THE T. EATON Co.,
(LIMITED)

Canada's Greatest Store
190 Yonge-st . . . Toronto

190 Yonge-st., Nov. 15, 1895.

Making a New Record

for November. Forging ahead at a mile a minute clip. No stops, no slow-downs—nothing but clear running, with all the steam we want and the right of way all along the line. There's nothing to hinder our making fast time and doubling the distance between this store and all the others.

We're in fine trim for bigger business. At a time when all kinds of goods are going up in price, we're charging less than usual. You see it in everything you buy here. You notice it more particularly in making comparisons. No matter what anybody else professes to do or does do, it'll be to your interest to know exactly what we're doing in the same line.

The store is so big and its stocks so numerous we can't possibly tell of all the good things as they come along. Suggestions are given here and there and shoppers are welcome to the freest inspection of every nook and corner. We want you to visit the store as often as convenient and see things through your own spectacles. Every day in the week we're paying you to do this by letting out some goods at the lowest prices ever quoted.

Special values for Saturday morning will be apt to bring you, whether or no. You'll see lots of other goods equally interesting with these:

—50 Ladies' Capes (samples) in plain and fancy cloths, heavy winter weight, plain tailor-made and fur-trimmed, all new garments, regular price $7.50 to $12.50, on sale Saturday morning at $5.00
—150 Children's Short Coats, sizes 1 to 4 years, 24, 26 and 28 inches long, made of German eiderdown flannelette, in fancy colors, lined all through with canton flannel and trimmed with Angora fur, regular price $1.75, on sale Saturday morning at..... 1.00
—252 Solid Oak Rockers, carved back, well made in every respect, regular price $1.50, on sale Saturday morning at ..... .95
—Men's Umbrellas, steel rod, silk and wool covering (very durable), regular price $1.25, on sale Saturday morning at ..... .75
—Ladies' Black Leather Pocket-books, with spring lock, hundreds sold at the regular price of 75c, on sale Saturday morning at .45
—Ladies' Flannelette Drawers, all sizes, nothing skimpy about the quality, regular price 40c, on sale Saturday morning at ..... .25
—Ladies' High Cut Buttoned Overshoe, waterproof, regular price $1.50, on sale Saturday morning at 1.00
—Ladies' Dongola Kid Buttoned Boots, extension sole, pointed or wide toe, regular price $2.75, on sale Saturday at 2.00
—Armour's English Bacon in one-pound tins, regular price 15c, on sale Saturday morning at 9
—Armour's Lunch Ham, in one-pound tins, regular price 25c, on sale Saturday morning at ..... .14
—Handsome Silver-Plated Butter Dishes, quadruple plate, elegant finish, regular price $2.50, on sale Saturday morning at 1.65
—Bone Mustard and Salt Spoons, regular price 24c a dozen, on sale Saturday morning at 9
—Men's Fur-felt Chipsty Hats, satin-lined, all sizes, regular price $2, on sale Saturday morning at .... A Dozen 1.00
—Men's Lined and Unlined Kid Gloves, all sizes, regular price 75c a pair, on sale Saturday morning at .50
—Misses' Plain Cashmere Hose, full fashioned, all sizes, regular price 30c a pair, on sale Saturday morning at ..... .19
—500 Curtain Poles, polished imitation mahogany, walnut, ebony and oak, with brass trimmings and curtain pins, complete, regular price 25c, Saturday at .12½

The floor managers will direct you to the different stocks, but shoppers are never importuned to buy. And, of course, you get your money back if things aren't exactly as represented. Shopping here is surrounded with every possible safeguard, with no suggestion of trickery in methods or merchandise.

—108 only—No. 8 or 9 Copper Bottom Wash Boilers, good quality tin; regular price, 83c each; on sale Saturday morning at ..... .67
—5 o'clock Table Covers, assorted, in plain and colored borders, fringed; regular price, 40c each; on sale Saturday at ..... .19
—Linen Towels, assorted, in Damask and Huck, size 18 x 36; regular price, 20c per pair; Saurday morning..... .16

Clearing Prices in Silks:

A miscellaneous lot we want to close out. Instead of faddling with them for a week or so, we make prices that'll sweep 'em out in one day. They go on sale to-morrow:

—Fancy Silk Gauzes and Grenadines, for evening dresses and trimmings, in a variety of new tints, including white cream, tuscan, pink, sky, mauve, nile, buttercup, cardinal and silver tinsels, together with fine Swiss embroidered effects, lace insertion and fancy silk scroll effects, in 42 and 44 inch widths; regular prices from $1.50 to $5 per yard; ready Saturday morning..... AT 75c TO $2

If you see them you'll buy—sure. The difficulty is in describing colors and effects. Half-prices will clear the lot in short order, and there'll be no more to sell at the prices when these are gone.

THE T. EATON CO.
LIMITED,
190 YONGE ST. - TORONTO, ONT.

DALY'S RAREST TRIUMPH.

"MIDSUMMER NIGHT'S DREAM" IS LOVELY, INDEED.

The Delightful Rendering of Shakespeare's Fantasy Applauded By a Great Audience—Miss Rehan's Acting and Mr. James Lewis' Clowning, Combined With Mendelssohn's Music and Great Scenery.

Augustin Daly had his triumph at the Princess last night. His talents as a manager were never put to a severer test than when he attempted to stage "Midsummer Night's Dream, in a manner that would delight the Shakesperean scholar and the general playgoer alike. No fantasy, or comedy, or tragedy, that Shakespeare has written seemed less suited for the modern stage; but, he carried home the plaudits of a great audience.

The modern mind is intensely practical, and realistic. The signboard "Fairy Glen" does not nowadays convey to the imaginations of an audience all the lovely pictures that swept across Shakespeare's brain when he wrote the lines beginning:

"I know a bank whereon the wild thyme grows."

The modern playgoer wants the real bank, the real fairies, the real picture there, and his imagination tells him nothing. Well, when a man sets out to express the most delicate fantasy ever written, on the stage, to convey to these practical, realistic minds the brains and lyric outbursts and jocularities of Shakespeare, without materializing them, he has attempted something which pessimists might say was impossible. He would either fall through reverence and be merely dull, or sin in extravagance and be merely meretricious. Mr. Daly has avoided both pitfalls; he has given an elaborate production, but has not crushed the butterfly on a wheel, and has brought out the poetic elements eloquently. Those who saw "Midsummer Night's Dream" last night were taken into fairly land, a land of sweet sounds and lovely fancies and glad utterances. All the actors woh surrounded Miss Rehan were not geniuses, but everyone had the greatand rare quality of speaking the glorious poetry as if it were the spontaneous and natural outpouring of their hearts. The production was a spontaneous, effervescent and continually interesting, assisted by lovely scenery, and the music of Mendelssohn. The comic interludes were rendered with exquisite drollery by Mr. James Lewis and his companions.

"Midsummer Night's Dream" is much akin to "Twelfth Night." The form of each are identical. Both are masques in the old sense of the term—dream fantasies, with comic interludes for the clowns. In the play seen last night Shakespeare takes even less trouble than usual to establish the connection between the two motives of his masque. The poetical part of both stories is laid wholly in dreamland, or some region where earthly reality is unknown; the clown element is of the earth earthly. This scheme of combining Heaven with earth, and making not so great a sharp, has been followed by Mr. Daly. One moment you are seeing lovely pictures, hearing lovely music and experiencing scenes that thrill the senses like perfume; another you are laughing with the rollicking clowns in whom Shakespeare satirized the peasant players of his day.

Miss Ada Rehan had no great opportunities as Helena, but her readings were exquisitely poetic, and her characterization was unique, because of the wealth of Miss Rehan's personality. Miss Maxime Elliott, one of the loveliest women ever seen here, wasa competent Hermia. Miss Percy Haswell, as Titania, portrayed the fairy queen with exquisite daintiness and grace, and her readings were rarely fine. Miss Lillian Swain wasa facile, vivacious Puck, and Miss Sybil Carlisle, a pretty Oberon. Among the men, the poetic acting of Messrs. John Craig and Frank Worthing was notable. Mr. James Lewis was the very replica of a snug, bumptious, jolly terrier as Bottom the Joiner. His is the ideal Shakesperean clown, and he had able support from Messrs. Sidney Herbert, Tyrone Power, Herbert Gresham, William Sampson and Thomas Bridgeland. After the piece de resistance in act III. Mr. Daly was called before the curtain.

To-night and to-morrow matinee Miss Rehan will be seen in her greatest creation in Shakesperean roles, Katherine, in "Taming the Shrew." Miss Rehan has no equal in this character. With Booth's "Hamlet" and Charlotte Cushman's "Meg Merrilles," "The Schrew" of Ada Rehan will go down to posterity.

On Saturday evening Miss Rehan appears as Lady Teazle, when the full powers of this great actress in comedy will be seen in all her exquisite perfection—a perfection not equalled since the days of Peg Wofington.

Returned a Sealed Verdict.

At the Civil Assizes yesterday the seduction case of Smith v. Cameron occupied the court's attention all day. The judge's charge to the jury was very short and much in favor of the plaintiff. The jury retired at 5.30, returning in an hour to say that they disagreed. The judge explained to them the enormous amount of expense connected with the trial which had taken two days and a half, and thought that the ycould perhaps come to a verdict. One of the jurors explained that nine were for a verdict for the plaintiff, and told the judge that he thought it was unnecessary to send them back again, as they could arrive at no decision. They, however, retired for the second time and returned in about three-quarters of an hour with a sealed verdict, in all probability in favor of the plaintiff. Should this be the case Mr. St. John, on behalf of the defendant, will appeal.

Burglar Rutlidge Not Coming Back.

A photograph furnished by the Toronto detectives caused the arrest of Frank Rutlidge at Red Cloud, Nebraska. Rutlidge, who is a notorious thief, has been convicted in Greeley, Col., of stealing three bicycles in June last. He will spend the next six years in the Colorado penitentiary.

East End News.

"A Trip Around the World" was the title of an entertainment which took place yesterday evening in Dingman's Hall, under the direction of that well-known entertainer, W. E. Ramsay. The Unity Committee of St. Mathew's organized the evening's amusement and there was a very good attendance, many of the songs and recitations being heartily encored.

THE TORONTO WORLD
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No. 13 Arcade, James-street north.
H. E. SAYERS, District Agent.

THE PRESS AND THE GAS COMPANY AND ALDERMANIC APOLOGISTS.

Civic reform is a popular subject with newspaper editors all over the American continent. The Toronto press has the fever as badly as the rest of them. Every few days we find some of the dailies delivering learned disquisitions on the theory of good civic government. The principles by which the affairs of cities can be properly administered are laid down and authorities quoted to show what should be done. Having delivered themselves of such like theories, the newspapers of Toronto seem to consider their duty finished. While the city press, the Citizens' Committee and the aldermen are discussing the abstract principles of good government, flagrant violations of the principles they advocate are transpiring right under their very noses. Those who are in search of good civic government place too much upon the discovery and formulation of a system of government. What is wanted rather than system is the education of the people to demand greater honesty and efficiency on the part of those whom they elect.

The press of Toronto are all right in theory regarding good civic government, but their earnestness in the matter is very questionable when we see them all parties to a conspiracy of silence in allowing a big corporation to ride rough-shod over the rights of the people. It surely is within the scope of good civic government to see that the people are supplied with gas at the cheapest possible rates. Strange to relate, however, when it is proved that it is possible to supply gas in Toronto at 75 cents per thousand feet and still allow the company its usual dividends, and when it is proved that the consumers are entitled to gas at this rate in virtue of the statute passed in 1887, the press and the majority of aldermen seem to take no interest in this matter. If the people of Toronto were paying for gas what they should pay, they would save in the aggregate about $125,000 a year. This is practically equivalent to one mill on the dollar of our assessment. To secure this reduction in the price of gas would be just as important to the citizens of Toronto as the practice of economy by our aldermen in virtue of which the taxes would be reduced by one mill.

None of the city papers, with the exception of The World, published the decree of Judge Ferguson, which, in the strongest language, sets out the rights of the citizens as against the Consumers' Gas Company. If the press and the aldermen did their duty in this gas controversy, a greater lesson in favor of civic reform would be taught than any amount of editorial theories or systems devised by civic reform committees. If the reformers are in earnest, they have now before them a condition of facts which, if taken advantage of, would enable them to raise the tone of civic morality by several degrees. A determined and vigorous attitude towards the Gas Company would emphasize the doctrine that the people are the masters and that in all public services the people are the ones who are to receive every benefit accruing therefrom. Instead of taking such a stand on this question the council and press are allowing the case against the company to go, as it were, by default, and as far as the papers are concerned, the opportunity of teaching a most valuable and practical lesson in civic reform is being allowed to escape.

Ald. Scott was good enough to tell his fellow-aldermen that the Gas Company would not "trifle" with the city. What was the letter read at the meeting of Wednesday but a "trifling" with the question? And what is the inspection of the company's plant arranged for to-day but a "trifling"? The company say they cannot reduce the price and they wrote to that effect. But they asked the committee to come and view the plant! And next minute Ald. McMurrich jumps up and says: "The company may reduce the price of gas five to ten cents a thousand." Who authorized him to say so. Did the company? If they did, why did they not do it in the form of an honest communication to the council? Surely to say they will not reduce the price and then to whisper through an alderman that they may do something is "trifling" of the worst kind. Let the aldermen view the plant by all means, but let them insist on the Consumers' Gas Company complying with Judge Ferguson's decree. That's what the consumers of gas in Toronto desire.

Are they going to get it?

MONEY IN FLAX SEED.

Mr. John A. Donaldson, who perhaps knows as much about the culture of flax as anyone in the country, has unbounded confidence in the success of this industry in the Dominion if its merits are properly placed before farmers and business men. There appears to be no good reason why Canada should not have factories for the manufacture of linen articles of every description, which, as we know, are very numerous. The cultivation of flax in Canada, especially in the Northwest, is increasing from year to year and the prospects are that the increase will be much larger in the future than it has been in the past. Mr. Donaldson sends the following particulars concerning flax culture, which he thinks will be of interest to the farmers of Canada: "Since flax culture is now engaging the attention of the agriculturists of our country, it may be interesting to the reading public to know of the many qualities it possesses, when compared with other crops. The most suitable land is a sandy loam, with clay subsoil, and when in bloom it is the prettiest crop that grows. It produces a large quantity of seed, which is converted by machiery into linseed oil and oil cake for feeding cattle, the latter being largely exported to Europe, after supplying our cattle men throughout the Dominion. After the seed is removed by machinery, the straw is carted out to the level grass field, and remains there from two to three weeks to dew set. In Ireland, Belgium and other countries, it is put into pools of water, which produces a finer and more valuable article than in the dew-setting system. It is then brought from the field to the scutch mill, and when a finer quality is required it is put through a hackling press, which is more common in Ireland than in Canada. The fine tow, after going through the hackles, is often woven into coarse yarns, for making linen toweling, etc. In Ireland, where Irish linen is manufactured in various grades, the great value of the flax plant is appreciated. The finest descriptions of table linen, cuffs and collars, linen gaiters for men and ladies' hose are among the products made from a little speck of seed no larger than the eye of a goldfinch."

HOW BERLIN WOULD BE AFFECTED.

The editor of The Berlin News thus predicts what would happen to that town were Sir Richard Cartwright's free trade policy applied to Canada:

"Instead of a population of nearly nine thousand in Berlin, we would soon have less than five, for the men who now help to manufacture goods for the Canadian market will have to go to the States to make furniture, shirts, gloves, brushes, boots and shoes, pianos and organs, buttons and other things which now give work to our people. When these factory people have to go our building operations will also cease, and the four or five hundred bricklayers, masons, tenders, carpenters, painters, plumbers, etc., who are now employed, would also have to leave for some country where working people are properly protected. A calamity worse than a Chicago fire would fall on Berlin if free trade were adopted. The loss from a big fire may be restored when people have good business prospects ahead, but the loss from a change of tariffs and destruction of our factories will be permanent. Let every man, woman and child even, in Berlin pray earnestly that such a sad fate may never befall us."

So true is The News' prediction and so thoroughly do the people of Berlin believe in it, that the Liberal candidate for North Waterloo, has found it necessary to declare himself in favor of protection.

A CRAZY SAILOR.

He Shot and Wounded Three Men and Caused a Good Deal of Trouble.

Sandusky, Ohio, Nov. 14.—The schooner Aunt Ruth has arrived at this port. The entire crew were so badly cut and shot during a fight with a crazy sailor that all may die. During the fight, while off this port, a Norwegian sailor became crazed, and attacked Joe Konna, a relative of the captain, with a revolver. Captain Adam Konna and his son rushed to his assistance, but the crazy sailor turned the revolver on them, firing a shot into each. The three Konnas managed to crawl to the cabin, and locked themselves in. In the meantime another sailor had taken a small boat and gone to Marblehead life-saving station. The life-savers, with a marshal and doctor went to the schooned and when they boarded it were fired upon by the crazy sailor. The marshal returned the fire, wounding the man. The three sailors who were attacked were removed to the Marine Hospital and their assailant to the police station.

Another of the Same.

Paris, Nov. 14.—A wine merchant of this city, M. Domergue, has suddenly become violently insane, and has already killed a number of people. He shot his wife and mother, and then opened fire upon people in the street, killing three of them and wounding several others. The madman then barricaded himself in his house and fired upon the gendarmes who surrounded the building.

A CHARGE OF MURDER

Hanging Over the Head of Miss Ellen R. Findley of Keppel Township.

Owen Sound, Nov. 14.—Ellen K. Findley, an unmarried woman of middle age, has been arrested in North Keppel, charged with murdering a Barnardo boy of 16, who lived with her on the farm. A post-mortem examination shows that the boy had been unmercifully beaten, and neighbors testified to having heard the woman beating him at different times. It was also shown that the boy had been bitten by vermin, and that the room in which he died was in a most filthy condition. Miss Findley denies having beaten or ill-used the boy. She was brought before a magistrate and remanded for a week.

NEWS FROM AUSTRALIA.

Labor Demonstrations in Honor of the Eight-Hour Day—Mark Twain Feasted.

Vancouver, Nov. 14.—The Canadian Autsralian Steamship Company's steamer Warrimoo arrived yesterday from Sydney, bringing the following advices:

The American barque Alameda, lumber laden from Vancouver, B.C., for Sydney, was run into and waterlogged in Sydney harbor by the steamer Indrani.

The anniversary of the eight-hour day legislation was made the occasion of monster demonstrations in Australia. The processions, in some instances, were many miles long, and the entire population spent the day in rejoicing.

Michael Davitt is receiving a steady round of ovations, his line of travel from Sydney to the distant fields of Coolgardie being blocked by enthusiastic admirers.

Samuel L. Clemens, Mark Twain, the American humorist, is also coming in for his share of public attention. He is being banqueted by mayors and prominent citizens in all the chief cities in his route.

Played Hired Girl For His Board.

Mrs. Longbottom, a boarding-house keeper, sued W. W. Spencer, beadle of Toronto University, for $52 in the Division Court yesterday. Spencer's defence was that he had offset her claim, which should only have been $43, by work he did for the boarding-house, under an agreement with the plaintiff. Judgment was given for the defendant, the evidence showing that Spencer had agreed to work as domestic for the plaintiff for $6 a month.

Another Rich Man Dead.

College Point, L.I., Nov. 14.—Wm E. Chisholm, millionaire, died at his residence here yesterday after a protracted illness. He was 73 years old. Mr. Chisholm was a Southerner and his real estate holdings in this place and in New York city were enormous.

Wabash-Montezuma Special.

Every morning at 11.03 this superlatively equipped train leaves Dearborn Station, Chicago, and starts on her flight toward the land of the setting sun, arriving at St. Louis same evening, giving passengers one hour to view the new depot, the largest and finest passenger station in the world. The train then heads due south, arriving at Hot Springs, Ark., next morning, Texarkana noon, San Antonio following morning and Laredo same evening, where direct connection is made with a through train for the City of Mexico. Time tables and pamphlets of Mexico and this great railway from any railroad agent, or J. A. Richardcor. King and Yonge-streets, Toronto. 36

To remove bad breath from catarrh, bad teeth, etc., use Odoroma.

STREET CARS ON SUNDAY.

LORD'S DAY ALLIANCE TRYING TO STOP THEM RUNNING.

The Celebrated Case at Hamilton Now Under Way—Great Interest Manifested By the Citizens—Presbyterian, Methodist, Baptist and Newspaper and Other Testimony for the Prosecution.

Hamilton, Nov. 14.—Before Judge Rose this afternoon the celebrated case of the Attorney-General against the Hamilton Street Railway Company for operating its cars on Sunday, came up and at 6 o'clock this evening a large number of witnesses for the prosecution had been heard, although those who testified comprised only a small number of the witnesses subpoenaed, and the case will likely be in progress all day to-morrow.

A great deal of interest was taken in the proceedings, the court room being filled, and the clergy and the legal fraternity well represented.

For over a year cars have been running here on Sunday, the company having acquiesced to the requests of hundreds of leading citizens, many of whom resided some distance from their own churches, and desired an easy and convenient means of getting there, and to the requests of hundreds of the working classes, whose only opportunity of getting out of the centre of the city, where the air is stifling, and there is the perpetual hub-bub of city life, was on Sunday afternoon.

The company had doubts as to the sentiment of the citizens being favorable to Sunday cars, and not being in existence for philanthropic purposes, agreed to operate the cars as long as they paid, the extent to which they were patronized being an index of the sentiment of the community. The receipts from the Sunday traffic have handsomely reimbursed the company, for the cars have been well patronized, by the church-going public principally, some of the clergymen setting the example to their flock by riding to and from church. Even delegates to the Methodist conference in the city in the summer took advantage of the cars on Sunday, and almost every Sunday afternoon hundreds of the working classes retreated from the stifling city air, to some cool spot on the outskirts of the city.

But a few weeks ago the Lord's Day Alliance, with John Henderson as a figurehead, commenced proceedings to stop the running of Sunday cars, alledging the offence was contrary to the statutes of Ontario.

Object of the Evidence.

The evidence taken was to endeavor to show that by Sunday cars property had depreciated in value and church services had been disturbed.

Charles Moss, Q.C., and A. E. O'Meara of Toronto, prosecuted and E. Martin, Q.C., and D'Arcy Martin appeared for the defence.

In his opening remarks Mr. Moss said the charter of the company does not give permission to run on Sunday, and Judge Rose replied that as it does not name any day, if the prosecution could not show it unlawful to run on subsidy would then not have been available for a competitive road. When entering into that agreement, the C.P.R. had honestly intended to build the road, but a period of extraordinary depression in railroad circles had ensued, during which no dividends had been paid, and it would have been suicidal for his company to have attempted to float bonds for the construction of the new road. Canadian roads, speaking broadly, had never paid.

Sir William Van Horne spoke upon the same lines, explaining how an attempt to float bonds for the million dollars necessary to the construction and equipment of the road during a period of depression, when a thousand millions of railway securities had defaulted, would have been an impossible task, which would have run their stock down to a panicky figure.

Mr. Lewis then opposed the extension on behalf of the Central Counties road, which had already built 17 miles of the line, in anticipation of the C.P.R. forfeiting their bonus. He entered a legal objection that the C.P.R. by distinctly agreeing in their last agreement not to ask for a further extension had put themselves out of court.

Mr. Hibbard also opposed the application.

Mr. Edwards said that he appeared for the men in his county who had worked upon the Central Counties extension, and had not yet received their pay. This had caused a great deal of suffering. He asked that $20,000 be set aside from the bouns to pay the men.

Mr. Evanturel said that whereas the people of Prescott County had formerly opposed the C.P.R.'s extension, they now favored it, believing that it was the only way in which the road would be built, the Central Counties road having proved incapable. Both he and Judge Clark, who followed, opposed the request that $20,000 be taken from the bonus for the payment of wages. Judge Clark, in speaking again, said that no doubt a good deal of sympathy had been aroused for the suffering constituencies, but if it were possible to separate the province from the Government.

Sir O. Mowat: Yes, but it's impossible to separate those two. (Laughter.)

Decision was reserved.

Pinemalt, the newest, most palatable and best remedy for colds, coughs, la grippe, hoarseness and all bronchial and lung ailments. 2

Provincial Board of Health

The Provincial Board of Health at yesterday's sitting instructed the committee upon foods, drinks, and poisons to prepare and distribue to local boards of health pamphlets upon the subject of most sanitary methods of cutting and storing ice. County Councils and County Medical Associations were asked by resolution to take action towards carrying out the views which Dr. Bryce had elaborated at Belleville respecting the appointment of County Medical Health Officers by County Councils. Dr. Bryce favors the appointment of such an officer to be paid by the County Council and partly by the Provincial Government where a large salary is required.

Dr. Vaux read the report of an investigation he had made on a nuisance caused by Picton canneries emptying refuse into a dried up arm of the Bay of Quinte. The matter was referred to the Attorney-General as to whether the property was within provincial jurisdiction. The board then adjourned.

"Aye! There's the rub!"

And that ought to be enough in itself to seal the doom of bar soap. This rubbing with soap may get clothes clean, if you work hard enough, but can't you see how it wears them out?

Follow the directions that come on every package of Pearline, and you'll find that you not only do away with the hard and ruinous work of rubbing—but that you save time, and actually get better results. At every point Pearline is better than soap. But the mere fact that Pearline saves the rubbing—that ought to settle it.

BEWARE Peddlers will tell you "this is as good as" or "the same as Pearline." IT'S FALSE—Pearline is never peddled. If your grocer sends you an imitation, be honest—*send it back.* 463

Methodist Evidence.

Thomas Gain, a member of the First Methodist Church, affirmed that the church services are disturbed by the cars. During a certain baptismal service he was unable to hear the name of one of the children. His pew is at the back of the church. The annoyance is not perceptible every Sunday, but occasionally, and the pastor is never forced to stop the service. He is a member of the Lord's Day Alliance and is amazed at the sight of cars on Sunday.

He knew of one member of the congregation who rides on Sunday cars.

John E. Wodell, a Spectator reporter, said he had frequently attended churches along the streets upon which the cars run on Sunday, to report the sermons. The noise affects the hearing to various degrees in different churches. Loud-voiced men are usually heard. The noise made it necessary for the reporter to pay close attention to catch the sermon.

A Baptist Witness.

Isaac Coombs, a member of the James-street Baptist Church, whose duties make it necessary for him to remain at the back of the church most of the time, testified as to the disturbance caused by the noise. He has seen reporters put their hands to their ears tao hear, and another annoyance of the cars is the dust thrown up by the cars. He was brought up in the country, where they keep the Sabbath. He has seen people driving in carriages to church, but has never seen anyone come on the street care.

The congregation still holds together, and is not decreasing, although during the summer many people go to the Beach to spend a quiet Sunday. The asphalt pavement increases the noise from vehicles, and also the dust.

Another Presbyterian.

Dr. McMasten, a member of the Wentworth Presbyterian Church, said the noise from the cars did injury to his soul; he goes to church to be fed, and is not fed fully when the cars run. He is convinced that the running of cars on Sunday is wrong. He thought he had been interrupted two or three times by the cars; the clergyman never has to stop owing to the noise, and the congregation of the church is not decreasing.

H. J. Healey, John Skinner, F. A. Green, G. W. Carey, W. H. Nichols, R. White, Rev. W. H. Watson and Rev. J. Young also gave evidence along the same lines.

SIR VAN HORNE'S TORONTO MISSION

Deputations Wait on the Ontario Cabinet in Reference to the Ottawa-Montreal Railway Subsidy.

Deputations in the opposing interests of the C.P.R. and the Central Counties Railways wainted upon the Ontario Government yesterday afternoon with reference to an extension of time asked for by the C.P.R. within which to build the Montreal and Ottawa Railway. It will be remembered that upon the last expiry of the time the Legislature, in order to give relief to Prescott and Russell and other counties in need of railway facilities, and through which the road is chartered, passed an act transferring the bonus from the C.P.R. to the Central Counties Railway, provided the C.P.R. did not complete the road by the 31st December, 1895. This it has not done and yesterday sought to have the time for the earning of the $100,000 subsidy on the two sections extended for a year.

There were present the following: Sir William Van Horne and Judge Clark, solicitor for the C.P.R.; Mr. W. C. Edwards, M.P. for Russell; Mr. T. Lewis of Chrysler and Lewis, Ottawa, solicitors for the Central Counties Railway; Mr. Evanturel, M.L.A. for Prescott; W. R. Hibbard, contractor for the Central Counties Railway; Mr. M. J. O'Brien of Renfrew, one of the contractors, and Mr. J. C. Brown of Ottawa, opposing the C.P.R.'s application.

Sir Oliver Mowat and Hon. Messrs. Dryden, Harty, Ross and Hardy were the members of the Cabinet present.

Judge Clark argued that the contention of those opposing the application that the C.P.R. had no intention of building the road and wanted no one else to build it because it would compete with their present line on the north shore of the river was entirely unfounded. In fact, to compete with the Canada Atlantic the C.P.R. must have some such shorter line or else be beaten in time from Ottawa to Montreal and lose a large and important traffic. Then, too, their competitors were getting a station in a much more central locality at the canal basin and to compete with this latest move the C.P.R. would be compelled to run through the Chaudiere Flats and tunnel Parliament Hill to reach the same locality, unless they were enabled to construct the Montreal and Ottawa line which runs upon the Ontario side. There was no time limit he claimed in the original act and if they had really wished to prevent the construction of a road there they could have refused to enter into the last agreement binding themselves to a time limit. The that day the application will fail. His Lordship thought the matter could be argued on its record without any evidence being taken.

A Christadelphian Sworn.

John Parkyn, a Christadelphian alleged that the congregation moved its quarters from Green Bros.' Hall in King-street east, to a hall over the Traders' Bank in King-street west, but when reminded that the new meting place was closer to the tracks than the old one was, he could not give a satisfactory explanation, and it transpired that the rent of the hall was $3 cheaper than the rent of the old one.

A Presbyterian's Testimony.

J. A. Moffatt, a member of Knox Church, and a Sunday school teacher, gave evidence as to the noise of the cars passing the church, and alleged the noise made it difficult to hear in the Sunday school. When Principal Grant preached there in June he could not hear the sermon as distinctly as he might have done had the cars not been running. Comparing the effect of noise in the Sunday school with that in the church he said he frequently had to stop speaking in Sunday school, and the class was often restless, all of which had a bad effect on the scholars. He admitted he opposed the Sunday cars on general principles and couldn't tell how the noise would effect him if he were not opposed to them. The attendance in the class is kept up and the annoyance in winter is not so great as in summer. The fact that the stret in front of the church is paved with asphalt, makes the noise from vehicles mbore audible. He is a member of the Lord's Day Alliance and contributed to the expense of the suit. During the church services the cars are now run more slowly.

Methodist Evidence.

Thomas Gain, a member of the First Methodist Church, affirmed that the church services are disturbed by the cars. During a certain baptismal service he was unable to hear the name of one of the children. His pew is at the back of the church. The annoyance is not perceptible every Sunday, but occasionally, and the pastor is never forced to stop the service. He is a member of the Lord's Day Alliance and is amazed at the sight of cars on Sunday.

He knew of one member of the congregation who rides on Sunday cars.

John E. Wodell, a Spectator reporter, said he had frequently attended churches along the streets upon which the cars run on Sunday, to report the sermons. The noise affects the hearing to various degrees in different churches. Loud-voiced men are usually heard. The noise made it necessary for the reporter to pay close attention to catch the sermon.

A Baptist Witness.

Isaac Coombs, a member of the James-street Baptist Church, whose duties make it necessary for him to remain at the back of the church most of the time, testified as to the disturbance caused by the noise. He has seen reporters put their hands to their ears tao hear, and another annoyance of the cars is the dust thrown up by the cars. He was brought up in the country, where they keep the Sabbath. He has seen people driving in carriages to church, but has never seen anyone come on the street care.

The congregation still holds together, and is not decreasing, although during the summer many people go to the Beach to spend a quiet Sunday. The

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