering to-night, Bob?" asked the merchant as he went scribbling about for the article demanded.  
"Down across the swamp," replied my cousin. "There goes Bob; something's been a happenin' to him, sure and certain."  
The merchant laughed, for he knew how Bob was "taken" with Miss Martha.  
When the boys had been tied up, Bob pocketed them, and with a light heart soon made his way across the swamp. He found Martha and her dad and man "just about as usual." They all talked of the weather, wind and crops, etc., until the subject was exhausted of its interest, and then they fell into a silence for some time, looking into the fire. "Scow," thought Bob, "is about the best time to pitch in my cloves," so he pitched up to Martha and said:  
"I've got somethin' in my coat pocket."  
"Ah! say sht, 'what is it?"  
"I've got good to eat--somethin' for you, Martha."

### THE ROMANCE OF A STREET CAR.

(From the Troy Times.)

Ten years ago, one oppressive summer night a gentleman, who was then and is now a dealer in teas and spices in New York, was a guest at the Troy house. He asked the clerk if there was any amusement to be had, and receiving a negative answer, enquired where he could find a cool spot where he could spend an hour or two. The clerk advised a ride on the street cars to Albia and back. The gentleman boarded a car. Next to him sat a young lady, the daughter of a poor but respected Englishman, then a resident of Albia. The young lady was not very young, neither very handsome, but was attractive and bright. Her occupation was school-teaching. A remark by the gentleman led to an informal conversation, which became so interesting that when the young lady's residence at Albia was reached she was not aware of it until the conductor called her attention to the fact. After she had gone the gentleman asked the conductor who the lady was. The conductor, who supposed the two were old friends, gave the young woman's name. Said the gentleman: "I would like to meet her again. I am a widower with two children and live in New York. I have never met a lady in my life who looked, talked and acted so much like my wife as the young woman I accidentally met on your car. The conductor, taking an interest in the romantic case, answered the various questions of the widower, and finally agreed to take his card--her and ask for an interview at her home. On the following evening a formal introduction took place, which was followed six months later by a marriage, investigation of the gentleman's statements concerning his standing having verified them in detail. The former widow now has five children and a happy home in all respects.

### Anti-Liquor Powders.

Make a tonic drink that removes the effect of bad liquor and over-drinking. They also check the craving for liquor, remove bilious headache and nervous depression, improve digestion and regulate the action of the liver. 8 Powders in packet, 25 cents. 2 for sample 10 cents, mailed for stamps. W. HEARN, Druggist, Toronto.

SHOES,  
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STREET,  
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OUSE  
ST IN SUMMER  
est Ventilated, best  
Hotel in Canada  
MARK H. IRISH  
Proprietor  
FINE ARTS  
The Corner  
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TREET,  
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RAPHIS.  
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ONTARIO'S PARLIAMENT.

MISCELLANEOUS BUSINESS IN THE ASSEMBLY YESTERDAY.

Donnerstag, Nov. 11, 1914.
The end of the session is evidently approaching from the manner in which business is being pushed.

THE EDUCATION ACT.

Mr. Crooks introduced a bill to make certain amendments to the Education Act.

THE BIG SPRING SHOW.

Spring advertising agents come. Unhindered by tramp or drum, they go to the big spring show.

A PRODIGIOUS LEGACY.

The following letter has been addressed to the Archbishop of Toronto.

POLICE NEWS.

Thomas O'Brien paid \$3 and costs for striking Mary.

THE COLONEL AND THE CAPTAIN.

The legal troubles between Col. Collier and Capt. J. H. Beatty were further aired yesterday.

PROTECTING AGAINST THE HAWAIIAN TREATY.

New York, March 1.—A petition is being circulated for signatures among the sugar planters of Jersey city.

THE PERSECUTED JEWS.

VENNA, March 1.—A delegate of the Jewish alliance has returned here from Brody, where he went to assist thirteen hundred Jewish fugitives to return to their homes.

Decrease of the United States Public Debt.

WASHINGTON, March 1.—The decrease in the public debt for February is \$9,783,511.63.

Doctors in China.

The Chinese authorities look sharply upon the medical profession, and are inclined to be prompt in their action.

An English Judge's Dictum.

At the Bristol assizes, in England, the other day, a German named Charles Gos, was tried for embezzling money belonging to his employers.

Colwell Power.

The Spanish physician, Dr. Olive, deducts the following from 119 observations: 1. The colic, when taken as a powder, comes daily or tertian malaria.

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ABOUT A LOCKET.

Whereas Men Differ From Women—The Experience of one Observing Reporter.

William Bland was a reporter, and his surname was a fair indication as to his character. When he was shaved he had a smooth face and a dimpled chin, he was of uncertain age, and master of a host of artifices to give the idea that he was new to the thing in hand.

SPORTING TALK.

The salary list of the Edifice club, of Louisville, will not be over \$4500.

RETAIL DRY GOODS.

EDWARD M'KEOWN HAS JUST OPENED NEW IMPORTATIONS OF CHOICE GOODS.

EDWARD M'KEOWN'S.

182 Yonge-st., Third Door north of Queen.

BOOTS AND SHOES.

SIMPSON Is selling off a large Bankrupt Stock of BOOTS AND SHOES.

W. WINDELER.

THE WELL-KNOWN, PRACTICAL BOOT & SHOE MAKER.

SMOKE THE EL PADRE.

The "EL PADRE" Brand is Superior in quality to our "HIGHLIFE," and being registered prevents the name being pirated by other Manufacturers.

S. DAVIS & SON, MONTREAL.

Manufactured only by 246 11 KING ST. WEST, TORONTO.

W. H. INGRAM, Undertaker.

175 King Street East, corner of River. Funeral conducted on liberal terms.

THE GREAT GERMAN REMEDY FOR RHEUMATISM.

Neuralgia, Sciatica, Lumbago, Backache, Stiffness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains, Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.

RUPTURE CURED.

This new Process cures all ruptures of the Groin, Hernia, and all other forms of the disease.

HATS AND FURS.

WANT YOUR HATTER? WHO'S YOUR HATTER?

HATS! HATS!

NEW STYLES. From the best LONDON and NEW YORK Makers.

J. & J. LUGSDIN.

IMPORTERS AND MANUFACTURERS, 101 YONGE ST.

THE PARAGON SHIRT.

First Prize. HAVE NO OTHER LEADER IN CANADA.

BREAD & CO.

WANTED. A few more Customers to BUY BREAD.

Burdock BLOOD BITTERS.

WILL CURE OR RELIEVE BILIOUSNESS, DYSPEPSIA, INDIGESTION, FLUTTERING OF THE HEART, ACIDITY OF THE STOMACH, DRYNESS OF THE SKIN, HEADACHE, ERYSIPELAS, SALT RHEUM, HEARTBURN, HEADACHE.

BUCKLE UP.

BY VIRTUE OF A WARRANT FOR RENT I am instructed to sell by public auction the following goods...

BUCKLE UP.

BY VIRTUE OF A WARRANT FOR RENT I am instructed to sell by public auction the following goods...

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ABOUT A LOCKET.

Whereas Men Differ From Women—The Experience of one Observing Reporter.

William Bland was a reporter, and his surname was a fair indication as to his character. When he was shaved he had a smooth face and a dimpled chin, he was of uncertain age, and master of a host of artifices to give the idea that he was new to the thing in hand.

SPORTING TALK.

The salary list of the Edifice club, of Louisville, will not be over \$4500.

RETAIL DRY GOODS.

EDWARD M'KEOWN HAS JUST OPENED NEW IMPORTATIONS OF CHOICE GOODS.

EDWARD M'KEOWN'S.

182 Yonge-st., Third Door north of Queen.

BOOTS AND SHOES.

SIMPSON Is selling off a large Bankrupt Stock of BOOTS AND SHOES.

W. WINDELER.

THE WELL-KNOWN, PRACTICAL BOOT & SHOE MAKER.

SMOKE THE EL PADRE.

The "EL PADRE" Brand is Superior in quality to our "HIGHLIFE," and being registered prevents the name being pirated by other Manufacturers.

S. DAVIS & SON, MONTREAL.

Manufactured only by 246 11 KING ST. WEST, TORONTO.

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175 King Street East, corner of River. Funeral conducted on liberal terms.

THE GREAT GERMAN REMEDY FOR RHEUMATISM.

Neuralgia, Sciatica, Lumbago, Backache, Stiffness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains, Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.

RUPTURE CURED.

This new Process cures all ruptures of the Groin, Hernia, and all other forms of the disease.

HATS AND FURS.

WANT YOUR HATTER? WHO'S YOUR HATTER?

HATS! HATS!

NEW STYLES. From the best LONDON and NEW YORK Makers.

J. & J. LUGSDIN.

IMPORTERS AND MANUFACTURERS, 101 YONGE ST.

THE PARAGON SHIRT.

First Prize. HAVE NO OTHER LEADER IN CANADA.

BREAD & CO.

WANTED. A few more Customers to BUY BREAD.

Burdock BLOOD BITTERS.

WILL CURE OR RELIEVE BILIOUSNESS, DYSPEPSIA, INDIGESTION, FLUTTERING OF THE HEART, ACIDITY OF THE STOMACH, DRYNESS OF THE SKIN, HEADACHE, ERYSIPELAS, SALT RHEUM, HEARTBURN, HEADACHE.

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