SEE MY 14-K. GOLD WATCH
GENTLEMEN'S SIZE at $60.
E. Beeton, High-grade Watch Specialist, opposite Postoffice.

The Toronto World.

"UNDER WHICH LORD" By Rev. E. P. Linton.
More powerfully written than "Robert Elsmere." No. 60 of the Red Letter Series. Price 30 cents, at all bookstores.

TENTH YEAR. TUESDAY MORNING JULY 23, 1889. PRICE ONE CENT.

N.Y.C. IN TORONTO

The Big Vanderbilt System Comes on From Buffalo.

RUNNING OVER THE T., B. & H

Toronto to the Bridge Will be Made in Two Hours.

CHICAGO MEN THE MOVERS.

What Will the Lackawanna Road Do?—It is Said That the "Big Conler" Will Build the Niagara Central to Get Even With the N. Y. C.—Construction to be Commenced Soon—It Will Affect Relations Between the G.T.R. and N.Y.C.

The New York Central Railroad has outstripped its rivals in getting an entrance to Toronto. All plans are matured and inside of a year the N.Y.C. trains will be rattling into the city. This will be a great surprise to railway people in both Montreal and New York.

Arrangements have been completed with the Toronto, Buffalo and Hamilton Railway for running powers from the Falls to this city. The T., B. and H. road is not built yet but it will be constructed without delay. The line is all located from the Falls to the environs of Toronto and the right of way purchased. It is 94 miles long, just 11 miles shorter than present connections.

How it Will be Built.

The Toronto, Buffalo and Hamilton Railway Company consists of seven Chicago capitalists and E.A.C. Pew, who, by the way, has been doing the manipulating while the Chicago gentlemen have been putting up the capital. The company was organized on April 19 last, ex-Governor Grey of Indiana, F. C. Helm, Messrs. Modica, Young, Latham and two other gentlemen from Chicago, whose names The World could not get hold of yesterday, being the shareholders. The capital stock was placed at a million dollars and sufficient was subscribed to ensure the success of the scheme. Mr. Helm, a big contractor of Chicago, was given the contract to build the road, but a short time after he made a proposition to the company. He offered to organize a company for the purpose of constructing the railway, to carry through the whole enterprise and accept half the profits. This proposition was agreed to. Mr. Helm was in town yesterday to make the first disbursement for expenses, which amounted to $5000.

Contracts will be Sublet.

The construction company will lay the rails, do the masonry, bridging, stonework, etc., but sub-contracts will be let for grading the road. Advertisements for tenders will be given out next week, and the work will be commenced as soon thereafter as possible. It is expected that the greater part of the grading will be done before the snow flies.

Mr. A. L. Hogg, Chief Engineer, is now casting about for an advantageous entrance to the city.

The charter of the T., B. and H. road was granted to John Leys, W. H. Beatty, George Gooderham, D. Coulson, Toronto; Mr. Copp of Copp Bros., Hamilton, and J. M. Williams, Hamilton, in March, 1883, with six years to run. It would thus have expired on March 25th last had not the restless eye of Mr. E.A.C. Pew rested on it. It occurred to him that he could turn it to account. He "acquired" it and got an extension of time of five years. He interviewed the Chicago gentlemen named above, who have engaged in railway construction in Indiana, Mexico and other places. He told them his story which resulted in their organizing the company.

Two Hours to the Falls.

The company propose to give Toronto good connections and good time to the Falls. They propose to make the run in two hours. This is from one to two hours better time than is now given by present connections.

Heretofore the Grand Trunk and New York Central have been pulling together at Buffalo. They exchange freight and favor each other in many ways. Now that the N.Y.C. has joined hands with a rival line no doubt the G.T.R. will resent it. It was a contest, however, between the N.Y.C. and the Delaware, Lackawanna and Western which would strike into our commercial metropolis first, and the N. Y. C. got the lead. It is now said that the "Big Conler" will take up the Niagara Central charter and build another independent line from the Falls to Toronto.

To-night, moonlight excursion, steamer Chicora, by the Young People's Association of the West End Methodist churches. Good programme. Double tickets, 50c, for sale on wharf.

GORDON BROWN ON THE VIADUCT.

He Says It is a Rank Absurdity for the City to Think of Spending so Much Money.

"It seems to me that the people of Toronto are going wild over expense. The railways have got possession of their tracks on the Esplanade and, of course, being able to retain them will not be willing to pay $3,000,000 for a viaduct, that is the only estimate I have heard of the cost of a viaduct. It is a question of cost. It seems to me that it would be a great deal cheaper to put up a sufficient number of iron bridges across the Esplanade for the convenience of carriage passage and foot passengers than to build a viaduct. The Canadian Pacific has already a bridge over the Don, west of North Toronto, over which all through freight might go east and west by way of North Toronto if the Grand Trunk and Canadian Pacific would come to terms, and if not the Grand Trunk might build a bridge on its own account. This would relieve the Esplanade of all the through traffic. Then again there is to be a great extension of the Esplanade. If more tracks are demanded for the through traffic than could be put down in the present right of way around North Toronto they could be laid, they could be suffered on the Esplanade without interfering with the overhead system of bridges. I have heard it estimated that these overhead bridges will cost only $40,000 a piece and their construction would practically settle the question forever. The railways are compelled to build them as I understand it. There is a wooden bridge already at Queen's wharf, which answers all purposes so far as I know. To go into this viaduct fad," concluded Mr. Brown, "would be a rank absurdity."

Storage for merchandise, furniture, etc. Warehouse receipts iss Sed. Frederic Nicholls, 63 to 69 Front-street west.

EDITOR WELLINGTON AT WORK

Studying the Front Question—Will be Here Two or Three Days Longer.

Editor Wellington of The New York Engineering Law has been busy since his arrival here on Saturday in looking over the city to see the exact location of the railway lines entering here.

He will spend two or three days more studying the question and after reducing his notes to practical ideas will submit a report to the Esplanade committee of the Board of Trade, who have retained him. Editor Wellington is a big man from a big city and may be expected to give some well developed opinions on the water front question.

Trowern, Jewelry Manufacturer, has removed from Yonge-street to 113 King-street west, south side, four doors east of Rossin House. 246

THE GROWING NORTHWEST.

Sir John Lister Kaye's Company—Rise in the Value of Lands.

OTTAWA, July 22.—Sir John Lister Kaye, general manager of the Canadian Agricultural, Coal and Colonization Company, writes to a friend in this city an encouraging account of the company's operations in the Northwest. In an estimate which he submitted some time ago to the directors he calculated 4440 acres in grain in 1889. This estimate has been largely exceeded, there being over 6000 acres in grain on the company's ranches. Owing to the prevalence of mild weather during the winter it is expected that 2000 calves will be branded this season instead of 1600 as estimated at first.

Sir John reports an increase in the value of the land along the line of the Canadian Pacific Railway, between Rush Lake and Calgary. The average value of land in that district in 1888 was $3.35 per acre. Mr. Hamilton, the land commissioner of the Canadian Pacific Railway allowed him to make a copy of the sales by the Canadian Pacific Railway from Jan. 1, 1889, to the end of April, 1889, between Rush Lake and Calgary. The acres sold amounted to 5500; the price $37,245, or an average of $4.85 per acre.

SHIPBUILDING.

A Project on Foot to Re-establish the Industry in Quebec.

QUEBEC, July 22.—A project is on foot to re-establish shipbuilding in Quebec. Mr. N. Rosa, the well known shipbuilder of this city, is forming a syndicate under the name of the Quebec Construction and Navigation Company with a capital of $100,000. Several gentlemen of this city have gone in for several thousand dollars and all seem confident as to the success of their undertaking.

THE CHIEF CALLED IN.

A Lively Time at the Oshawa Separate School Board Election—A Tie Vote.

OSHAWA, July 22.—At the Separate School election to-day to fill the vacancy in the trusteeship caused by the resignation of James Power the feeling ran so high that the Chief Constable had to be called in. The candidates were Thomas McKitrick and Henry Quigly. The vote resulted in a tie and the heaviest vote on the board, therefore, will have the casting vote. Families are divided on the matter and there is no end of trouble in consequence.

WHERE DUNS DON'T ANNOY.

Farmer Dyson, Near Guelph, Hangs Himself to Escape from Financial Trouble.

GUELPH, July 22.—This morning a farmer named Isaac Dyson residing 13 miles from Guelph committed suicide by hanging himself in his barn. Financial difficulties were the cause.

A Mysterious Disappearance.

ST. GEORGE, July 22.—William Weir is a well-to-do farmer living about three miles southeast of the village, and is well known to the community. Mr. Weir has a son about 17, and one day some three weeks ago the father and son were working together on the farm, the son being engaged in driving a team drawing wood from one part of the farm to another. All went along well until it was noticed that considerable time had elapsed since the team had last put in an appearance. Mr. Weir immediately started to discover the cause, when he found the horses and wagon tied to a fence near a patch of woods on his farm, but no driver was visible. The father thought that perhaps his son was engaged somewhere about the place, and did not give any further attention to the matter for the time. Day succeeded day, and, as before stated, it is now three weeks since the occurrence and young Weir has not been a trace seen or heard of. No satisfactory reason can be assigned for his disappearance. All his effects were left at home untouched, including a sum of money. A number of men are searching the neighborhood, but at last accounts without success.

Grocers' Games, July 24, at Exhibition Park. Every man, woman and child entering the Park eligible for the free return ticket from Toronto to Liverpool.

They Had a Good Time.

INDIANAPOLIS, Ind., July 22.—A prize-fighters' picnic, managed by four sports of western celebrity, attracted a crowd of 500 of the worst element of Hoosierdom to a grove a few miles distant from Indianapolis yesterday. Nearly everybody in the crowd was drunk and many were bloody and disfigured before the festivities of the day were over. It was about the most disgraceful affair that has occurred here in many years. Several robberies added to the excitement of numerous fights. Two of the features of the occasion were so-called sparring matches, closely approaching prize-fights. The police did not interfere.

Encourage home manufactures and buy ayona.

The Daily Smash.

MIDDLETOWN, N.Y., July 22.—The Erie had a bad wreck this morning in the Middletown yard. A heavy grain train broke in three sections at Summit, one mile west, and came separately down grade. The second section ran into the first, and the third section into the second, wrecking six cars at West Main-street, and four at Harding-street. The trestle of Taylor's coal yard was carried away by the cars tumbling in a mass. James McCullough of Port Jervis, a brakeman, had two ribs broken. Both main tracks were blocked until the arrival of wreckers from Jersey City and Port Jervis.

Fine, trotting and hurdle races at Grocers' Games, Exhibition Park, Wednesday, July 24.

Catholic Boy Immigrants.

MONTREAL, July 22.—The Allan Line steamer Caspian brought this afternoon to Montreal fifty-two young emigrants sent out by the Canadian Catholic Emigration Committee, with headquarters in the Archbishop's house, Westminster, and under the auspices of Cardinal Manning. They are all boys, with the exception of four or five, range in ages from 8 to 14 and are provided with certificates of good conduct and health.

To let—small offices suitable for commission agents, etc. Storage if required. Frederic Nicholls. Permanent Exhibition.

Bob Younger Dying.

STILLWATER, Minn., July 22.—Bob Younger, the Missouri outlaw, must die in prison. He is in the last stages of consumption and prominent men of Missouri have been trying to secure his pardon. Governor Merriman, however, declares that he will do nothing in the case.

A free saloon passage to Liverpool. Eng., and return. See particulars of Grocers' Games.

A Small Smash at Merritton.

MERRITTON, July 22.—At an early hour on Sunday morning an accident occurred here on the Grand Trunk Railway. An engine broke loose from a freight train and the train chased and caught it, with the result that one car and the tender were smashed.

Advances made on merchandise warehoused with Mitchell, Miller & Co., 45 Front-street east.

Traveling Hats at Dineen's.
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Traveling Hats at Dineen's.
Traveling Hats at Dineen's.
Corner King and Yonge-streets.

New York Excursion.

By reference to our advertising columns it will be seen that Mr. A. F. Webster, railway and steamship agent, is advertising a special cheap New York trip, leaving Toronto on August 1st. Fare for round trip $11.

WHY DO THE PEOPLE RAGE

A FEW STREET CARS WILL NOT HURT THE CHURCH'S LIFE.

Sunday Conveniences for Church, Friendly Visits and Access to the Suburbs Is Now a Practical Question—The Subject Impartially Considered.

All the portents are that the Sunday street car question will sooner or later be submitted to the arbitrament of the ballot, the verdict of the people. A majority of the City Fathers is, like Barkis, a-willing, and most of the citizens The World has interviewed are of the same opinion.

Ald. E. A. Macdonald and Ald. Fleming Would not "trust the people" to vote for Sunday cars. They would trust the people to vote money to improve their (M. and F.'s) property, and to carry out such schemes as those aldermanic sports endorse; but to trust the people on the Sunday car question, oh, no! Ald. Macdonald, however, is not so much of a Sabbath observer that he does not drive out his horses on Sunday. He, in fact, enjoys a Sunday drive. These two young men are also inviting citizens to buy lots from them away over the Don. Who wants a lot over the Don where he will be caged in all Sunday? Ald. Macdonald's friends are talking of running him for Mayor next January; if he consents to run our advice to him is first to retract his statement that he would not trust the people on such a question.

There is a nice crowd in this town whose wealth enables them to violate the letter and the spirit of prohibitory Sunday laws of one kind and another, and who are quite willing that such laws should be enforced against the poorer who have not the means to evade them. If you can afford to hire a cab or be a member of a club what do you care for Sunday observance laws, or the Crooks Act?

The Telegram is out against Sunday cars. And yet John Ross Robertson goes driving about in his carriage on Sundays and on week day evenings has often been seen driving to and from the National Club in cabs. He can afford a carriage and cab, but there are people who cannot; and yet he would deprive the many of street cars that are well within their reach.

Rev. Dr. Parker is undecided as to whether he is the gentleman who inade the offer to subsidize a band to play in Queen's Park on Sunday? Does he think Sunday cars worse than Sunday bands?

Of course The Canada Citizen sees the Mark of the Beast in the simple proposal for facilities for locomotion. It is the liquor question coming in. It is in the interest of the saloons And The World's Young Men who perforce are compelled to "break the Sabbath" in order to let the wicked and the good have their Monday morning's pabulum of news, are "devils" in disguise! Alas, for the rarity of temperance charity!

Rev. Ira Smith should not let his angry passions rise on such an innocent proposal as The World made. He too, sees the cloven hoof of Satanic hoof, in Sunday street cars. Hence his ire, his diatribe, against The World.

Inspector of Inland Revenue Gunn asks: "Let the people vote on the subject. They are the masters of the situation."

Mr. H. Collins: "I decline to give an opinion on the subject of Sunday cars. At the same time it is a subject for the people to express an opinion on."

Mr. Wilson, C.P.R.: "I believe that the people should sit as judges on the matter. I think Sunday cars on the Hamilton basis would do no harm."

President McMillan: "Personally, you can say I do not believe in Sunday cars at the same time I would certainly not oppose letting the people voting on the question. They are the best judges in a matter of this kind, and I believe their judgment would be correct."

Ald. Boyd, acting chairman of the Executive Committee: "Whilst against Sunday cars myself, it is I hold a question for the people to decide. You will find they always know what they want."

Ex-Mayor Manning: "My wish is to see the Sunday law kept as quietly as possible. Some on the Sabbath will come, but the city is not quite large enough yet. When the time comes by force of circumstances will necessitate the adoption of Sunday cars."

Mr. Michael Bass: "If I could be sure that no more or more men would be employed the Company would have to work any harder than at present I would willingly support Sunday cars."

Mr. A. C. Anderson: "My answer to your question is, Let the people vote on it."

Mr. G. A. Deas: "Yes, I cannot see what harm they can do. I would like to see Sunday cars."

Ex-Ald. Elliott: "I have always been in favor of Sunday street cars. They would be a grand boon to the workingman."

Mr. Robert Jaffray: "I would hate to disturb the Sabbath as much as possible, but a popular vote would be a fair solution of the difficulty."

Mr. John Martin: "I am in favor of Sunday cars for church purposes. The poor man has much a right to get to church at his ease as the rich man."

Ald. Bell Leger: "I am opposed to Sunday cars. I would not be afraid to let the people decide the point."

Ex-Ald. David Walker: "I think Sunday cars would be a great convenience to the public generally. This city has now a compact area of population, and anything that one another the boon would be incalculable. Then look at the great help it would be to citizens going to church and visiting the cemeteries. Those latter are to which thousands of residential centres that some method of easy locomotion is absolutely necessary. Let the people vote yes, and then the necessary legislation can be obtained."

Public School Trustee Henderson: "Before anything is done in the matter I would like a ballot taken among the Toronto Street Railway Co.'s employes as to their opinion on the Sunday car question. When that is to hand let the people vote."

Mr. E. G. Moffat: "I am opposed to Sunday cars, and if brought up the council should decide."

Real Estate Agent Stewart: "I am against Sunday cars, and I do not see their utility as long as the churches are as close together as they are now."

Ald. McMillan: "We should have street cars on Sunday. It would be a great boon for the poor and outside residents. Think of it—10 miles of a front from Little York to High Park. What a lovely drive!"

Mr. J. K. Kerr, Q.C.: "I do not like the idea, but the people ought to vote on it and settle it for all time."

The Eastern Star: "You can say that St. Matthew's Ward is a unit for Sunday cars."

Architect Charles Walton: "I would like to see them; everyone who has lived in a large city is in favor of Sunday street cars, and Toronto is large enough now."

Detective Burrows: "I'm down on them; that's the honest truth. They would be a convenience, but it would be letting in the thin edge of the wedge."

The World, The Canada Citizen and the Devil.

We give a gratuitous advertisement to The Canada Citizen of Saturday next. Its first editorial will be on "Sunday Street Cars." How it will be treated may be gathered from the fact that The Citizen is a Prohibition paper and treats everything in its reel or supposed relation to the saloon. This is to back our zealous if not discreet contemporary goes upon:

It is safe to say that the remarkable quietness of the Sunday in Toronto has been the best advertisement possible of the city's attractions. This is the lowest view to take of the benefits of Sabbath observance; but it is an important point to keep in mind in dealing with the question that is being re-opened by The World newspaper—the avowed object of the opening of the question being to benefit the city—(the real motive being to pour more money into the coffers of the saloons).

We are satisfied that on the lowest grounds of utility, of peace and quiet, of comfort and rest, of a fair week's pay for a fair week's work, the working people of Toronto will not be gulled and beguiled by the insinuating arguments of the Devil, who comes to them in the guise of a Young Man of The World.

We do not fear an appeal to the people, so long as the people have a fair chance of studying the question, and honestly expressing themselves. The working classes are not fools, and we are willing to abide by their verdict.

A Doctor Not Afraid to Speak Out.

EDITOR WORLD: You are right, go ahead. Give us street cars on Sunday and you will con for a great benefit on the weary toilers of our city. Thousands of hard-worked men, women and children will thank The World for its brave efforts in their behalf. Persevere, the people will sustain you.

176 Simcoe-street. ALEXANDER ROSS, M.D.

Another Doctor Favors the Reform.

EDITOR WORLD: I am glad indeed that The World is again at its usual work of trying to advance the cause of true civilization in Toronto by its energetic advocacy of Sunday street cars as a very necessary one in a city the size of this. It is indeed high time for the Queen City to emerge from the dim traditions of a country town and take a metropolitan position among her sister cities of America. Let this question be unmuddled, as it should certainly be, by the ratepayers, who will decide in no uncertain manner, I believe, in favor of the Sunday cars. It is not the rich or those in power who would perhaps derive the most benefit from this needed innovation but the workingmen and masses, who constitute the greater portion by far of our population. It is only necessary to see the replies of many prominent men to The World's interviewer in order to note their characteristic timidity and desire for the approbation of the rabid Sabbatarian. One official in particular says that as a private citizen he is strongly against the running of Sabbath cars and does not think the question should be submitted to the public vote. Feeling better I expect that Toronto is growing too fast for the Pharisees to control as they have in the past, and fearing that public opinion will decide in no uncertain way in favor of this really needed boon. M. D.

We Must Keep Up or Fall Away.

EDITOR WORLD: Toronto must keep up to the requirements of great cities or it shall reach a point beyond which it cannot go, but from which it must retrograde. Sunday street cars are inseparable from large cities.

METHODIST WHO HAS TRAVELED.

From a Christian Standpoint.

EDITOR WORLD: To my mind this is a matter that requires some thinking out, and I would hesitate in giving an opinion without showing some reasons in support of it. The quietness and orderliness of the Sabbath in this city as well as the church-going habits of the people are matters of congratulation, yet it is no use hiding the fact that large cities like Toronto have needs that cannot be ignored. Railway trains arrive on the Sabbath with their passengers, and while a few can afford the luxury of a private carriage or hire a cab, others cannot. Another consideration is the distance many have to go to attend the church of their choice, necessitating some form of conveyance; and why should the family of small means be deprived of the help of the five cent street car? Religion teaches us to be thoughtful and considerate of the rights of others, while its counterfeit would suggest narrowness and selfishness. Artificial restraints upon a growing city will not answer. As for the moral side of the question, I think Christ's questions and answers to the Pharisees as recorded in the second and third chapters of Mark's gospel (as well as his actions) fully solve the whole question.

THOMAS THOMPSON.

Is Is the People's Question.

EDITOR WORLD: I think the liberal-minded people of this city have reason to thank God that you have taken up the Sunday car question so vigorously, and the many expressions of approval from prominent citizens is encouraging to you to know that this matter has my to be properly agitated to give Toronto the much-needed reform. I was much amused by the remarks of two of the gentlemen interviewed, one an alderman and another a civic employe, undertaking to state that the question should not be submitted to popular vote, that it was wrong for the people to have the privilege of deciding this matter. Ald. Fleming, and I regret to him, did not consider is improper to submit the question of separation of liquor from grocery stores to the people, nor did he object to a vote being taken for a further reduction of licenses in the city in 1888. Then why should he and others be afraid to trust the judgment of the people? It is time that every public official in this city fully understood that the people rule, and if the majority want a limited car service on Sundays they will have it, and if for one can see no harm in such a change but a great benefit and convenience without in the least tarnishing the good name of our fair city. Hurry up the good work, all the comforts of life are not for the wealthy, and allow the poor to ride as well as the rich. Let the people decide this matter, and inform all autocratic aldermen and the regulators of our morals at fat salaries that their duty is to submit to the will of popular vote. I wish you all success in your labor for humanity's sake. CANADA FOREVER.

Local Reminiscences.

EDITOR WORLD: In City Council on June 4, 1862, an esteemed colleague gave notice that he would "moved that the council give permission to Mr. Alexander Easton to run the street railway cars on Sundays, at or the hour of 2 p.m., at intervals of one hour," etc. At the meeting of council on June 9 nineteen petitions signed by nearly 4000 persons, headed by citizens as Mr. Sheriff Jarvis, Hon. John McMurrich, Rev. Dr. Gathercol, James Robertson, Robert Boyle, James Scott, Rev. Dr. Fowler, Rev. S. Ellerby, A. H. Dixon, James Byrne and others, were presented to the council praying that the permission asked for might not be given. The members of the council present were Brunel, Baxter, Bell, Boxall, Conlin, Carr, Dunn, Dixon, Edwards, Farrell, Gooderham, Hynes, Higgins, Jarvis, Leslie, Love, Nasmith, Reed, Sproatt, Spottiswood, J. E. Smith, T. Smith, Stevenson, Turquand, Tinning and Thompson. It was unanimously resolved: "That this council will not be a party to granting permission to run the street railway cars on the Sabbath, and the notice of motion above referred to was dropped. My good friend Mr. Postmaster Patteson would doubtless dub the above memorial as coming from the petitioners as "sanctimonious objectors," "gross humbugs," "bigoted Sabbatarians," "holier-than-thou" men, "Pharisees," men guilty of "the tyranny of hypocrisy" and "monopolists of piety." Bejis so—we cannot help that. I desire to be ranked with the opponents of all Sunday works except those of necessity and of charity, be we called what we may. I believe that the Fourth Commandment is as binding upon Christians of to-day, in respect of our Sunday, as it was upon the Israelites in respect of their Sabbath. At present our Canadian Sunday is a praise in the earth; and our resolve should be not only to preserve to us its rest and quiet, but to still further promote it by every means within our power. It can easily be shown that the churches would suffer by the running of Sunday cars, both as to attendance and collections; and very many of the citizens would lose the boon of Sunday rest they now enjoy.

WILLIAM EDWARDS.

'Tis a Pleasant and Popular Spot.

Island Park is gaining increased popularity. It is now provided with no less than twenty electric lights. Shade trees are to be noted on every side. Harry Hughes provides pleasant refreshment for those who have not had the foresight to bring a well-filled lunch-basket. Boats run frequently, and in fact nothing is omitted which in any way would contribute to the enjoyment as well as the convenience of the pleasure-seeker. A World reporter had a stroll under the shady trees yesterday and while strolling learned that the Island Park residents are this week to be provided with a water supply. He also learned that a dredge has been taken to the southern side of the lagoon to complete the work, which has now made satisfactory progress. Centre Island with its park will become a favorite spot for all that tired citizens need these hot evenings.

Winnipeg Wire Whispers.

WINNIPEG, July 22.—Fire destroyed five business places in Holland, Man., to-day.

A conference is being held between Sir Somers Vine and the Local Government this evening in reference to Manitoba being represented at the Imperial Institute in London.

It is likely Burke's counsel will apply for habeas corpus to-morrow or Wednesday.

It is stated Governor Schultz has refused to sign the order-in-council giving power to the Winnipeg Protestant School Board to raise $15,000 to put in the Sinead-Dowd system in the schools.

A terrific hailstorm has destroyed the crops in Northern Dakota. No serious damage was done along the line of the Canadian Pacific Railway and Southwestern.

Among the "Pags."

NEW YORK, July 22.—"Parson" Davies of Chicago arrived here to-night. At the Hoffman House the "Parson" met E. J. Vanhorn, a sporting man from North Platte, Mont. Vanhorn won $30,000 on Sullivan and began blackguarding Davies about the backing he had given Kilrain and Jackson the colored pugilist. Davies got mad and knocked Vanhorne down. Davies says Jackson can get $20,000 backing to fight Sullivan. Davies is here to arrange the fight if possible. Jackson will be here Thursday.

Perhaps It Was a Kentucky Colonel.

LOUISVILLE, Ky., July 22.—An inflated bag answering the description of the gas holder of the Campbell air ship passed over this city last night. In order to be sure that it was not a toy balloon it was watched for two hours. It went straight across the city from northeast to southwest as if carried by a steady current and appeared to be about two miles high.

In the Temperance Colony.

The fourth annual exhibition of the Central Saskatchewan Agricultural Society will be held at Saskatoon, in the Temperance Colony on Wednesday, Oct. 2. A liberal prize list has been issued.

Recent Novels.

"The Last of the Van Slacks," by Edward S. Van Zile, author of "Wanted—A Sensation." Toronto: William Bryce.

Adams' Tutti Frutti purifies the breath.

CABLE NOTES.

A Lively Fight in Prospect Over the Report on Royal Grants.

LONDON, July 22.—In the House of Commons to-day Sir James Ferguson, Parliamentary Secretary of the Foreign Office, stated that no final program for the Maritime Conference had yet been agreed upon with the American Government.

Lord George Hamilton, First Lord of the Admiralty, announced that the construction of fifty-two war ships had been begun during the current year. Twenty of these vessels were being built in the Government dock yard and thirty-two in private yards.

W. H. Smith, the Government leader, laid on the table the report of the Committee on Royal Grants. The report recommends that the sum of £30000 be added to the quarterly grant of the Prince of Wales. The report maintains the right of the Queen to ask Parliament to make further provision for her grandchildren.

The report advises that at the proper time a law be passed providing that future sovereigns shall have no claim to parliamentary provision for their grandchildren.

Mr. Gladstone, although he censured the Government for its attitude, voted with the majority of the committee.

Mr. Labouchere moved the rejection of the report of the committee and to substitute therefor an address to the Queen recommending among other things that the sums already voted by Parliament to the Royal family should be amply sufficient for all their proper purposes, and that if further supplies are needed they ought to be provided through retrenchment of the expenses of the Royal family, not by fresh demands upon the taxpayers.

The debate on the report was postponed until Thursday.

It will be the keenest party struggle of the session. The refusal of the Government to accept the proposal made by Mr. Gladstone to deprive the Queen of the right to make further demands upon Parliament led Mr. Morley and other Liberals in the committee to vote against increasing the allowance of the Prince of Wales. The differences among the Liberal groups on this question have become acute and a solid opposition, supported by some Liberal-Unionists, will confront the Government. It is not likely that Mr. Gladstone will take a prominent part in the debate.

Russian Troops Massing.

LONDON, July 22.—A despatch from Erzeroum says: There is a universal movement of Russian troops between the Turkish frontier and Kutais, Tiflis, Alexandropole and Erivan. It is estimated that 80,000 men are already concentrated and more are coming.

Bismarck Mollified.

BERLIN, July 22.—Since the interview between Count Herbert Bismarck and M. Roth, the Swiss minister, the repressive measures of the German authorities on the Swiss frontier have ceased.

The strike of the bakers here has collapsed.

The Paks Fire.

PESTH, July 22.—One thousand persons were rendered homeless by yesterday's fire in the town of Paks. Six were burned to death. The damage to property amounts to £50,000.

DEATH RATHER THAN SHAME.

Sad Romance of Kittie Doane, Whose Real Name is Probably M'Cormick.

NEW YORK, July 22.—A plausible story concerning the identity of "Kitty Doane," who committed suicide at No. 152 Third-avenue on July 13, was told at the Coroners' office yesterday. It seems likely that the woman who was buried in an unmarked grave in Evergreens Cemetery on Friday was Miss Kittie McCormick, a Cleveland, O., girl.

The Cleveland clue was furnished by Thomas Reynolds, a young tinsmith employed at Mount Vernon. He is a cousin of the McCormick girl, who is missing. He is not positive in his identification as yet, and was instructed to see Deputy Coroner Jenkins, who had charge of the Doane case, before bringing his uncle, of Kingston, Ont., who is in the city, to consult with him.

Young Reynolds said that about fifteen months ago Miss McCormick, who was a dressmaker in Cleveland, was dazzled by theance of William Kibler, the general agent of a sewing machine house in that city. Miss McCormick became infatuated with the man despite the objections of the family, who suspected the sincerity of his suit. Finally, it is claimed, Kibler lured her away from her home. They were found subsequently living in Cleveland, the young woman having fitted rooms there for the prosecution of her trade of dressmaking. They were next heard from in Buffalo through a letter which Kittie wrote to her mother informing her of her whereabouts. From Buffalo they went to Rochester, then to Montreal, afterward to Ottawa, and finally to Toronto. About three months ago they came to New York and here Kibler is believed to have deserted the woman.

Kittie Doane's description answers closely to that given by young Reynolds. Confirming the belief that Kittie Doane and Kittie McCormick are one and the same person are the facts: In the trunk of the former were found a number of charts and other utensils used by dressmakers and several partially made dresses. There was also found a fragment of the envelope of a valentine marked "From Willie (Kibler) to Kittie (McCormick)." Finally there was a bit of newspaper used to wrap a bundle bearing a Rochester date of several months ago, which would seem to indicate that Miss Doane had at some time lived in that city.

Superintendent Murray received a telegram from the Chief of Constabulary of Toronto on Saturday asking for a detailed description of Miss Doane's body. It was forwarded at once after a detective had searched the dead woman's clothing anew. In this search he found, it is said, a photograph of a boy. Young Reynolds is especially desirous of seeing this photograph, as Miss McCormick had a younger brother to whom she was warmly attached. If it be his picture the identification will be practically complete. Possibly the body will have to be disinterred.

Tutti Frutti Gum improves the appetite

A Montreal Blaze.

MONTREAL, July 22.—The roof of the hoist tower in Pillow & Hersey's nail factory in Mill-street caught fire this morning. A spark coming through the open window of the tower is supposed to have caused the blaze. Loss about $1000.

Wingham Votes $8000 for a Town Hall.

WINGHAM, July 22.—A bylaw was submitted to the people of Wingham to-day for the purpose of raising $8000 to build a Town Hall, and was carried by a majority of 67.

Adams' Tutti Frutti for the breath.

A Bowmanville Lad Drowned.

BOWMANVILLE, July 22.—The 11-year-old son of Mr. George Haines, jr., was drowned this afternoon in Vinstone's pond. He got beyond his depth.

Fancy flannel shirts and shirting in very choice patterns. We make to order, or you can have them ready-made, at White's, 65 King-street west.

Watch Repairing.

High and medium grade watches properly put in order and fully guaranteed. A. Beeton, high grade watch specialist, opposite postoffice.

All baseball players chew Tutti Frutti.

Holiday Trip.

Before starting for a railway or ocean trip for the summer the traveler will, if prudent, obtain an accident policy from the Manufacturers' Insurance Company, 33 King west.

The Sheffield House Importing Company (Registered),

65 Yonge-street (below King). New Sterling Silver goods suitable for wedding presents. Our English spoons and forks are guaranteed for 10 years. C. E. Robinson, Manager. 246

"Summit House," Port Cockburn,

situate on Lake Joseph, the largest and best appointed hotel in Muskoka—800 feet above Lake Ontario; greatly enlarged and improved; accommodation for 250 guests; excellent fishing, boating and bathing, terms moderate—send for circular. H. Fraser & Sons, props. 246

Don't forget Grocers' Games on Wednesday, July 24. Prizes $1000. Adults' tickets 15c., children 10c.

Fleeing From the Heat.

Canadian officials who have for months been junketing and racketing in Paris and London now heartily wish that they had flown from the heat and the noise and the confusion back to dear old Toronto to enjoy its health-giving breezes, its picturesque summer resorts and the cooling influence of quinn's oating house. 246

For Dyspepsia—Adams Tutti Frutti

FROM OCEAN TO OCEAN.

OPENING DAY OF THE ST. JOHN SUMMER CARNIVAL.

Montreal and Vancouver Fire the Cannon in the Saintly City by the Sea—Patriotic Messages of Congratulation—Visitors Pouring in by Thousands.

ST. JOHN, N.B., July 22.—The long talked of Summer Carnival began to-day, the principal feature being the electrical exhibition which was opened at 3 o'clock this afternoon in the presence of thousands of people. A few minutes before 3 His Honor Lieutenant-Governor Tilley entered the exhibition building, which fact was announced by the discharge of a cannon situated in the fort at the rear of the exhibition building fired by electricity from the platform in the building. Promptly at 3 the first gun declaring the exhibition formally opened was fired by telegraph from Montreal by W. C. Van Horne, president of the Canadian Pacific Railway, who pressed the telegraph key in Montreal, which was connected with the gun in St. John, over the wires of the Canadian Pacific Railway telegraph. Ten seconds later Mayor Oppenheimer of Vancouver fired the second gun from the Pacific coast in like manner, the third gun being fired by Lieutenant-Governor Tilley from the platform, after which ex-Mayor H. J. Thorne, chairman of the Electrical Exhibition Committee, made a short address, in the course of which he said that the instrument by which Mr. Van Horne fired the first gun was placed in the board room of the Canadian Pacific Railway and on the table, sitting round which most of the great schemes connected with that great enterprise have been determined and, that Mr. Van Horne had just sent him this message:

MONTREAL, July 22.

H. J. THORNE, Chairman: I feel highly honored by your invitation to fire the first gun at the opening of the St. John Electrical Exhibition held to celebrate the union of St. John and Portland and the opening of the Canadian Pacific Railway to St. John. I am confident that the opening of direct railway communication with the west will give a great impetus to the growth and commerce of your union of cities. On behalf of the directors of the Canadian Pacific Railway Company, I send you congratulations and hearty good wishes.

W. C. VAN HORNE.

One People from Atlantic to Pacific.

He also read these telegrams, which had been received after the firing of the opening guns:

VANCOUVER, B.C., July 22.

SIR LEONARD TILLEY, Lieutenant-Governor, St. John: Accept our congratulations on the result of to-day's experiments. The work of to-day by joining together the Provinces of British North America into one grand nation, in which you took so prominent a part, is sure to be followed by to be more completely a success, and the people of Vancouver rejoice with you that in celebrating anything Canadian people are now required to unite us from ocean to ocean. D. OPPENHEIMER, Mayor.

VANCOUVER, B.C., July 22.

HENRY J. THORNE, Chairman Electrical Exhibition Committee: The science of which the gentlemen of your association are such distinguished students has to-day proved that by its aid the consolidation of Canadian interests is complete. I hope the echo of the guns which have to-day been simultaneously discharged from Vancouver, Montreal and this city will prove to ourselves and the world that we are one people from the Atlantic to the Pacific. D. OPPENHEIMER, Mayor.

Sir Leonard's Address.

Sir Leonard Tilley then made a short address congratulatory to the members of the general committee upon the success which has attended their labors in the arrangements in the present entertainment and thanking those who had so liberally contributed towards making the display. Sir Leonard referred in brief terms to the progress of electricity during the last half century and expressed the belief that viewing the present exhibition we would feel that some great step had just entered on the threshold of its development.

"Little did I dream," he said, "when I visited the Mayor of Vancouver a short time ago that he would be able to fire the first gun from one of our exhibition from Vancouver, but such is the progress of electricity. I am sanguine enough now that the day is not far distant when we shall be able to sail through the air as we do now over the ocean."

In closing Sir Leonard referred to the proverbial hospitality of St. John and trusted that all visitors would recognize the truth of that assertion before leaving the city.

Among the more prominent exhibitors are the Edison Company of