



The Toronto World.

An Independent Liberal Newspaper.

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Advertising Rates: All advertisements are measured according to newspaper rules, unless otherwise stated.

Advertisements of whatever nature, FIVE CENTS a line for each insertion, one cent for each additional line.

Reports of meetings and financial statements of banks, and railway, insurance and mercantile companies, TEN CENTS a line.

Paragraphs among news items, double the ordinary rate.

Special notices, twenty-five per cent. on the ordinary rate.

Birth, marriage and death notices, TWENTY CENTS each.

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Twenty words and one insertion, for each additional word, for each insertion.

Address all communications to THE WORLD, No. 4 King Street East, Toronto.

The Toronto World.

The Only One-Cent Morning Paper in Canada, and the Only Realistic Morning Paper in the City of Toronto.

THURSDAY MORNING DECEMBER 8, 1881.

PROGRESS OF PROTECTIONIST PRINCIPLES.

"It" is the pivotal word of our language. If all the nations would beat their swords into pruning hooks, and melt their cannons down for old metal, we might adopt Quaker peace principles with advantage. If all the nations would be persuaded to trade upon free trade principles, Canada would not be the loser by the abolition of custom houses. But that little "it" breaks the force of all the broad generalities of the free trade doctrine.

The progress of protectionist principles during the last twenty years has been so great as to assume the proportions of an almost universal reaction against the tenets of the Adam Smith school. England stands alone among the great nations of the earth as a free trader, and she would not be able to maintain her isolated position were it not for her geographical situation as a portage on the route of the carrying trade of the world. But it must be borne in mind that she, too, crept before she walked. In the days of her infancy her industries were protected, not only against continental competition, but also against the industries of Ireland. The British manufacturers who now deprecate the protective policies of other countries are the heirs of the men who protected themselves against their own dependency. Were the continental provinces of the Dominion to construct a tariff that discriminated against Prince Edward Island in the most unjust and unfair manner, they would only be following England's example.

Not has free trade been the unmitigated good and unquestionable triumph of principle that has been generally supposed even in England. The corn laws were not founded upon legitimate protective principles, and their abolition was not the outcome of free trade convictions, but a concession to the necessities of the masses of the people. If England, like Canada, had the United States, could have produced more grain than she consumed, the corn law agitation would never have arisen, no matter how high the corn duty might have been. Free trade has proved ruinous to more than one English industry. French competition has ruined the English silk manufacturers and has driven the operatives abroad in tens of thousands. In Manchester alone the number of operatives in silk has decreased within twenty years from 14,000 to 6,500. Twenty years ago there were over eighty ribbon manufacturers in Coventry; free trade has left but a dozen who have not been bankrupted. The lace, cotton and worsted industries of the larger manufacturing firms are constantly transferring men, capital and machinery to America, to increase the number of competitors with whom the English manufacturers have to contend. The loss of work and wages which these figures and facts represent is enormous. It boots not to tell us that England's wealth continues to increase. Goldsmith, perhaps never heard of the social and political economy, but his genius inspired some very pertinent reflections upon the fate in store for countries "where wealth accumulates and men decay."

The above being true of England, the grade and abiding place of free trade, the treasure-house of the savings of ages, it is equivalent to suicide for any political party to attempt to force one-sided free trade upon a new country so situated as Canada is. Each succeeding year that the United States persist in their refusal to negotiate with us a reciprocity treaty, will enhance the difficulties of those who make that attempt. Intelligent men of all parties admit this, and wonder at the obstinacy and stupidity which inspire the Globe to deliver the leader of its party, unsmiling, into the hands of its enemies. It looks almost like a conspiracy to make him fight at the same disadvantage that his predecessor in the leadership experienced.

SIR JOHN'S ENDORSEMENT. During the struggle of 1875, when the great organs quoted United States journals in opposition to the national policy, their tory opponents turned the tables by showing that it was neither wise nor patriotic to accept foreign advice upon domestic affairs, particularly when the proposed reform conflicted with the interests of the foreigners who tendered the advice. No business man would accept the counsel of his rival across the street as to how he should manage his affairs. This position was impregnable, and Cartwright's forces were repulsed with great slaughter whenever they assailed it, whether in the press or on the platform. The controversy upon this point did more to prepare the public mind for the reception of the teachings of

the national party, which are daily growing in popularity.

Now that they are in power, the leaders of the men who raised the national cry in 1875, seek to avert the responsibility then assumed, and to brand as rebels all those who adhere to the policy of "Canada for the Canadians," so ably advocated by the Mail before it became a court journal and recanted from the position of a leader of public thought for that of an organ of private purposes.

The chief organ now courts the foreign favor which it scouted three years ago, and gleefully quotes the Yankee papers when they say that Sir John A. Macdonald is right in preferring annexation to independence. The premier's declaration of such a preference was one of the most foolish utterances that he has ever delivered, and he has said foolish things before now, should he be. Canadian public opinion is overwhelmingly against annexation, under any circumstances. Native English speaking Canadians are opposed to it as a matter of national pride. They are proud of being Canadians, they wish to remain Canadians, and dislike the idea of being merged in the nationality of either Old or New England, either as Britons or Yankees. Our French speaking citizens are still more intensely Canadian, and they and their fellow-Catholics of other tongues, comprising between one and one-half our population, will never consent to being swallowed up in the already overgrown United States. The British element in our midst would oppose annexation tooth and nail, for obvious reasons. Independence is Canada's manifest destiny, and the national platform is the only one upon which all her people can stand in harmony and safety. The brilliant Orator never intended that this great country should either remain a province of Great Britain or become a ballast for an ill-balanced republican ship of state. We have an individuality and destiny of our own.

The premier merely said a foolish thing "over the walnuts and wine," but the parrots of the Mail repeat it every morning before breakfast. If he had said that he preferred bread and water to coffee and hot rolls they would repeat that also. But their "damnable iteration" is none the less offensive to every patriotic Canadian. There is little or no annexation sentiment in Canada outside of the maritime provinces, and the Mail has become, editorially, almost a maritime paper—a sort of mine owner's or an.

CREDIT VALLEY COMPETITION BUBBLE.

When the Credit Valley railway was constructed almost altogether by the bonuses obtained from Toronto and other municipalities, it was on the distinct understanding that it would secure to the people resident in those municipalities the benefits of competition. The promoters of the enterprise held this out as an inducement to the ratepayers who were being asked for bonuses, and it is safe to say that but for this promise, solemnly made, not one dollar of bonus would have been voted. As an additional guarantee a provision was inserted in the act of incorporation which debarred the company from selling the road to either of its rivals, but the sequel proves that acts of parliament are utterly useless to compel corporations to live up to their agreements. The Great Western and the Grand Trunk cannot buy the Credit Valley, but there is nothing to prevent the Credit Valley buying either or both of these roads. How does the case stand now? The Canada Pacific syndicate is the virtual, if not the ostensible, owner of the road, and it is quietly arranging its plans to acquire the Great Western. Already it has the Northern and Hamilton and Northwestern, and the Toronto, Grey and Bruce, and once it obtains control of the Western, which is but a matter of a few weeks or months at most, the municipalities who have bonused the Credit Valley will find their pleasant dreams of cheap competing rates rudely dissipated. What about the promises of Mr. George Leslie and the other promoters of the road? They are powerless to carry out a single promise made, and so far as they are of any use to the duped municipalities they are the dearest of dead ducks.

WHAT IS THE OBJECT OF THE SYNDICATE?

Those who imagined that this corporation would be content with the practical ownership of the Northwest, those who thought that Ontario could afford to look calmly on and see another portion of the Dominion handed over, bound and helpless to this confederacy of capitalists, are destined to experience a rude awakening. Nothing short of the complete conquest of the entire Canadian railway system will satisfy the syndicate. It will not rest content until by the monopolization of Canada's transportation it is enabled to tax, up to the highest point the traffic will bear, all the productions of Canadian industry. Whether the Grand Trunk will have to succumb to the attack which the syndicate is evidently preparing to make upon it; whether it will be compelled to sue for terms, or surrender at discretion, must be left for the future to disclose. In the meantime, evidently fully aware of the threatened danger, it is making strenuous efforts to strengthen its position by getting control of the Saint road and by securing its connection with Chicago.

In the meantime the promises of competing rates with which the municipalities that bonused the Credit Valley were duped and swindled are little more than a hollow mockery, and the only people who have cause for gratulation and thankfulness are those who have been signing in vain for Credit Valley connection.

THE THIRTIETH LINE.

The grip papers assume, because the Mail argues in that direction, that the government has decided to disallow the charters granted by the Manitoba legislature to projected railroads which will, if constructed, interfere with the syndicate's absolute monopoly of the carrying trade of the Northwest. Although Sir John may, for

his own purposes, and with a view of feeling the public pulse from time to time, use the columns of the Mail, he has too much knowledge of human nature, and is too good a reader of character to make the mistake of making confidants of men of the mental calibre of the Mail boss and his amanuensis. It may therefore be taken for granted that whatever may be Sir John's real intentions, the Mail has no authoritative information on the subject.

Aside altogether from the utterances, responsible or irresponsible, by the Mail, there is unfortunately too much reason to believe that it is the intention of the government to comply with the demands of the syndicate for the full pound of flesh nominated in the bond. Every day it is becoming more and more evident that the syndicate contract was a virtual surrender of the whole commercial future of Canada into the hands of a corporation the very membership of which is involved in mystery, and that corporation seems determined to hold on to the charter of the extraordinary franchises. If, as there is far too good reason to fear, the syndicate succeeds in forcing the government to disallow the charters referred to, the only chance of checking its power to rob the industries of the Northwest is gone; and events are even now maturing which point to the early acquiring by the same monopoly of the principal trunk lines of old Canada. Truly the question of railway monopoly bids fair to prove for a solution in the Dominion a way which our monopoly-ridden countries south of the line know nothing of.

AN EXPLANATION EXPLAINED.

As an artist in words, Mr. Trevelyan Ridout should copy the example of the artist in colors who painted the picture of an animal with four legs, one at each corner, and wrote under it: "this is a bear," in order to prevent spectators from mistaking it for a bearded.

When the eminent but briefless barrister explained, through the evening edition of the Mail, the reasons why the members of Brother Southey's band of rascals refused to subscribe to the principle of British connection, the public naturally concluded that he wrote in contradiction of the Globe's report, that journal having stated that fact denied by the eminent barrister, who again writes to explain that he did not mean to deny the truth of the Globe's report. This is confusion worse confounded. If the Globe's report was correct, it must have been the itch for scribbling that moved him to make a public explanation of himself. It is reassuring to be told that Mr. Ridout "does not for a moment question the Globe's loyalty." Thanks, awfully. Had he otherwise it would have been different. The Globe man will now sleep nights. He will paste this certificate of loyalty in his hat, and carry it around to election meetings as a protection against "toxy lol" mobs.

AND YET WE ARE NOT HAPPY.

The eminent barrister says that he meant to have emptied his slop-bucket on a one cent paper. Then it was the evening Globe that he was after, the morning edition being too expensive. To, to, Trevelyan. The World will see that your grave is kept green.

TRAINING UP BLOCK PAVEMENTS.

When a block pavement has just been finished, the next thing in order is for some one to make an application to tear it up to put in a private drain or water service. The remedy in the first case is to put all the drains in before the pavement is laid and charge them against the property. But this cannot be done in the case of water services, for the simple reason that the city puts them in free of expense. It has been suggested that services be laid every twenty-five feet on all streets where a block pavement is about to be laid, but this would involve a large outlay by the city, without any compensating revenue until water is used. Probably the best course will be to alter the law, make the property-owners pay for the sewers, and then lay them every twenty-five feet as suggested. Something should certainly be done to prevent the destruction of these expensive pavements. Next year some twenty miles will be laid, and the difficulty will lie in the way of securing the proper pipes, sewers and water services should all be furnished before the pavement is laid.

THE MANTOBA TOBER IS HUNTING THE HUNTER.

Chief Justice Wood is on trial before a commission on a charge of improperly administering the Indian land funds. "Big Thunder" made one of his old-time war speeches before the commission the other day. He said that he had but one arm, and would rather put that in the fire and burn it to the stump, than do anything illegal.

WHAT ARE OUR SAFEGUARDS AGAINST DISASTERS?

"Thorough ventilation in houses, proper clothing for head, throat and feet; good exercise; patriotic living, and all avoidance of taking cold." All very good as far as it goes, but both climate and society demand rather more clothing than this.

VENNON'S MANTLEPIECE HAS FALLEN ON THE TRY.

The very good man of the Berlin News, and he now forecasts the weather with all the precision of the accomplished weathercock he is.

GUTTAHA WAS IN THE HABIT OF SUBSCRIBING FOR NEWSPAPERS AND NEVER PAYING FOR THEM.

Let there be no further sympathy for the villain.

THE GUELPH HERALD THINKS IT NECESSARY TO EXPLAIN THAT SIR JOHN'S TROUPLY LAD DOODLE "WAS NOT THE EXUBERANT LOYALTY BEGETTEN OF TOO DEVOTED ATTENTION TO THE CUP THAT CHEERS."

The able editor of the Guelph Herald thinks that instead of ascribing to a national statesman, Canadians should contentedly continue to hew wood and draw water, "should turn to the axe and plough." The chances are that the able editor who

wrote this would not split wood and could not plough. This is the sort of hog-wash that makes Englishmen despise Canada and its people.

NORTHWEST NEWS.

\$25,200 worth of 30s have already been sold in the prospective town of DeWinton. There is a town in Manitoba called DeWinton. Wonder if it is cut low-necked. Moberly; it is, or will be, cut on the south shore of Whitewater Lake.

Winnipeggers claim that the government savings bank in their city does as much business as the whole twenty-eight in Nova Scotia.

The International anticipates the disallowance of the Emerson and Northwestern charters by the Dominion government. The trail of the syndicate is over them.

Four below zero is the lowest the mercury has gone yet in Manitoba. They will get nothing to it during the winter, yet they say Manitoba is a cold country.

Emmerson town council will memorialize the Dominion government against the disallowance of the railway charters granted by the provincial legislature and demanded by the syndicate.

Terrell mountaineers complain bitterly of insufficient facilities for accommodation. Some of them have to go eight miles to their letters, and no mail for a month is not an infrequent complaint.

"Harry Williams," says the Free Press, "charged with larceny was discharged owing to the evidence of his guilt not being so conclusive as it ought to be." No doubt Harry will differ somewhat with the F. P.

Loading a gun with buckshot and then carrying it carelessly were the prime causes of the somewhat serious indisposition of a young man named Robins, of Mountain City. Dr. Wilson says he can save the sum.

The Emerson Gateway Express says the decision of the supreme court in the Mercer case has caused "profound dissatisfaction throughout Ontario." Wonder how this "profound dissatisfaction" has been concealed from the people here.

C. J. Whellams has astonished the Londoners by exchanging with a sample of Manitoba wheat. The wise heads of that institution were doubtless greatly surprised to find that there was any other country on this side of the Atlantic than the United States.

The Canines and Music. Professor Huxley says: "If the sound of music doesn't cause a dog to bark, he will bark at his own barking, and howl when a German band is going its way in the street." We'll tell you, professor. The dog acts that way because it loves music, and is waiting for an opportunity to grab the leader of the band by the throat. It is not a sign that a dog doesn't love music, because a stray band makes him howl. Old Mendelssohn would sit up on his hind legs and howl, too, if he could hear some of the street music of our day.

THE LATEST STYLE OF OVERCOATING FOR THE FALL SEASON IS THE "FANCY NAPPED TWEED."

A large variety of the above can be seen at J. M. Maloney & Son's, merchant tailors, 89 Bay Street. They have also on hand a complete new stock of colored worsteds, west of England trousers, &c. 246

TIME TABLES.

TRAVELLER'S GUIDE

Arranged especially for the Toronto World.

RAILWAYS.

GRAND TRUNK.

Union Station, foot of York and Simcoe streets.

Leave. Arrive.

Montreal Express..... 7:15 a.m. 11:07 a.m.

Night Express..... 6:52 p.m. 10:52 p.m.

Belleville Local..... 5:07 p.m. 9:37 a.m.

Chicago Express..... 12:15 p.m. 6:10 p.m.

High Park and the Harbour, going and returning (every day except Sunday).

Stafford Local..... 5:25 p.m. 11:00 a.m.

Georgetown Mixed..... 6:40 p.m. 8:55 a.m.

GREAT WESTERN.

Stations—Foot of Toronto and Simcoe streets.

Leave. Arrive.

New York Mail..... 3:30 p.m. 6:45 p.m.

N. Y. (Central) & Erie Express..... 9:55 a.m. 4:30 p.m.

London & Detroit Express..... 11:30 a.m. 1:30 p.m.

Sun. Bridge & Detroit Express..... 5:55 p.m. 10:30 a.m.

Stafford Local..... 5:25 p.m. 11:00 a.m.

New York & Chicago Express..... 11:45 p.m. 9:15 a.m.

Trains leave Simcoe street five minutes later.

For Milton, calling at Union Station, Queen's wharf, and the Harbour, going and returning (every day except Sunday).

Leaves Toronto at 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40, 11:40 a.m., 2:00, 4:00, and 7:10 p.m.

NORTHERN AND NORTHWESTERN.

Stations—City Hall, Union and Brock streets.

Leave. Arrive.

Barrid, Collingwood and Metford, Mail..... 7:45 a.m. 9:15 p.m.

Collingwood Express..... 6:10 p.m. 10:10 a.m.

Brewarist and Metford..... 11:30 a.m. 2:30 p.m.

Steamboat Express..... 11:30 a.m. 2:10 p.m.

Trains leave Simcoe street fifteen minutes and Brock Street fifteen minutes later.

STAGE.

ELINGTON STAGE.

Union Station, foot of York and Simcoe streets.

Leave. Arrive.

Owen Sound, Harrison, and Teeswater, Full..... 7:30 a.m. 2:00 p.m.

Owen Sound, Harrison, and Teeswater, Express..... 8:00 a.m. 10:30 a.m.

Owen Sound, Harrison, and Teeswater, Local..... 9:00 a.m. 10:30 a.m.

Trains leave Simcoe street five minutes later.

TORONTO AND NIPISSENG.

Station, foot of Berkeley street.

Leave. Arrive.

Through Mail..... 7:45 a.m. 6:30 p.m.

Local..... 7:45 a.m. 11:15 a.m.

STAGE.

ELINGTON STAGE.

Leave. Arrive.

Leaves Bay Horse hotel, Yonge street, 11:10 a.m., 1:10 p.m., and 6:30 p.m.

Arrives 8:45, 9:55 a.m., 2:30 and 6 p.m.

Leaves Bay Horse hotel, Yonge street, 3:30 p.m. Mail stage leaves Clyde hotel, King street east, 3:30 p.m.

COOKSVILLE STAGE.

Leaves Bay Horse hotel, Yonge street, p.m. Arrives 11 a.m.

RICHMOND HILL STAGE.

Leaves Bay Horse hotel, King street east, 5:10 p.m. Arrives 10:30 a.m.

LESLIE AND CREEK STAGE.

Leaves Clyde hotel, King street east, 2:15 p.m. Arrives 11 a.m.

KINGSTON ROAD TRAMWAY.

For Leslieville, Woodbine street, Victoria park, and Ben Landon. Station, Don bridge, foot of King street. Leaves Don Station, 12:30, 2:30, 4:30, 6:30, 8:30, 10:30 a.m., 12:10, 2:10, 4:10, 6:10, 8:10, 10:10 p.m. Returning leaves Ben Landon 6:00, 8:30, 10:30, 12:10, 2:10, 4:10, 6:10, 8:10, 10:10 p.m.

\$500 REWARD!

For an Ache, Cut, or Sore on Man or Beast that Kennedy's Lightning Remedy will cure. If the Directions with each bottle are followed, it cures Sick Headache in 5 minutes; Toothache in 1 minute; Earache in 5 minutes; Neuralgia in 5 minutes; Rheumatism from 1 to 10 days. Sold by all Dealers in Medicine. Office: 116 King Street West, Toronto.

PHOTOGRAPHY & FINE ARTS.

See Samples of New Rapid Dry Plate Process PHOTOGRAPHS.

Mickelthwait's Gallery.

Corner King and Jarvis Streets.

COOK & BUNKER.

PRACTICAL CARVERS, GILDERS, Picture Framers

26 King Street West. 135

DIXON.

Photographer to the loyal citizens of Toronto. He never had the pleasure of taking the Queen or Royal Family, but he takes great pleasure in showing the citizens of Toronto work made with the wonderful New Process that will compete with any work made in London. They have all on hand the latest and best of the latest developments and all little things connected with the process. The time of exposure is but one second, and for quality of work as for yourself. Gallery, KING and YONGE, entrance King Street West. 340

J. B. COOK.

THE PHOTOGRAPHER, Albert Hall, 101 and 103 YONGE STREET

Has all the latest kind of scenes. Rustic, Conservatory, Boating, and Swimming Pictures all the rage.

Cabinets..... \$3 per Dozen.

Tables..... \$5 "

Cards..... \$1 per Dozen up.

AMBIOTYPES, Six for Fifty Cents. 346

RAILWAYS.

Toronto, Grey & Bruce Railway

This Railway has now been changed to the STANDARD GAUGE

of the country, the line laid with Steel Rails throughout, and the WOODEN BRIDGES REPLACED BY IRON

On and after THURSDAY, 8th DECEMBER, 1881, there will be an extra

CHANGE OF TIME.

Fast trains, with new passenger equipment and powerful engines, will be run as follows:

Toronto..... dep. 7:15 a.m. 4:10 p.m.

Ottawa..... dep. 7:30 a.m. 4:30 p.m.

Teeswater..... dep. 7:45 a.m. 4:45 p.m.

Owen Sound..... dep. 8:15 a.m. 5:15 p.m.

Business men and Travellers generally from all parts along the line of Railway will be enabled to leave home in the morning, have

FIVE HOURS IN TORONTO, AND RETURN THE SAME DAY. TAKE THE SHORT ROUTE

For further particulars see Time Table.

EDMUND WRAGGE, Toronto, 1st Dec., 1881. 124 General Manager.

FURNITURE.

FURNITURE. We have some very handsome designs in

PARLOR SUITS!

DINING AND BEDROOM SUITS.

GIVE US A CALL BEFORE PURCHASING.

JAS. H. SAMO,

189 YONGE STREET.

ODORLESS EXCAVATORS.

WM. BERRY, ODORLESS EXCAVATOR AND CONTRACTOR.

Residence, 115 Lansley Street; Office 5 Victoria Street, Toronto.

247 Night soil removed from all parts of the city at reasonable rates. 246

INSURANCE.

OWNERS OF STEAM BOILERS!

Boilers inspected and insured, and repairs, if any necessary, supervised by

The Canadian Steam Boilers' Insurance Association.

SIR A. CAMPBELL, President & Hon. J. MCURRICK, Vice-President.

He Office—Victoria Street, Toronto.

AT FONES' direct. GEORGE C. ROBB, Chief Engineer. Soc. Treas.

DISCOUNT SALE... AN CLOCK... House for Watches... OPERA GLASSES... RETAIL... JEWELERS... SHOES... DR. TERAULEY... BREAD... HARRY WEBB... AT CLARKE'S...

WITHOUT A HOME... CHAPTER XXVIII (Continued)... "Milla," cried Mrs. Jocelyn, leaning over her with moist eyes...

to her popularity. The mail clerks soon found, however, that beyond their warranted by their mutual duties she was utterly unapproachable...

THE TORONTO WORLD: THURSDAY MORNING, DECEMBER 8, 1881... MONEY AND TRADE... FARLEY & MARA... 26 TORONTO STREET, TORONTO...

TEAS AND COFFEES... CONSUMERS... Wholesale Tea Co., REMOVED TO 52 COLBORNE STREET... HOTEL BRUNSWICK... ROSSIN HOUSE... SIMCOE HOUSE... JUST ARRIVED...

HISTORY! THE JETON INSURANCE COMPANY was fully chartered May 28, 1880, to do a fire and life insurance business... THE JETON INSURANCE COMPANY was set apart from the parent body by an Act passed May 28, 1880...

TENDERS... SUPPLIES FOR PUBLIC INSTITUTIONS... Thursday, 15th Dec. Inst., FOR THE SUPPLY OF Butchers' Meat, Butter, Flour, Cattle-meat, Cornmeal, Mess Pork, and Gardwood...

BOOK AND JOB PRINTING... RAILWAY SHOW CARDS... MAIL JOB DEPARTMENT... Designs and Sketches Furnished... LOVELL BROTHERS... BOOK AND JOB... ST. CHARLES RESTAURANT... W.M. MYERS... J.G. WOODLAND & CO... PRINTERS... WEST END Hardware House... J.L. BIRD... W.M. CHARLES... NOTICE... BARGAINS! BARGAINS! BOOTS AND SHOES! AT CLARKE'S...

WILL CURE OR RELIEVE... BIRDLOCK BLOOD BITTERS... Private Medical Dispensary... WM. DIXON'S... CHEAP ADVERTISING... THE TORONTO WORLD... THE TORONTO WORLD, The Only ONE CENT Morning Paper in Canada... THE TORONTO WORLD, although only recently established as a morning paper, is already read widely, not only in Toronto but in every town and village of any importance in Ontario...

