The Toronto World.

NO 83 YONGE-STREET, TORONTO

A One Cent Morning Paper.

SUBSCRIPTIONS.

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A Worthy Mission.

The World casts its "bon voyage" with the many others that follow Hon. Mackenzie Bowell in his mission to the Australian colonies to extend our trade therewith. No better selection could have been made. Mr. Bowell is our Minister of Trade and Commerce, an office especially created for opening up new markets for Canadian products. Mr. Bowell is thoroughly cognizant of all the details of Canada's resources, our business methods, and the wants of our people in the way of raw material. His long years in office as Minister of Customs have made him thoroughly in touch with the business men of Canada. He knows what lines of goods we can make best, what lines pay us best to make, and what lines will be most profitable to us if we can increase our markets.

Mr. Bowell is also thoroughly trained to public affairs. He knows how negotiations such as those with which he is entrusted are to be carried on; he will always be cautious, not given to fireworks arguments, and not one to commit Canada to an understanding that she cannot fulfil.

Mr. Bowell is of good address and speech.

Those who heard him speak at the Toronto Club a few weeks ago, when the English journalists were entertained, said at the time that his remarks had all the finish, care and excellence that mark similar deliverances of the public men of England.

We commend Mr. Bowell to our cousins in the South Pacific: we say to them, listen to what he has to say; tell him frankly what you have to sell and what you wish to buy; get it into your heads, as we are getting it into our heads, that we are part of the greatest commercial and trading empire the world ever knew, and that we can so arrange trade and the lanes of commerce as not only to maintain, but greatly to increase, the supremacy of the British flag.

Toronto's Eastern Harbor.

This year witnesses the initial steps of the conversion of Ashbridge Bay into a harbor and port for vessels. Two and a half miles east of the eastern entrance of Toronto Bay another similar channel is being made from the lake into Ashbridge Bay. It is a smaller affair than the channel into Toronto Bay, but it is a good beginning. Dredges, tugs and scows are now navigating the waters of the new harbor, and it is quite possible to-day for the festive stone hooker to undertake a commission which involves the furling and unfurling of sails on the placid, if pungent, waters of Ashbridge Bay. Who will foretell the future of our new harbor? It is in many respects a duplication of Toronto Bay. The south limit of the harbor is formed of a sand bar, which is but a modified duplicate of our Island. Ashbridge Bay will afford as big a frontage for docks as its older rival. As soon as Toronto begins to make another spurt ahead the wharf builder will be on hand driving spiles into Ashbridge Bay, and the patient dredge will be in evidence cutting out a route for the vessels of commerce. Coal, stone and lumber yards and factories of various kinds will find their way to the new harbor before long. A little dredging and the building of a wharf would make it possible to convey people to Woodbine Park by steamer. As soon as the cut between the two bays is completed the smaller steam launches will be able to skirt along the front of the city, in sheltered water, from the Queen's Wharf to Woodbine Park, a distance of five miles. It will not be long, perhaps not later than next season, before the aldermen of Ward 1 will be demanding an island service for the East End, a service that will begin two miles east of the Don and pick up passengers all the way along the front of the city as far west as Parliament-street, and thence to the Island. The sandbar in front of Ashbridge Bay can be transformed into a place of beauty if the city will lease it to citizens the same as it has dealt with the Island. This sandbar will probably be useful for no other purpose, and it is a question whether the council should not consider a scheme for auctioning off the bar in 100-foot lots, that is the leasehold. There must be fully 15,000 feet facing the lake, and most of this would afford another frontage on the bay. A characteristic of the various schemes that have come up for reclaiming the marsh was the conversion of the sandbar into lots for summer cottages. That is the only use to which the bar can be put, and we cannot at present see any valid reason why the city should not lease it in building lots. A large number of Toronto people pass the summer on the Island and are greatly benefited by a three months' contact with the pure air that surrounds the waters of Lake Ontario. Others would go if they could get the houses. There is not room for many more cottages on the Island. Why, then, should the city not open up the sandbar along Ashbridge's Bay? We who are living in Toronto to-day are the ones who should enjoy whatever advantages Toronto has to afford. Why shall we leave this bar a deserted waste when thousands of citizens might find it a medium for gaining health and happiness? The King-street car line makes the whole bar as accessible to residents thereon as the Island is to those who live on it.

Who Will Solve the Problem?

WANTED—A MAN WHO CAN READ THE signs of the times; a prophet preferred, or the son of a prophet. Big wages to the right party. Apply John Blevins, City Clerk, Toronto.

We have outlined a draft advertisement which we trust the City Council will consider and cause to be inserted in an extensive list of papers, those of Hamilton included. The man we are after is one who can diagnose our present condition, refer it to its proper causes, and outline a policy that will dispel the stagnant cloud that now rests above the town. In ancient days a blight fell upon the city of Thebes. A sphynx came along and planted herself down before the gate of the city. She propounded a riddle and stated that as soon as a man appeared who could solve the riddle just then, but no sooner, would the blight disappear. Along came a white-whiskered grandfather called Edipus. He answered the charade (which was somewhat similar to those that appear in our modern weeklies), and the blight, for a time at least, disappeared.

It is an Edipus we want in Toronto. We have had several sign readers, who professed ability to dispel blight as dense as Newfoundland fog. These parties, however, have failed to lift the hovering clouds.

Several of them came along last winter. Says they: "Toronto must have more manufactories. Establish a committee of whiskered citizens, men of age and of long heads. Set aside Ashbridge's Bay as a place for making steel and iron. Let the coke of Cleveland and the iron ore of Central Ontario come together on that historic marshland, and presto! you have a combination that will populate the town and dispel the blues from our citizens burdened with equities in side-line building lots."

Another man of divination sized up the situation and outlined a remedy. "Nickel," said he, "nickel will cause the sun to shine again. The whole world is clamoring for nickel. Let us make nickel. Let us blend nickel with steel and produce nickel-steel. Don't you see how every new vessel is being clad in nickel-steel? Don't you observe how crazy the people are to cook in nickel saucepans, and to pour coffee from nickel coffeepots? Bring your Sudbury nickel down to Ashbridge's Bay and there make your nickel-steel. Nickel will double your population in ten years and make the name of Toronto famous the world over. Nickel will be king in Kanada." So the man of divination spoke, and the people listened with bulging eyes. But the rushing waters ebbed back to the sea and all was soon calm again.

Some of the sign-readers looked up at the black cloud with a telescope. They found the cloud to be nothing more nor less than a huge swarm of microbes, with wings made of tax bills. Came along a quack, a sleek worker, who requested the ear of the people. "Let me boss this job, citizens. I use sulphur. These microbes originated at our rickety City Hall. I will kindle a fire of sulphur and choke the vermin to death." The people looked at his coat and said, "Here, take the job." The quack went down to the City Hall with his pockets full of sulphur. He started to fire the sulphur, but he soon found it was choking himself as well as the microbes. The fire was extinguished, and the microbes went on breeding even faster than before.

And so the cloud still continues to darken the town. Others have offered suggestions for liquefying fog and causing it to descend in the form of rain, thereby clearing the atmosphere. For the most part these, too, have been quacks and false prophets.

Take the latest of them for instance, those who sat round the table at the City Council the other night, as in a seance, invoking spirits. They discussed the situation, and to them it appeared that a canal, something like they have on the planet Mars, would make things go in Toronto. A canal 110 feet wide divided by a stone wall, one side for vessels going up, the other for vessels coming down, a sort of double-track affair, with a devil's strip in the centre. This, they say, will lift the cloud. But these cloud-dispellers are of the quack order, too. They can talk and produce plans, but they can't dispel clouds. Here is what a captain who has sailed the lakes for 30 years says of the Georgian Bay canal scheme: "These fakirs ought to be let mercilessly to themselves. They don't know what they are talking about. Between the Straits of Mackinac and Kingston the most the canal could possibly save is 234 miles, and not 900 as the schemers assert. Even if no tolls were charged on the canal a vessel captain would prefer the longer lake route to the shorter one via the canal. He would save time by avoiding the canal. His vessel would be less subject to injury, and he would be saved the incidental expenses and the worry of making 70 miles of canal navigation. You don't find vessel men clamoring for this canal. They wouldn't use it if it was built. And how many million dollars would it cost? The scheme is a delusion and a snare, and the public ought to leave it religiously alone."

Again the city is cast on its own resources. Will not some genuine Edipus come along who will solve the riddle: "Why does Toronto stand still?"

PAY YOUR TAXES.

At the City Treasurer's Office, City Hall.

First instalment must be paid not later than Sept. 6. The first instalment of taxes must be paid on or before Wednesday next, the 6th of Sept. Citizens should make these payments at the City Treasurer's office, City Hall, and thus show in a practical way that ward collectors are not necessary.

"Hotel Vendome," New York.

Toronto people visiting New York should make their home at the well-appointed and handsome "Hotel Vendome," corner of Broadway and Forty-first-streets. The "Hotel Vendome" is a short distance from the Grand Central depot, and has also direct car service from the West Shore and Erie Railway ferry docks. The "Vendome" is almost opposite the Metropolitan Opera House, and street cars pass the door from all theatres. Its appointments are perfection. Newly furnished and equipped from the ninth story down; it is the *par excellence* of comfort. The hotel contains two hundred and fifty rooms, single and *en suite*, with or without baths, and is conducted on both the European and American plan. The cafe is one of the handsomest in New York, and the dining-room, situated in the ninth story, cannot be surpassed in New York. The "Vendome" is the most home-like hotel in New York. 1

Daily Excursions.

Commencing on Monday, Sept. 4, the palace steamer Empress of India will issue return tickets to Buffalo for $2, to Niagara Falls and return $1.25, St. Catharines and return 75c. These rates are made for the two fair weeks, and visitors to the city wishing to visit the Falls or Buffalo during that time should secure their tickets over this favorite line. Tickets may be had at all the leading hotels, G.T.R. ticket office and on Milloy's Wharf.

Mr. T. J. Humes, Columbus, Ohio, writes: "I have been afflicted for some time with Kidney and Liver Complaint, and find Parmelee's Pills the best medicine for these diseases. These Pills do not cause pain or griping, and should be used when a cathartic is required. They are Gelatine Coated and rolled in the Flour of Licorice to preserve their purity and give them a pleasant, agreeable taste.

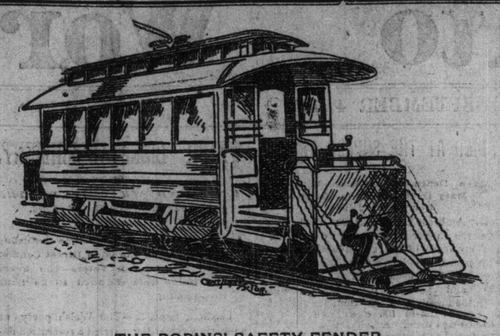
He Has Tried It.

Mr. John Anderson, Kinloss, writes: "I venture to say few, if any, have received greater benefit from the use of Dr. Thomas' Eclectric Oil than I have. I have used it regularly for over ten years and have recommended it to all sufferers I knew of, and they also found it of great value in cases of severe bronchitis and incipient consumption."

Lady Burton's story of her love for and life with the late Sir Richard Burton, given at length in The Toronto Sunday World, is the most entertaining and inspiring literary effort of the day.

Winter Coming.

Furs altered and repaired at moderate prices. Satisfaction guaranteed. Ordered work a specialty. J. Harris, manufacturing furrier, 71 King-street west, Toronto, first flat over Bilton Bros.



THE ROBINS' SAFETY FENDER.

AN IMPROVED CAR FENDER.

Thorough Tests Prove Its Value in the Saving of Life—The Robins' Life Guard.

In the accompanying illustration is shown a view of the Robins' life guard or safety fender, which gave such successful results in the public tests recently made at Gloucester on the line of the Camden, Gloucester and Woodbury Railway. The picture shows the position of the electrician of the railway company, as he landed in the net after being struck by the trolley car at full speed. Notwithstanding that the car was moving at the rate of over 20 miles an hour, this gentleman was picked up safely, feeling no ill-effects from the blow of the fender.

The fender consists of a strong iron frame, which is bolted to the car body and extends three feet in front of the platform. A wire netting covers the bottom of the iron frame and extends upward at right angles a few inches from the dashboard. The netting is connected to the bottom framework by springs, so as to break the fall of a person caught up by the device.

Across the front end of the fender is a heavy piece of rubber tubing about five inches in diameter. The calibre of the tube is preserved by the use of four iron bars, the ends of each bar being provided with strong spiral springs, which are joined to the iron framework. By this arrangement the person struck receives no injury from the blow, but falls forward into the netting until the car can be stopped. A short distance back of the pneumatic tube is an upright support designed to prevent children who have been thrown into the net from crawling out while the car is in motion.—Philadelphia Record.

THAT CANAL.

The Gravitation Committee Recommend That the City Council Endorse the Hurontario Ship Canal Scheme.

Saturday morning Ald. Hewitt's Gravitation Committee met and adopted a resolution approving of E. A. Macdonald's canal scheme in its entirety.

The members present were Ald. Hewitt (chairman), Lynd, Jolliffe and Leslie.

This is the resolution:

During the greater part of the year your committee have had under consideration a number of propositions to supply the city with water by means of gravitation. After several meetings and the hearing of different deputations by interested parties and very deliberate consideration your committee would recommend the acceptance of the offer of the Toronto Aqueduct Company as embodied in the draft memoranda of a proposed agreement submitted herewith.

It is also recommended that this council memorialize the Lieutenant-Governor-in-council to incorporate the company pursuant to their petition in that behalf, and that the City Solicitor be instructed to urge upon the Government the necessity for immediate action. It is desirable that no delay should occur in the preparation of an adoption of the agreement by the city and the ratification thereof by the Lieutenant-Governor-in-council as required by law, or in the issue of the letters patent incorporating the company.

The above resolution was type-written, with alterations made in the handwriting of E. A. Macdonald, and handed by him to the chairman.

Following is the draft agreement referred to in the resolution:

The Agreement.

1. The company have the right to sell water for power purposes, or electric or other motive power generated by or from water to the corporation and inhabitants of Toronto at a price not to exceed one cent per horse power per hour.

2. The corporation to have the option of taking water from the company for domestic, fire protection and other purposes other than for power purposes, for three cents per 1000 gallons.

3. In the event of the corporation requiring a supply of water for the purposes mentioned in the last preceding section the company shall supply the same to the existing reservoirs of the city, or such other reservoirs to be constructed by and at the expense of the company under the direction, supervision and to the satisfaction of the City Engineer, and also to connect such reservoirs so to be constructed with the corporation waterworks system of which the corporation shall at all times retain full and absolute control.

4. The corporation to pass a bylaw vesting in the company such powers of expropriation, etc., as are now vested in the city by any special or general act, to enable the company to carry out its objects.

5. The corporation to agree to promote special legislation ratifying and confirming such agreement as may be entered into between the city and the company, and powers granted or purporting to be granted by the letters patent incorporating the company, and such other powers as may be necessary.

6. The company is to have the same rights as to the laying of electric wires or other conductors of heat, light or power as may be necessary, such powers to be as full and complete as those any or all other companies now enjoy upon all streets, lanes, squares and other portions of the city, to be exercised subject to the same restrictions, supervision and control of the City Engineer as other companies.

7. The company to be entirely exempt from taxation in perpetuity.

8. The company to complete a ship canal between Georgian Bay and Lake Ontario at Toronto within five years, and after the completion of the works the company to have the exclusive right, for the purpose of the company, to use or draw the waters of Lake Simcoe or those of Georgian Bay or other sources of supply that may be used by the company, but this section shall not prohibit municipalities in the immediate vicinity of such waters from using the same for all domestic purposes other than power purposes.

9. The company shall pay damages to all persons whose vested rights may be adversely effected by the company using or diverting the waters of any lake, bay, river, stream, or other source or sources of supply, and for right of way or for real estate that may be necessary to expropriate for the purposes of the company.

10. The company shall not discriminate in the matter of tolls, rates, charges, rebates or otherwise in favor of vessels or ports of any country or nationality.

11. The agreement and all rights thereunder may be declared forfeited, null and void by the City Council, subject to the approval of the Lieut.-Governor in-council, if the work be not proceeded with before Dec. 20, 1893, and at least 5000 persons employed upon the work of actual construction before July 1, 1894, provided that the company be incorporated according to the terms of their application, on or before Oct. 1, 1893; and provided that the proposed agreement be duly executed and sanctioned by the Lieut.-Governor-in-council on or before the date last above mentioned.

12. All powers and franchises to be granted by such agreement or act of Parliament to be enjoyed by the company in perpetuity.

After the meeting the members of the committee requested the Mayor to call a special meeting of the council for the purpose of adopting the resolution. This the Mayor refused to do, but agreed to call a meeting of the Executive for 3 o'clock Monday.

The Mayor was surprised when he learned that the Gravitation Committee had adopted the resolution. He said the manner in which the meeting was called and held was unjustifiable. He further said he would do his best to prevent the council entering into any agreement by which the city's name would be hawked around New York as endorsing any scheme of the kind, until it was clearly shown that some responsible parties are interested.

Engineer Keating smiled when he heard of the resolution, and said, "By George, they are rushing things!" He said it would be impossible to give any opinion as to the feasibility of the scheme until he had gone over the ground. He thought the first thing that should be done was to ascertain where the immense capital was to come from that is necessary to carry on and complete the great work.

A number of the aldermen interviewed said they did not think the resolution would get past the Executive Committee, and although they refrained from saying anything against the scheme they are all anxious to know who are the capitalists at the back of it. It seems to be the general opinion that the council has not yet forgotten the Beavis-Redway syndicate muddle.

Ald. Hewitt says the meeting was called in the regular way, and denies that there was any undue haste or secrecy in the manner in which the business was transacted.

The Toronto Sunday World, Sept 3.

The Toronto Sunday World of Sept. 3, that was on the streets at 9 o'clock on Saturday night, contained the following special features, as well as all the news of the day, social, foreign, home and sporting:

The Passing of Home Rule, being The New York Tribune's weekly cable letter, specially and exclusively telegraphed to The Sunday World.

Cons of the Niagara Tennis Tournament.

Sir John Thompson in Montreal.

The Silver Fight in the U. S. Senate.

Senior League lacrosse matches at Toronto and Montreal.

Particulars of the Dobbins Domino match.

Canadian Hackneys at Chicago.

Versatile's win on the turf at Sheepshead Bay.

Hon. Mackenzie Bowell's appointment.

G. B. Smith's successor in East York.

The Scott Act in New Brunswick.

An Ovation to Mr. Gladstone.

Society Notes and Gossip, by Arachne.

Lady Burton's Love Story, told by herself.

A Night With the Pugilists in New York, by E. W. Sandys.

Editorials—Herbert Spencer's Philosophy; The Athletic Month; Methodism, Past and Present; Progress of Education.

From Day to Day, being notes and comments on passing events, by The Captious One.

A page for women, illustrated.

Short stories, humor and miscellaneous matter, illustrated.

Unpopularity of Trotting in Toronto and Tales of the Turf, by Pop.

Early Speed in Trotters.

Winner of the St. Leger, with many interesting details.

The Stage and Criticism, by Touchstone.

My Four Favorite Parts, by Henry Irving.

Beerbohm Tree on great actiar.

The Toronto Sunday World will be mailed or delivered free every Saturday night on the following terms: $2 a year, $1 half a year, 50c a quarter, 20c a month.

Twenty-five thousand people read The Toronto Sunday World.

The Theatres This Week.

To-night Mr. Lewis Morrison and his company will inaugurate the season at the Grand Opera House. Mr. Morrison will again appear in the dramatic version of Goethe's masterpiece, "Faust," and will be seen in his old part of Mephisto. The company this season is said to be above the average, and includes such well-known artists as Miss Florence Roberts, Mr. Edward Elsner, F. D. Montague, L. J. Hall, Mrs. Nelson Kneass, Miss Margaret Raven, Miss Lillian Armsby and others.

The scenic and mechanical part of the production is all that could be desired.

Frank Daniels in "Little Puck" opens at the Academy to-night in his spectacular revival of "Little Puck." Mr. Daniels' season opened in Buffalo last week and in criticising the performance The Buffalo Express said: "Little Puck" revived is a go. All the riotous fun of the original is retained, more is added thereto, a lot of unnecessary scenic charms are introduced and the whole makes a rollicking entertainment than lasts nearly 3¼ hours. It is packed full of bright things—songs, dances and various specialties—and they went with remarkable vim.

Mr. Daniels sang his costermonger songs with their usual effect. He has a new song, "When He Married the Lady He Met at Monte Carlo," which will make as great a hit as has William Hoey's "The Man Who Broke the Bank at Monte Carlo," which it burlesques. Miss Sanson wore several stunning costumes and sang a new song, "Marguerite of Monte Carlo." Miss Adele Farrington's song, "A Bicycle Made For Two," was one of the hits of the evening. Miss Emma Vance, long a London favorite, and all summer the chief attraction at the New York Casino roof garden, is Mr. Daniels' leading novelty.

Walter Sanford's grandest of all scenic productions, with tons of new and beautiful scenery, will be seen at Jacobs & Sparrow's Opera House all this week, commencing tonight, with matinees Tuesday, Thursday and Saturday. A play of the melodramatic class, such as "The Struggle of Life," requires several attributes to make it successful and attractive with the public. It must have its strong, heroic speeches, its highly wrought-up and sensational situations, its thrilling climaxes and, above all, must be put upon the stage nowadays with elaborate scenery and effects, and it is because possessed of all these qualities that this play has been received with such marked favor and been stamped a big success. Prices here never change, remaining at 15c, 25c, 35c and 50c.

Moore's Musee opens to-night at 7 o'clock with an excellent list of attractions. "Papatina," the celebrated serpentine dancer, has been engaged to head the program in the theatre. Other names appearing on the program are as follows: Mills & Mills, German sketch artists; Billy McIntyre, comedian; the Fergusons, Irish sketch artists and dancers, and many others. In the lecture hall the miniature World's Fair, Whalen, Gus and Little Mouday and Miss Matilda Cornstalk will entertain all that visit that department.

To Columbian Exposition

Via the Wabash vestibuled trains running to Chicago every day in the year, are the finest known to the railway service. They are complete and solid vestibuled from end to end, the entire train being a moving palace of connected apartments. All Wabash trains stop at Englewood, near 60th-street entrance to the World's Fair; electric cars direct to grounds every five minutes. Get your tickets via Detroit and the banner route. J. A. Richardson, Canadian Passenger Agent, northeast corner King and Yonge-streets, Toronto. e

"Go to Sleep," sure cure for sleeplessness, nervousness and headache. "Contains no Narcotics," gives sweet refreshing sleep in every case. This splendid sedative is especially efficacious in cases of insomnia from overwork, excitement or alcoholic excess. Guaranteed safe, sure and effectual. In bottles 25c at all drug stores.

A VOICE FROM THE PULPIT.

REV. T. C. JACKSON ON THE SUNDAY CAR QUESTION.

He Speaks in No Uncertain Words on the Stand of the Clergy in the Recent Contest—The Selfishness of Those Who Enjoy Advantages Which They Are Unwilling to Grant to Others.

Yesterday evening in the Forum, the Rev. T. C. Jackson of the Unitarian Church preached a most original and thoughtful sermon that throughout was a careful analysis of the Sunday car question. Mr. Jackson is one of the strongest advocates of the Sunday service to be found in the city. He commenced his discourse by analyzing the attitude of the city papers towards Sunday cars during the recent contest. He said that The Mail had plenty of space to attend to insignificant matters in foreign lands, but none to devote to the great question that was agitating the city from its deepest foundations. It had been stated on good authority that The Telegram would not publish anything against them. At first The Empire took sides against the Sunday service, but afterwards it rued its action when it was too late to range itself on the other side. The News was wholly against Sunday cars, while the plucky little World fought single-handed the great battle of the true right of citizenship.

Mr. Jackson then proceeded to draw lessons from the recent contest. The first great lesson was that men were still willing to attempt to tie their brethren instead of using their energies to promote the vital mission of Christianity. In this they acted as did the Pharisees of old. He thought he heard Christ say to these men: "Ha, at your old purposes again?" Christ's mission was to relieve people of their burdens, and one of these was that strict, rigid, useless Sabbath that lay so heavy upon them. Why must the church ever waste its precious time in little things? Should not the pulpit have a message filled with innate fire to hurl against those employers who pay their employes less than would keep soul and body together, and who thus drive many to prostitution in order to live and to keep the outward semblance of respectability? Has the church no message for those men who store huge sums in banks and live in selfish indifference while their fellowmen around them rot and starve? Has the church no efforts to put forward for the relief of the down-trodden, poverty-stricken masses of our city? World! not Christ have indignantly disclaimed those who sedulously attend and constantly shut their eyes to the great and vital questions of life?

We claim superiority in morality and hold Toronto up to the world as a model city. But must not there be some great moral weakness since we are afraid to trust these most moral and righteous people with a Sunday transit? The fact is that Toronto is not much better nor much worse than other cities. Human nature is much the same everywhere, and Toronto is not yet become quite angelic. Two noted divines last winter exerted all their talents to show up the iniquities of the hidden dens and the open and secret vices of the city. And yet they say we are the most moral city on the face of the earth.

As to the Church.

The preacher contended that the church has ever been in the rear of every great onward movement. The priests of the day called Galileo a heretic, Newton an infidel, and it had nothing but evil to say of Darwin, and its whole strength was used to oppose the inspired ideas of these gifted men. The church has opposed that true biblical criticism that has restored to us the beauties and divinity of Christianity. And it has fought against the study of comparative theology which has revealed the fact that there is a great divinity that ever moves in the hearts of men. In its action against Sunday cars the church is only maintaining its ancient attitude of opposition to all progress.

The ministers of the church had said in this question, as in many others, "We will be the Judgment day." He felt that it would be a happy time when the church ceased to take its views from an antiquated past and to live in the living present. Another great lesson was that superstition was ever obstinate. When we have outgrown any view and still cling to it that is superstition. This view of the Sabbath that the city of Toronto holds was antiquated 20 centuries ago. Is not this superstition? The law that forces us to observe one day in seven upon religious grounds is but a relic of the union of church and state.

One other great lesson is that men will resort to almost any unfair methods to carry their prejudices. The anti-car people held up to their hearers Cincinnati, Cleveland and Chicago, but took diligent pains to say nothing about Philadelphia, Boston and other moral cities. They vilified the street car company, which had given a good service, and which had not been established for benevolent purposes, though you would think that was their particular business to hear the voices from the pulpits of the city. And all this came from those whose religious charity thinketh no evil.

The last lesson was that all people, even churches, are selfish. Those people who ride in their carriages and refuse cheap transit to their less fortunate brethren are the quintessence of selfishness. Did not the great vote against Sunday cars come from those who lived in the suburbs, along the railway lines or close by the parks? These men virtually said they would have things as they wished them and those who lived in the congested parts of the city might stay there. The ministers had by their vote and influence said: "You must go to church or stay at home." He had not much faith in forced attendance at churches. In all great questions the minorities had ever been on the side of right and progress, and yet such movements as the Protestant Reformation grew and, waxing strong, burst its bands. Mr. Jackson believed that any question that did not touch injuriously upon the morality of the people should not be left to the mercy of majorities or minorities. This is the only line of march onward. Why should 973 men prevent 13,000 moving about the city on any particular day he could not see. He saw already the signs of another coming conflict, which he prayed might result in the triumph of reason, sympathy, charity and love.

The First Sunday Street Car.

Pedestrians in King-street yesterday afternoon were surprised to see a bob-tail car running down the street. There were no horses attached, nor was any electric power used. The down grade did the business, and the car was crowded with small boys. They found the car on Bathurst-street and wanted a ride, and pushed it down to King, where the grade was sufficient to bring it to King and Yonge.

Lady Burton's love story is given at length in The Toronto Sunday World, should be read by every lady in the land.

Medical Congress.

The physicians of Toronto's attention is called to the fact that the Pennsylvania Railway is offering special rates to the Pan-American Medical Congress, to be held at Washington 5th to 8th September. For all information apply to A. E. Webster, corner King and Yonge-streets.

Arachne's Society Gossip in The Toronto Sunday World interests you.

PLEASURE STEAMERS COLLIDE.

Passengers Panic-Stricken But No One Seriously Injured.

ROCKFORD, Ill., Sept. 3.—The pleasure steamer City of Rockford collided with the steamer Arrow while coming down the river Saturday night. The Rockford had 150 passengers on board returning from a picnic. When the accident occurred they were panic-stricken. Women and children fainted, and for a time pandemonium reigned. The passengers were finally safely transferred to another boat and no one was seriously injured. Both steamers were considerably damaged, but neither sank. A misunderstanding of signals caused the accident.

BOILER MAKERS AT PLAY.

Successful Picnic and Games at Island Park on Saturday.

Queen City Lodge of the National Brotherhood of Boiler Makers held its annual picnic at Island Park Saturday afternoon. The affair was a success.

The Games Committee performed its work well. The following were the winners of the open events:

100 yards race—G. Crammond 1, C. Arthur 2.

Three-legged race—Ross and Cairns 1, Crammond and Harvey 2.

Smoking race—C. Smith 1, G. Curtis 2.

Fat men's race—George McBride 1.

The tug-of-war between the boilermakers and G. T. R. employes was won by the boilermakers by two pulls to one. The boilermakers out-pulled their antagonists and in the first round dragged them all over the field.

Mrs. John Harvie and Sunday Cars.

Editor World: I saw in your paper that Mrs. John Harvie had addressed some ladies in reference to the "victory of those who opposed Sunday cars." She makes the most extraordinary statement in regard to the cause of said victory. She is reported to have spoken as follows:

I do not think that we realize in what manner the Lord wrought this conquest for us. Between 2 and 4 o'clock on Saturday things looked very black. We feared that we should be defeated. But what were our opponents doing just at that time? About 2 o'clock they began to be disorganized. They were certain of victory, ceased their labor and began to drink among themselves. And when you think it, how many times the Lord did this for the children of Israel! In the Bible we read time and time again of how He overcame their enemies in this way. He disorganized their ranks. Oh, it is a beautiful thing that we can meet here to offer up thanks to the Great Jehovah!

Now, according to this, Mrs. Harvie believes and would have other Christian ladies and gentlemen believe that our Saviour found it necessary to make one portion of his people give themselves up to drunkenness and disorder so that they would not interfere with his other children who were polling in votes against Sunday cars.

Imagine the Great Being that we are taught from childhood to love and place our trust in leading men into the saloon, making them drunk and riotous, so that their energy would be gone and they could no further help one another to work for Sunday cars.

Can Mrs. John Harvie explain why the street cars are running in other large cities on Sundays, affording every satisfaction and convenience to Christians, who largely patronize them, when the Lord by her own reasoning is opposed to this? Are there no saloons in those cities and towns, or is the moral atmosphere so much stronger than in Toronto that the friends of the Sunday car could not be made drunk? H. B.

Young Men and Women.

Barker & Spence's Shorthand and Business School reopens for evening sessions Monday evening, Sept. 4th. This school is always patroned by Toronto pupils, showing the work must be in advance of all similar places. Their shorthand course is unequaled in Canada, while bookkeeping, commercial arithmetic, penmanship, typewriting and all kindred subjects are also handled by experts. Success and advancement is guaranteed. Rates are very low and can be paid in small sums, thus enabling every young man and woman to advance themselves. The school will be open Wednesday, Thursday, Friday and Saturday evenings of this week for registering pupils, therefore all interested should apply immediately at 13 King west for all information. 136

Loop Chains Along the Docks.

Editor World: Your columns of the 31st ult. contain the report of the S.O.E. Naval Brigade Committee on the conduct of the lookout man at the time of the drowning of young Beam, including a recommendation that life buoys, etc., be placed on the wharves. Certainly the present lack of them shows disgraceful carelessness and buoys and hooked poles should be distributed liberally without delay. But should not a further step be taken and chains be looped along the docks at the water's edge, as is done in England? At present neither the unfortunate who tumbles in, nor the rescuer who plunges after great least, has anything to cling to on reaching the surface, nor any means of climbing the high straight dock, but must wait till a rope is thrown. An any time both rope and thrower may be found wanting.

Prevention being better than cure, a moveable guard chain strung as a fence around the top of the wharves would be an improvement on the above, but is perhaps too much to expect as things go.

G. ST. V. MORGAN.

Public Attention.

Public attention is called to the fact that by improved methods of manufacturing the different materials contained in the Empire Baking Powder—the whole being scientifically compounded—a first-class article can be sold at a moderate price. The powder is manufactured by Ellis & Keighley, Toronto, and sold for 25 cents a pound tin. It is guaranteed equal to any in strength and wholesomeness. 1

The Liederkranz Picnic.

Thursday the Toronto Liederkranz, by previous arrangement, had an excursion to Berlin, tickets good Friday and Saturday, in order to visit their brethren of the various German societies in Waterloo's county town. Quite a contingent were present also from Hamilton and Guelph. The visitors were met at the depot by the Concordia, Sangerbund and Waterloo Orpheus societies and escorted to the Concordia Hall, where they were accorded a hearty reception and billeted to their respective quarters. After dinner, the various German societies assembled at the Market-square, and forming into line proceeded to the Scheutzen Verein Park, headed by the 29th Battalion Band. Here they passed a pleasant and enjoyable day. In the evening they were again escorted to town, and treated the town to some of their selections, which were sung in the language of the fatherland. Saturday the visitors did the town, returning to Toronto in the evening.

Mrs. Martha Besant's New Treatment cures consumption (except last stages), catarrh, hay fever, bronchitis, asthma and all lung troubles permanently. It gives fresh blood of incomparable richness and can be taken at any age without danger. This is an entirely new treatment in this country. Write for descriptive circular. Mrs. Martha Besant, Toronto. 1

Great Reduction in Rates to Chicago.

The North Shore Navigation Company have reduced their fare to Chicago and return to $16 from Collingwood and Owen Sound, including meals and berths, or $20 from Toronto, Hamilton or London, by the new and elegant steamer The City of Collingwood. Those going to the White City by this steamer will be well rewarded by a pleasant sail, excellent meals and comfortable staterooms. The fare is very low and should be attractive. See advertisement.

A. E. Walton,

chemist and druggist, cor. Queen and Broadview and 895 Queen-street east, is headquarters over the Don for the celebrated Membray's Kidney and Liver Cure and all the leading patent medicines advertised. See a list of testimonials for Membray's Kidney and Liver Cure. (1st a bottle); will cure pain in back without a doubt. 1

See Henry Irving's article, "My Four Favorite Parts," in The Toronto Sunday World.

Nothing looks more ugly than to see a person whose hands are covered over with warts. Why have these disfigurements on your person when a sure remover of all warts, corns, etc., can be found in Holloway's Corn Cure?

GUINANE BROS.

214 YONGE-ST.

TO-DAY, - FRIDAY

FORCED SALE.

PRICES CUT IN HALF.

LADIES' DEPARTMENT—

White Kid Shoes, instep strap, Louis XV. heels	$ 65
Canvas Walking Shoes	65
Kid Walking Shoes, hand-sewed	50
French Duck, high heels, kid tip and facing	1 18
Dongola Oxfords, patent tip and facing, hand-sewed	80
Tan Morocco Oxfords, tip and facing	65
French Kid Oxfords, cloth or patent quarters, patent tip and facing	1 00
Kid Buttoned Boots, silk-worked holes	60

GENTS' DEPARTMENT—

Patent Lacrosse Shoes, first quality Goodyear	45
Lacrosse Shoes	20
Sewed Laced Boots (warranted)	80
Sewed Lace Boots	70
Sewed Cordovan Congress	80
Sewed Congress	70
J. D. King & Co.'s $5 Dongola Lace Boots	2 40
G. T. Slater & Sons' $4 Dongola Lace Boots	2 00

MISSES' DEPARTMENT—

Tan Morocco Oxfords, tip and facing, hand-sewed	60
French Duck Oxfords, kid tip and facing, hand-sewed	75
Red Morocco Oxfords, hand-sewed	60
Kid Buttoned Boots, worked holes	60
Patent Leather Ankle Strap Shoes, hand-sewed	50

INFANTS' DEPARTMENT—

Morocco Boots, patent vamps	16
Patent Ankle Strap Slipper, hand-sewed	20
Patent Leather Boots, hand-sewed	20

Guinane Bros.'

MONSTER SHOE HOUSE,

214 YONGE-STREET.

THE TRUSTS CORPORATON,

OF ONTARIO.

Safe Deposit Vaults,

BANK OF COMMERCE BUILDING.

Parties leaving town for the Summer will find best accommodation for storing their Silverware, Plate and Valuables of all kinds.

Deposit safes, including Tin Boxes, to rent at a moderate charge. Our smallest safe is 5x3x22.

These Vaults are the Finest in Ontario, and may be inspected any time during office hours.

A. E. PLUMMER,

13 Manager.

SMOKE

CRUSADER

CIGARS.

Delightful Flavor

J. Rattray & Co., - Montreal,

MANUFACTURERS. ed

Horse Sense From the Country.

[From The Bobcaygeon Independent.]

The proposal to run Sunday cars in Toronto was voted upon on Saturday and was defeated by a thousand, the vote in round numbers being 13,000 to 14,000. The majority was obtained in the neighborhoods near the parks, among the well-to-do, a class peculiarly addicted to selfishness, bigotry and an absence of sympathy. The question of the right of majority rule is being brought into prominence by such contests as this. To say that the act of riding in a street car on a Sunday is an immoral act is palpably utter bosh. Then what right have ten persons to prevent nine persons from using a car on Sunday if they wish? If the ten have this right have they not an equal right to say that the nine shall not leave their houses on Sunday except to go to church? What moral right have ten persons to dictate to nine?

For England.

The Royal Mail steamship Parisian of the Allan Line left Montreal on Saturday at daylight with a full complement of cabin passengers and a large number of second cabin and steerage passengers. The Parisian has always been a great favorite with Canadian and American travelers. She sails again from Montreal on Oct. 7.

The Latrentian and Numidian of the same line sail respectively on the 9th and 16th Sept. The Numidian on this voyage will carry a limited number of steerage passengers, in addition to her ordinary number of saloon passengers. The Numidian, Mongolian and Laurentian have their keels constructed in such a way as to ensure perfect steadiness. Some particular attachment is used, and the result has been most satisfact