1600
NATIONAL CASH REGISTERS
Sold last month. We make Registers at all prices from $15 upwards.
OFFICE, 63 KING WEST.

The Toronto World.

DICKSON & TOWNSEND
TELEPHONE 2072
General Auctioneers.
Sanctioned by the High Court of Justice.
22 KING-ST. WEST (MANNING ARCADE).

THIRTEENTH YEAR. WEDNESDAY MORNING, JUNE 28 1893. ONE CENT.

U.S. SILVER $ NOT WORTH 59c

AN URGENT APPEAL FOR A PROMPT SESSION OF CONGRESS.

The Action of the India Government Causes a Fall in Silver—The Washington Cabinet Finds Itself Powerless—Purchases of Silver to Be Continued Till Congress Meets in September.

WASHINGTON, June 27.—Two hours were consumed by the Cabinet to-day in discussing the silver question and other matters demanding attention. Although the discussion, it is said, took a wide range it was necessarily brought back to one important and unmanageable point that the executive had no power in the premises, Congress alone being able to deal with the measures for relief.

It was plain to the Cabinet that the monthly purchase of silver must be continued or else Congress must be convened in special session immediately. As the President had decided to call Congress together early in September to deal with the financial situation and manifested no intention of changing his purpose, the project of an earlier session of Congress was dropped.

So far as the continuance of the purchase of silver bullion under the Sherman law was concerned, it was pointed out that little more than two months remained before Congress would convene in extra session, and that during the intervening time the silver to be purchased would be only 9,000,000 ounces, a comparatively small amount in view of the previous purchases. That the best way to deal with the question was to await the course of events for two months was generally agreed to.

General Demand For an Early Session.

One effect of the action of the Government of India has been to renew the demand for an early session of Congress, and this view of the situation was presented to Secretary Carlisle this morning by many of his congressional callers and by numerous telegrams from all sections of the country. Before going to the Cabinet Secretary Carlisle received a cablegram from London announcing a further decline in the price of silver to 35 pence. At this price a silver dollar is worth 59¢ cents.

127,000,000 Ounces In the Treasury.

Information obtained from the Treasury Department shows that the world's production of silver during the last fiscal year was 152,000,000 ounces, of which the United States purchased 54,000,000 ounces outside of the silver used in the arts, which is estimated at about 7,000,000 ounces. The consumption by India was 45,000,000 ounces, which was coined. This makes the United States and India combined use 106,000,000 ounces of silver purchased last year, leaving 46,000,000 ounces of silver for use in the arts of the other countries of the world.

The highest price ever attained by silver in the United States was at the time of the passage of the Bland Silver bill, February 28, 1878, when the price was $1.22 per ounce. The silver dollar was then worth 93 cents. At no period since then has the silver dollar been worth so much. When the Sherman act went into effect August, 1890, there was a spurt in the price of silver, and it went up to $1.21 per ounce. In the time between the passage of the Bland law in 1878 and the passage of the Sherman law in 1890 silver went to 92 cents per ounce, which was a maximum price during that period. Since August, 1890, the price has gradually declined, with fluctuations, until to-day it has reached the lowest point on record.

Since 1835 India has coined silver free. During the last calendar year the Indian Government coined 40,000,000 ounces. Since the passage of the Bland and Sherman acts the United States has coined 426,000,000 dollars of silver. Of the amount of silver purchased under the Sherman act, 127,000,000 ounces remain uncoined in the vaults of the treasury.

Want 100 Cents of Silver in a Silver Dollar

CINCINNATI, Ohio, June 27.—At a conference of the bankers and the Board of Trade and Transportation last evening on the silver question resolutions were adopted favoring an early session of Congress, the immediate repeal of the Sherman bill and the putting of 100 cents of silver in a silver dollar. A majority of the leading bankers of the city were present.

INDIA'S SILVER CURRENCY.

General Satisfaction in Calcutta at the Government's Action.

CALCUTTA, June 27.—General satisfaction is expressed at the action regarding the currency taken by the Indian Council yesterday. Government securities rose rapidly.

Rupee Paper Strong.

LONDON, June 27.—Rupee paper is very strong at 71 owing to the action taken yesterday by the Government of India on the silver question.

NO COMPENSATION

Will Be Given Indian Merchants Who Had Contracted to Pay In Silver.

LONDON, June 27.—In the House of Commons to-day Mr. Lacey Everett asked the Government whether now the value of the rupee having been artificially raised by the closing of the Indian mints to the free coinage of silver compensation would be given to those persons in India who had entered into contracts to pay rupees without knowing that free coinage would be stopped and the value of the rupee raised? Were the people of India, he further asked, consulted in the matter?

Mr. Gladstone replied that all measures modifying a state currency may affect pecuniary values and influence current transactions. He was not aware that it had ever been the usage to make alteration subject to compensation and he did not see how much a usage could be beneficially established. He was confident that the Government of India was using all the means in its power to ascertain the public sentiment.

The Right Hon. G. J. Goschen asked if the Government of India had the power to coin rupees as the need arose.

Mr. Gladstone replied that if the published report was not clear on the subject he would ask the India office concerning it. He had little doubt what the answer would be.

BLAKE WILL NOT RESIGN.

There Is Not a Word of Truth In the Story.

LONDON, June 27.—The Sun says this morning that there is not a word of truth in the story of Mr. Blake's resignation.

Edward Yates, in his cable to the New York World of yesterday, said: I hear that Mr. Blake intends to resign his seat in the House of Commons and that he will disgustedly sever his brief connection with Irish politics and return to Canada. He is sick and tired of personal jealousies and squabbles and the wretched intrigues which engross the Nationalist party.

The Unquarantined Poles.

OTTAWA, June 27.—The Department of Agriculture have requested Dr. Montizambert, at the Grosse Isle quarantine station, to report upon the Russian-Poland immigrants who recently arrived in Toronto without, as alleged, certificates of disinfection.

Fetherstonhaugh & Co., patent solicitors and experts. Bank Commerce Building, Toronto.

VanEvery's Cheap Trips.

H. W. VanEvery is running cheap excursions to the World's Fair, Chicago; also cheap trips to New York city. Call and see Van. He will give you the lowest rates. His office is No. 1 Adelaide-street east. 246

INTERMINGLING OF SEALS.

Mr. Phelps Trying to Disprove the British and Canadian Contention That the Herds Intermix.

[Telegram Special.]

PARIS, June 27.—Before the Behring Sea Court of Arbitration this morning, Mr. Phelps cited much evidence with a view to disproving the British and Canadian contention that there is an intermingling of American and Russian seals.

Sir Charles Russell returned to Paris today.

[American Report.]

PARIS, June 27.—The Hon. E. J. Phelps of counsel for the United States resumed today his closing argument before the Behring Sea tribunal of arbitration. He examined the assertion made by British counsel that the seals from the Pribyloff Islands intermix with those from the Commander Islands. He traced upon the map and commented upon the respective migratory routes, as printed in the United States argument. He contended that the testimony of the British Commissioner's sealers and furriers was far from proving that intermingling of the herds occurs; on the contrary, he held, the evidence was conclusive that the herds did not mix with each other.

The American Case is Weak.

OTTAWA, June 27.—C. H. Mackintosh, M.P., who has returned from a visit to Paris, says that the feeling in Paris is that the United States Behring Sea case is weak. He says: "Mr. Christopher Robinson of Toronto distinguished himself in a marvelously concise and logical speech, while the work performed by Mr. Tupper, Minister of Marine, as well as that of Dr. Dawson, has given great satisfaction to Sir Charles Russell and Sir Richard Webster. As to the result from a colonial standpoint with reference to the arbitration it is just possible that the regulations adopted may not be all Canada considers fair."

THE G.T.R. FAIRY TALE.

The Gentlemen Mentioned as Concerned Know Nothing of It.

LONDON, June 27.—(Star-News cable)—With the arrival of Messrs. Gould and Foxwell in London came Mr. Duncan McIntyre's return to this city from Paris.

Mr. McIntyre appeared robust and in good form, but, nevertheless, when approached as to his mission here, particularly with reference to the mooted Grand Trunk deal, Mr. McIntyre replied that his European trip was induced entirely on account of his health and not for business.

"The papers in London, New York, Montreal and Toronto, Mr. McIntyre," The News correspondent continued, "say that you and Mr. George Gould hope to be able to secure a controlling interest in the Grand Trunk Railway, to oust the president, Sir Henry Tyler, and remove the presidency, with all that that implies, to Montreal."

"Nonsense!" replied Mr. McIntyre. "I know nothing about it."

"It is all untrue, then?"

"I know nothing more of it than you do. My visit is purely personal and not for business."

Mr. McIntyre would not budge from this assurance.

Out of the Frying Pan.

The Financial News says that to replace Sir Henry Tyler by George Gould and his clique would be to jump from the frying pan into the fire.

The correspondent also saw Sir Henry Tyler, who laughed heartily at the alleged and published motives of Messrs. Gould, McIntyre and others.

It is not thought here that Mr. Gould is traveling merely for his health.

CHOLERA'S AWFUL RAVAGES.

One Less Than a Thousand Die in One Day.

MECCA, June 27.—Nine hundred and ninety-nine deaths from cholera occurred here yesterday.

WE MAY GET CHOLERA YET.

But We Have an Even Chance of Escaping It This Year.

WASHINGTON, June 27.—Surgeon-General Wyman of the Marine Hospital service, referring to the outlook for cholera in the United States and Canada during the present summer, said:

"We have an even chance of escaping the cholera altogether this year. Should it arrive it will certainly not become epidemic. Its non-appearance thus far proves that no germs have lived over the winter in this country, as it was feared might happen. The prospect now is much better than I expected it would be at this time. However, it should not be forgotten that the disease did not reach the United States last year until August. There is plenty of time for trouble yet."

THE PONTEFRACT ELECTION.

Mr. W. T. Nussey, Liberal, Wins by Thirty-Two Votes.

LONDON, June 27.—The by-election in Pontefract yesterday resulted in the victory of T. Willans Nussey, Liberal, who received 1191 votes, over Elliott Lees, Conservative, who received 1159 votes.

The vacancy was left by the unseating of Harold James Rockitt, Liberal, for securing his election on Feb. 13, 1893, by bribery. At the last general election Rowland, Winn, Conservative, was elected, but a few months afterwards was raised to the peerage.

The constituency is very close, as is shown by the fact that Mr. Nussey's majority was but 32. In the February bye-election Mr. Rockitt's majority was 63, and in the last general election Mr. Winn's majority was 40.

The Conservatives made heroic efforts to win the constituency, as a Liberal defeat would have been regarded as evidence of a reaction of feeling against the Home Rule bill.

De Treveneue Dead.

PARIS, June 27.—Count de Treveneue is dead.

A Mongolian Uprising.

HONG KONG, June 27.—A serious Mongolian rising has occurred at Wehel.

A Combine of Influences.

Fretting does more to enervate the system than the heat during hot weather. If people must think about the weather let it be weather of fierce blasts and snowdrifts. While they mop the perspiration from their brows let them recall their shivering experience in the unheated trolleys last Christmas Day and reflect that quinn's $1.50 white or tinted crepe shirts and a cheerful spirit will carry them pleasantly over the sands of summer.

It nourishes and invigorates the system—Adams' Pepsin Tutti Frutti. Take no worthless substitute.

The World on the Island.

The World is now delivered on the Island. New subscribers or changes of address left at The World Office, 83 Yonge-street, will be attended to.

Personal.

Dr. Lewis of Orangeville is at the Rossin.

W. P. Cook of Port Arthur is registered at the Kensington.

Bishop Barry of Windsor, England, is at the Queen's. He was formerly Bishop of Sydney, Australia.

R. J. Shaw, Montreal; A. Sherris, Caledonia; R. W. McClung, Streetsville, and W. T. Walker, Galt, are guests at the Palmer.

Frank L. Land of the firm of J. B. Lewis & Co., Boston, Mass., has married Miss Gertrude Leadley, the principal soloist of Queen-street Methodist Church in this city.

NO MORE SUNDAY COUPES.

ONE BENEFICIAL EFFECT OF THE RUNNING OF THE CARS.

The Twenty-Four Hired Carriages Now Engaged in Conveying Clergymen to and Fro Could Be Dispensed With—Women Pray for the "Ruin of The World and the Defeat of the Devil."

One of the beneficial effects of the running of Sunday street cars would be the saving of the employment of cabs to drive ministers to the Central Prison, the Mercer Reformatory, the Industrial Home and other Government institutions. At present 10 or 12 cabs with drivers are engaged every Sabbath for this purpose. With the running of Sunday cars the ministers will be enabled to reach their destination by means of an electric car, the horses will be enabled to take a needed rest on Sunday, and instead of 12 men being engaged for as many cabs that number of motormen will carry not only the clergymen but thousands of citizens to High Park and other breathing places. The expense of conveyance of the ministers at present is met out of the ministerial fund, to which the Government contributes. In addition to the dozen cabs engaged to convey the ministers to the Government institutions, fully as many more are utilized every Sunday to convey ministers engaged to preach anniversary or special sermons in churches other than those of which they are the pastors. The establishment of Sunday cars would enable these supplies to be filled without the engaging of cabs, horses and drivers.

EIGHTY-SIX LADIES PROTEST.

Prayers That The World May be Ruined and the Devil Defeated.

There were exactly 86 ladies present in Association Hall at the meeting called for the purpose of protesting against Sunday street cars.

It was a very devout gathering and withal very elderly.

Many prayers were offered for those who, from want of thought, allowed their names to be attached to The World's petition.

One lady prayed that the papers who are advocating the running of the cars may be overthrown and ruined.

A lamentable want of knowledge of the subject was shown when one lady, who had been reading The Mail, said that there were only 1400 signatures to the petition.

Very little work was done, the primary cause of calling the meeting being totally overlooked and devotional exercises indulged in.

Committees were appointed to confer with the Sabbath Observance Association in regard to disseminating Sabbatarian literature in all parts of the city. A lady was selected from each ward to be a convener of a committee for "the hindering of the running of Sunday cars." The committee meet next Thursday afternoon in the Y.M.C.A. Hall.

The meeting came to a close with a prayer that the City Council may stand firm and resist "the insidious advance of the devil."

How Sunday Cars Answer in Philadelphia.

Editor World: I see by a copy of your paper of June 24 that The World is again agitating for Sunday street cars, and that although some eight or ten thousand citizens are asking for them there are a large number who oppose this project on the grounds that it would tend to depreciate the moral tone of the city, encourage the idea of Sunday amusements, facilitate Sunday drinking, and decrease church attendance. It seems to me that those who oppose Sunday cars are exceedingly selfish in their views and narrow-minded in their arguments.

Here in Philadelphia, the Quaker City as it is called, and probably the most quiet and puritanical city on the continent, the cable cars and the horse cars run all day Sunday, and especially during the warm weather are looked upon as a great boon. The livery stables are not patronized to any great extent on Sunday, but the cars are taken advantage of by every class of citizen. Ministers who exchange pulpits are not driven to their respective places in hacks or coupes; they simply board a car, drop in a nickel and travel with the great crowds of church-goers. The street-car traffic on Sunday is equal to that of any other day in the week, and under no circumstances would the citizens do without the "nickel route." Yesterday I made a trip over some half dozen lines, both cable and horse car, and found the cars nearly all crowded with people who were either going to or returning from a church service, as was evidenced by the prayer books and Bibles in hand. Many of the citizens live in one end of the city, while their favorite ministers preach in the other end, so that it would be impossible for them to attend services during the warm weather without the cars. The parks and the cemeteries are every Sunday the favorite resort of thousands upon thousands of people who cannot afford the luxury of a hack, and who would be obliged to swelter and sicken at home if there were no street cars. There is a special staff of workmen for Sunday work, so that no one loses his rest and many a poor man is helped to honest labor.

The argument that Sunday cars would tend to increase Sunday dissipation is simply rubbish. The saloons and every licensed bar in the city close down at 12 o'clock on Saturday night and remain closed until Sunday midnight. Any person detected selling liquor on Sunday is peremptorily deprived of his license, and as the license in the first place costs $1000 the risk is considered too great to run. Hence, although the cars run all Sunday, it is absolutely impossible to secure a drink of liquor at any licensed hotel. Of course, there are unlicensed dives here as in Toronto, but the penalty for a first offence runs up as high as $1000, besides a term of a year in prison. If the same system were tried in Toronto Sunday drinking would be unknown, and the York and Centre-street gangs would have to seek fresh pastures if they were not in jail. I think the corporation acted wisely in having decided in favor of the trolley over the storage cars. In Philadelphia many of the streets are blocked by excavators, poles, wires, etc. They are preparing to start the trolley and abandon the costly and poorly-working cable lines.

Keep up the agitation, Mr. Editor, and secure for all classes of Toronto's citizens a real boon that they will appreciate fully when it is an accomplished fact. If a proxy vote can be utilized you can use the property qualification of

RICHARD ALCOCK,
119 Major-street, Toronto, Can.
Philadelphia, June 26.

Suggests a Sunday League.

Editor World: The weight of opinion in this city is overwhelmingly in favor of the change you are so ably advocating in reference to Sunday cars, but unfortunately such opinion is not organized. We ought to form a Free Sunday league. I suggest that all persons who would join such an organization send their names and addresses to The World, not necessarily for publication of course. We can then form a committee and very soon get down to business.

Toronto, June 27. HORACE SMITH.

An Open Letter to the Rev. G. J. Bishop.

REV. SIR,—In The World of Friday last

(Continued on Third Page.)

THAT PROPOSED CANAL.

Meeting of the Committee Appointed to Consider the Scheme.

A meeting of the committee appointed at the public meeting held some weeks ago to consider a canal between Georgian Bay and Lake Ontario was held at the City Hall last night. Those present were: Messrs. S. G. Wood, P. G. Close, A. J. Close, Ald. Hewitt, J. H. Boyle, Dr. Oldright, Henry O'Brien Q.C., and William Dixon and W. G. McWilliams.

Mr. S. G. Wood was appointed chairman and Mr. McWilliams secretary.

The committee decided to add the following to its number: Messrs. Frank Turner, C.E.; S. T. Humberstone, Reeve, and John A. Macdonald, Deputy Reeve of York; James L. Hughes, Ald. J. E. Verral, Harry Piper, William J. Mackenzie and Mr. Roy.

It was decided to make every enquiry into the bona fides and standing of those making propositions as to the scheme. The secretary also stated that he was in communication with the chairman of the Boards of Trade Congress at St. Paul, in which Duluth, Chicago, Minneapolis, Winnipeg and all the northwestern cities were represented.

The principal event was the speech of Mr. Frank Turner, who explained he had been called in to confer with the originator of the Hurontario Canal idea the late Mr. Capreol. Mr. Capreol had estimated the cost as $40,000,000, but with the modern developments in the apparatus of civil engineering and construction the cost would be reduced 50 per cent. As to the commercial value of it, it might be said that Mr. Capreol based his calculations on the wheat and agricultural products of 1870. Since then the vast wheat producing country of the Northwest has been opened up, and the growth of its export trade was beyond the limits of imagination. It was a direct saving of 400 miles between Chicago and all the Northwestern cities and the East.

Speaking of the mechanical questions of the scheme he showed that it was quite feasible by instancing the canal system of France, much more extensive then most people are aware of, where large ships are raised 100 feet in five minutes. Near Liverpool there is a canal where ships of 400 tons' burden are lifted 57 feet every day.

Mr. Turner, with Mr. Kivas Tully, C.E., and the late David Roberts, sr., had made a report before a special committee of the Ontario Legislature in 1889 in which it was said that it would require 16 locks. A New York Engineer said that to-day it could be constructed with four locks.

"YE PICCADILLY" CLOSED.

The Proprietor is Missing and Many Creditors Mourn His Departure.

John Mellon, proprietor of "Ye Piccadilly" boot and shoe store, Rossin House Block, King-street, is missing, and many creditors mourn his departure, none more so than his cutter, John Neil, who claims to have loaned his employer $1150 and has nothing to show for it except two worthless notes. Mellon formerly conducted a shoe store in Spadina-avenue, and about a year ago effected a compromise with his creditors, at that time disposing of his Spadina-avenue business but continuing the King-street establishment.

Before taking his departure Mellon greatly reduced his stock, and when the landlord entered to distrain took possession of the store they found that the boxes which lined the shelves were empty. The only effects left to satisfy numerous creditors are a few pair of shoes and a couple of rolls of leather.

A BRAKEMAN'S AWFUL FATE.

Crushed Between a Car and the Sarnia Tunnel—His Head Battered to a Pulp.

LONDON, Ont., June 27.—Angus McDonald, a brakeman of one of the tunnel crews, met with an awful fate at the Sarnia entrance of the tunnel Monday afternoon.

He was on the top of a westbound train nearing the tunnel for the purpose of letting off the brakes before the entrance to the tunnel was reached.

For some reason he did not get down in time and was knocked down by the top of the tunnel just as the entrance was reached, the tunnel not being high enough for a person to stand on top of the cars.

He was found about 50 feet from the entrance by the next train passing through. He presented a horrible sight. His head was crushed to almost a pulp and he was badly mangled, one hand being found some distance from the body, the latter likely having been dragged for some distance.

Well-known in Toronto.

A dispatch from St. Thomas states that a respectable-looking man, who gave his name as John Roberts, applied for and received lodgings at the police station. Yesterday morning when he got out he wandered about under the impression that he was in Chatham, and on coming back to the police station was detained till the chief arrived. From the manner of his arrest it was evident he was slightly erratic and he was remanded to allow his friends to be notified. Roberts is a brother of Mr. Alfred Roberts, of the firm of Roberts, Limited, 77 Yonge-street, Toronto.

WILLIAM RATHBUN,
27 Baker-street, Detroit, Mich.

It is not probable that the Beeton stranger was Hughson, as the dead man was unmistakably a patent medicine dealer.

New Baptist Church in Hamilton.

HAMILTON, June 27.—The corner stone of the new Baptist Church in Victoria-avenue was laid this evening at 7 o'clock. Rev. Elmore Harris of Toronto performed the interesting ceremony, and Rev. B. D. Thomas, also of Toronto, delivered the oration.

Marked Personal.

The author of the "Leavenworth Case" has given us another book which is spoken of in the most flattering terms by the New York papers. Anna Katherine Green's "Marked Personal," at John P. McKenna's, 80 Yonge-street, is unquestionably the book of the month. It will have a greater sale than any of her former works.

Sprudel Blockade Again.

The sidewalk in front of the Janes Block, corner King and Yonge-streets, was again covered yesterday with cases of Sprudel. This seems to occur about every 10 days. We learn upon enquiry from W. Mara, the agent, 79 Yonge-street, that he sells in Toronto alone 21,000 quart bottles monthly. There must be some good reason for this enormous sale.

Upset in the Bay.

Mr. F. Carnell, 149 St. Patrick-street, Mr. M. N. Scivers, 69 Sullivan-street, and two young ladies whose names could not be ascertained were dumped in the bay about twenty rods from the caravels yesterday afternoon. They were sailing around the stern of the Pinta, and not observing T. E. Collings, the S.O.E. lookout man, who with three friends was viewing the caravels, they ran into their boat.

The Cyclorama will re-open with Jerusalem on the Day of Crucifixion on the 1st of July.

Striking Pictures from New York.

Dealers in the city are displaying to good advantage this week's copies of "New York Truth" and "Music and the Drama." John P. McKenna, the newsdealer and publisher, 80 Yonge-street, is making a special run on both, the centre picture of Truth is one of the most striking that has yet appeared.

Another Half Million.

"Board of Trade" Envelopes, and they are better than the last, 85 cents per thousand. Blight Bros., 54 Yonge-street (Globe Building). 246

"Sprudel," king of mineral waters (always on ice), 5 cents per glass at Harry Webb's.

"Clear Havana Cigars."

"La Cadena," and "La Flora." Insist upon having these brands. 186

Try Taylor's "Special White Rose," 246

IN HOTEL LOBBIES.

Hotel Registers Carefully Filed—The Man Who Blows Out the Gas Has Disappeared.

Few people are aware, probably, that every hotel register is as carefully guarded as though it were a gold mine. At the leading hotels the old registers are piled in the huge safes, ranged in regular order, row upon row, many thicknesses deep. Hundreds upon hundreds of pages, with thousands upon thousands of signatures, every signature bearing silent witness to much that is important, or it may be to much that is trivial on the life of him who made it.

"Have you been required to produce any of your registers as evidence in court?" enquired The World of one of the clerks at the Queen's.

"No, none of the registers have been required for that purpose since I've been here," was the reply, "but they are frequently consulted by business men to prove dates. One important use to which they have been put is to supply a date on which an order was given, while the firm that gave it was insolvent. When the evidence is not otherwise forthcoming the hotel registers are searched for the date of the drummer's arrival in town, and in that way we often assist in establishing a fact which could not be proved in any other way.

"With the introduction of electricity as an illuminating power in the principal hotels the man who blows out the gas has disappeared, but it is no unusual thing for untutored countrymen to attempt to blow out the electric light. The other night at one of the leading hotels a guest broke the bulb in trying to get at the burner, and then alarmed the night clerk, who delivered to the startled guest his first lecture on electrical phonomena in general, and incandescent burners in particular. Speaking of the many cases of blowing out gas which formerly occurred one of the oldest hotel attaches in the city said last night: "I am inclined to think that people sometimes blow out gas from the force of habit. When a man has been blowing out a lamp before retiring for 20 or 30 years he is very apt, if he falls into a reflective mood, to turn out the gas automatically."

Rev. Dr. Dumble, one of the best known Anglican clergymen of New York, who has been staying at the Queen's, said last night: "It is a positive iniquity that the poor people of Toronto are not allowed the blessing of Sunday street cars. I am told that the preachers of this city are the chief opponents of the service. If that is true it is simply tyranny.

DEATH OF MR. TRUDEAU.

The Late Deputy Minister of Railways and Canals' Sudden Demise.

OTTAWA, June 27.—Touissaint Trudeau, late Deputy Minister of Railways and Canals, died at 3 o'clock this morning. It is only a few months since Mr. Trudeau was superannuated. The cause of death was heart failure.

Mr. Trudeau was born in 1826 and was appointed Deputy Minister in 1868. From March, 1884, until the union, he was Deputy Minister of Public Works in old United Canada.

The McConnell Sale.

The first day of the above sale, which has been so extensively advertised, took place at the residence, No. 254 Jarvis-street, yesterday and the audience consisted of the elite of the city of Toronto, purchasers being here from Hamilton, Chatham, Cobourg and Kingston, when the contents of the drawing room, reception room and billiard room were disposed of.

To-day the sale will be continued and will comprise the very valuable library of costly and beautifully-bound books, containing the works of Hogarth and Gilray, with impressed plates, French, German, English and Italian arts, Encyclopædia Britannica, with a large number of very rare and costly works.

The oil paintings and water colors will also be offered, together with the valuable furniture of halls, library, dining room, breakfast room and all bedrooms, carriages, etc.

The sale will commence at 11 o'clock sharp and will be under the management of John M. McFarlane, the well-known auctioneer.

BEETON'S UNIDENTIFIED DEAD.

Is the Stranger James Hughson of Detroit?—An Anxious Wife.

The World last evening received this letter:

DETROIT, Mich., June 27, 1893.

Editor Toronto World: In your issue of June 17 I notice a picture and description of a man who had died at Gross' Hotel, Beeton, suddenly, giving his name as that of James Johnston. The description and picture correspond very closely with a man by the name of Hughson, who left his wife and home here on April 27 to go down town to do a little business, since which time he has not been seen. The man was evidently a slightly erratic and his wife, who is almost distracted, thinks that perhaps he might have wandered off there.

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The Cyclorama will re-open with Jerusalem on the Day of Crucifixion on the 1st of July.

Striking Pictures from New York.

Dealers in the city are displaying to good advantage this week's copies of "New York Truth" and "Music and the Drama." John P. McKenna, the newsdealer and publisher, 80 Yonge-street, is making a special run on both, the centre picture of Truth is one of the most striking that has yet appeared.

Another Half Million.

"Board of Trade" Envelopes, and they are better than the last, 85 cents per thousand. Blight Bros., 54 Yonge-street (Globe Building). 246

"Sprudel," king of mineral waters (always on ice), 5 cents per glass at Harry Webb's.

"Clear Havana Cigars."

"La Cadena," and "La Flora." Insist upon having these brands. 186

Try Taylor's "Special White Rose," 246

HOW THE VICTORIA WAS LOST.

A DETAILED ACCOUNT OF THE FRIGHTFUL CALAMITY.

Death Took the Sailors In Three Awful Forms—A Whirlpool In the Warship's Wake Where Whirring Blades Strewed the Sea With Bloody Corpses — Many Acts of Heroism.

NEW YORK, June 27.—The Evening World publishes an extra this evening, in which was the following special cable despatch from Tripoli, Syria.

About 3 o'clock last Thursday afternoon the English fleet came in sight of Elmina, the port and town of Tripoli. It was coming from the northeast and making directly for the harbor. The five big ironclads—Victoria, Camperdown, Edinburgh, Nile and Sanspareil—were drawn up in full front. The Victoria was in the centre, the Camperdown was on her left and the Edinburgh on her right.

The Signal Given.

When they were within five miles from shore Vice-Admiral Sir George Tryon signaled to turn and form a double line. This meant that the Victoria and Camperdown were to go ahead a little and describe a turn—the Victoria turning to the left and the Camperdown turning to the right—then they would advance side by side in the direction from which they had come, and others would swing into double column order and advance two and two behind the leaders.

Dangerous Manœuvering.

When the order was given the distance between the ships was less than two cables length. The execution of the order was easy enough for ships farther away from the centre, but extremely difficult for the Victoria and the Camperdown, who, in turning their bows, would pass within a few fathoms of each other, even if the movement was executed with the greatest precision. This movement is rarely made and is chiefly for the purpose of training the ship commanders to move expeditiously away from shoaling waters. Whether because Admiral Markham of the Camperdown could not believe this movement was to be used when the ships were so close together or because he thought Admiral Tryon had miscalculated the distance, he did not set about executing Admiral Tryon's order, but signaled that he did not understand the signal. The Victoria and the other vessels had not hesitated. The Victoria began to turn at once, as she still held to the signal. The Camperdown no longer hesitated, but also began to turn. The brief delay, however, was fatal. The Victoria had nearly turned, and the Camperdown swinging around bore down upon her.

Tryon Saw the Blow Was Inevitable.

Both were quick to act. Admiral Tryon swung the Victoria so as to receive at the smallest angle the blow which both officers saw was inevitable, and Admiral Markham did the same for the Camperdown, both reversing her screws. The 12-foot ram of the Camperdown struck the hull of the Victoria just in front of the armored bulkhead and plunged into her forward compartment of her starboard side. The armor ends of the bulkheads and the forward part of the Victoria above the water line were mere cardboard to the great iron wedge so mightily propelled. There was a smashing of wood and iron plates, and the ram for eight feet of the bow of the Camperdown crashed 20 feet into the bowels of the Victoria. The Camperdown was halted by the heavy armor of the Victoria, and as her crews were reversed, she at once began to back away. As all the other vessels were moving to get into double line behind the two leaders, they were bearing down upon the entangled ships, and a catastrophe involving all the navies of Europe was imminent. Only the coolness and prompt action of the other commanders prevented a general disaster.

Extent of the Damage Not Realized.

The Victoria's bow was now pointed full towards the shore. It seemed that Admiral Tryon did not realize the extent of the damage to the Victoria. As no accident of exactly this kind has happened before, he could not know what the effect of the hole in the compartment was to be. He no doubt thought that as only one compartment was damaged, the others would keep his ship afloat, so when the Camperdown and the other ships signaled offers of boats, he replied that he did not need them. The Victoria began to forge straight for the shore under full steam. It is one of the rules of the British navy that if a ship is in danger of sinking and shore is near by, she must be got into shallow water so that if she goes down she may be raised again. So Admiral Tryon was making for the shore and was widening the distance between the Victoria and the other ships. When the Camperdown's ram struck the Victoria, Admiral Tryon, the navigating officer, two signal officers and the man at the wheel were all upon the bridge, either in full view or in the chart house. Most of the officers were on the forward deck, lounging about, trying to keep cool under the blazing sun of the clear, calm day.

Discipline Was Perfect.

With the crash they rushed into the battery and as far aft as possible, but when the two vessels separated all returned to their places. Discipline was perfect. The admiral and officers remained steadfast upon the bridge, setting an example. So good was the discipline that within five minutes after the blow a diving suit had been brought on deck, but found themselves groping for doors of rooms filled with water and compressed air. There was a little more time for those in the officers' quarters. They heard the shouts and warning cries and rushed to the almost perpendicular deck.

Commander J. Ellicoe, lying in his berth sick with fever, started up and dashed to deck in pajamas to find himself immediately struggling in water. A lieutenant swam up to him, put his arm around him and despite the handicap of supporting a helpless man, was able to get away from the side of the sinking ship.

Drawn Into the Vortex.

The huge hull was drawing in the water as it went down, and several hundred men hurled suddenly into the water, fully dressed, had to battle against the increasing suction. A moment more and a new peril more horrible descended upon them. The great engine deep in the heart of the hull and inclosed in watertight compartments was still throbbing at full speed, and the great steel flanges of the twin screws were whirling round up in the air. As the vessel sank the screws came nearer and nearer to the water and descended into the midst of struggling human beings. The vessel sank slowly, and when the screws were low enough to begin to whirl in the water again the suction had increased until there was a deepening vortex like a maelstrom. At the bottom of this maelstrom the screws were revolving like circular knives. The poor creatures battled in vain against the suction. They were drawn down and thrown against the swift blades.

Cut by the Revolving Screws.

Then came a scene which made the officers on the decks of the other warships of the fleet turn away, sick with horror. Screams and shrieks arose, and in the white foam appeared reddened arms and legs and wrenched and torn bodies. Headless trunks were tossed out of the vortex to linger a moment on the surface and sink out of sight.

All within reach of that vortex lost their presence of mind. Men who knew how to swim ceased swimming and fought with the waters. Men struck each other in frenzy and struck each other off. The deep cone of whirling water with the swift knives chopping human bodies at the bottom of it was a horror to daunt the bravest. One man who escaped says that he saw in this great vortex at least 50 of his fellows fighting with each other and with inevitable death. In a moment or so the knives disappeared and the vortex began to close up. The ship was beneath the surface just as the whirl was shallowed almost to the surface.

The Boilers Exploded.

Then there was a muffled sound of thunder, the waters were tossed up and steam burst from them. Again the shrieks and screams burst from the swimmers. The boilers had exploded, the sea had rushed into the furnaces, and the swimmers were beating waves of scalding water. Thus, in less than 10 minutes, death in three awful forms attacked the officers and crew of the Victoria—death by drowning, death by knifelike screws and death by scalding water.

Efforts at Rescue.

With the first under-plunge of the Victoria all the boats were called away from all the other ships, and came straining over the calm sea to save the strugglers. These boats were soon picking up the fortunate ones who had got out of reach of the terrible vortex. So long as the vortex was there the boats dared not venture near, but they did lift from the scalding water several wretched sailors who were horribly burned. It is thought that more than half of those drowned got out of the ship, but were caught in the vortex or scalded to death by the boiling water.

Admiral Tryon stuck on the bridge and refused to leave it. Just before the Victoria made her plunge he saw what was about to happen, and issued an order for each man to save himself, but the order never got beyond the bridge, for ruin descended straightway.

Many Acts of Heroism.

The diver whom he had ordered below to look into damages was still on deck and dressed for his descent except his helmet. He would have been dragged to the bottom by his heavy lead-soled shoes had it not been for a seaman who stopped to cut him loose from his heavy clothes. The diver was saved, but the man who cut him free was drowned.

There were many acts of heroism, self forgetfulness and daring. The peril of those in the water was increased by the fact that the sea hereabouts is infested with sharks. It is the duty of the marines when a collision occurs to go immediately below and close all the water-tight compartments. When the Camperdown struck the Victoria, the Victoria's marines went below for their duty, and as a result out of 120 marines on the Victoria, 99 were lost.

IMPRESSIVE MEMORIAL SERVICE.

Royalty Attends the Service Held In Memory of Vice-Admiral Tryon.

LONDON, June 27.—Services in memory of Vice-Admiral Sir George Tryon, commander-in-chief of the Mediterranean Station, who lost his life through the foundering of his flagship, the Victoria, were held to-day in St. Peter's Church, of which Vice-Admiral Tryon was an active member.

The services were largely attended. Among those present was Lady Rementine Tryon, widow of the vice-admiral, and the members of her family; the Duke of Edinburgh, the Duke of Cambridge, Earl Spencer, George J. Goschen, Ex-Chancellor of the