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The Toronto World.

NEW NOVEL.
IN THE HEART OF THE STORM
By the Author of "The Silence of Dean Maitland."
RED LETTER SERIES
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TWELFTH YEAR. THURSDAY MORNING MAY 28, 1891. ONE CENT

TWO BIG SYNDICATES.

Make Their Bids for the Street Railway.

EIGHTY-FIVE PER CENT. OF PROFITS

That is One Offer, While $151,000 a Year is Another.

Outline Sketches of Who the Gold Bugs Are—They are Reliable Men With Fat Bank Accounts to Back Their Offers—A Shallow Gentleman Who Controls the Toronto Press—Inventors Appear on the Scene—What the City Loses by the Six Per Cent. Bonds.

The city can afford to be mighty independent. It may:

Accept the Kiely offer.

Accept the Kerr offer.

Accept neither.

Run the road temporarily, say for the balance of 1891, and see what there is in it anyway.

Or, run it permanently.

In the meantime the city doesn't have to do anything, and Hasten Slowly may be a good motto.

The street railway tenders were opened yesterday by the Street Railway Committee. There were four tenders, but the two known as the Kiely tender and the Kerr-Brock tender seem to be the only ones that are in the running.

For simplicity's sake and so that he who runs may read the best offer of both companies may be briefly stated in this introduction. Fuller particulars will be found below.

The best offer of the Kiely syndicate is—the company will pay the amount of the award, $1,453,788, and run the road as it is now run with a straight annual payment of $151,000 to the city, or almost $500 a day, for the working days of the year, with a guarantee to change the system to electricity in 18 months.

The best offer of the Kerr-Brock syndicate is—in lieu of payments of $800 per mile per annum on each mile of track, they propose to give the city 85 per cent. of the net earnings, the expenses of management not to exceed $15,000.

The Kiely Offer.

The two tenders which follow were numbered 3 and 4, but are given first because of their importance.

George W. Kiely, William McKenzie, both of Toronto, and Henry A. Everett of Cleveland, Ohio, were the names affixed to tender No. 3, and within the folds of the formidable looking document reposed a marked check for $30,000 on the Bank of Commerce, and signed by George W. Kiely in his familiar black letter strokes.

Their tender may be summarized as follows:

Under the first proposition they agree to pay the award of the arbitrators, namely $1,453,788 and $800 a mile, present mileage 70 miles, $56,000, and to pay percentages as follows on gross receipts:

1. Up to $1,000,000 ..... 7 1-10 per cent.
2. From $1,000,000 to $1,500,000 .. 8 10 "
3. From $1,500,000 to $2,000,000 .. 9 1-10 "
4. From $2,000,000 to $2,500,000 .. 10 1-10 "

and advancing one per cent. on each additional sum of $500,000.

5. If the city guarantee four per cent. bonds they will pay one per cent. a year to the city for the guarantee.

6. If the eight for 25 cents be struck out they will pay an additional two per cent. per annum on the gross receipts to be added to each of said annual percentages.

7. If paragraph nine providing for $800 a mile and percentage of gross receipts be struck out, they will make a straight annual payment of $185,000 and if paragraph nine and also the clause of eight tickets for 25 cents both struck out would make a straight annual payment of $151,000.

The Conditions.

In order that the real meaning of the tender may be understood the clauses alluded to are given below:

Clause 9.—The purchaser shall pay to the City Treasurer the sum of eight hundred dollars per annum per mile of single track on paved street (not including turn-outs), such sum or sums to be paid in four quarterly instalments, as follows: Jan. 1, April 1, July 1 and Oct. 1 of each year, on the first juridical day after each of the said days respectively, and shall also pay the City Treasurer monthly, on the fi Monday in each month, — per cent. of the gross receipts from passenger fares, freight, express and mail rates and all other sources of revenue derived from traffic obtained by operation of said street railway system. All books, accounts and vouchers kept by the purchaser shall be subject to monthly audit by auditors to be appointed by the City Council, and all reasonable facilities for such audit shall be afforded by the purchaser.

Clause 31.—A class of tickets must be sold at the rate of 8 for 25 cents, the same to be used only by passengers entering the cars between the time the day cars commence running and 8 a.m. and between 5 and 6.30 p.m.

The Kerr-Brock Syndicate.

The Kerr-Brock Syndicate offer for the franchise on the following terms:

The city to issue debentures for the amount of the recent award, together with the city's expenses in the arbitration. These debentures to bear interest at four per cent. and be cashed as paid by the company. The city to provide the issue of debentures on the same terms as above for all new lines and extensions or alterations including changes to electricity or other motive power. The company to keep in repair the roadway with all appurtenances to the satisfaction of the city engineer. The accounts of the company to be audited by the city auditors. Special arrangements for the conveyance of passengers at reduced rates during the hours named in the city's specification to be made. In lieu of payments of $80 per mile per annum on single track and $160 per mile of double track, the company will pay to the city 85 per cent. of the net profits monthly.

Before the striking of net profits interest on debentures issued and bonds of the present railway property, together with repairs, operating expenses and expenses of management, are to be deducted. The expenses of management not to exceed $15,000. The city to provide sinking fund for payment of debentures issued at maturity.

Several alternative tenders are put in, one of which is that on completion of the city allowing the fares to remain as heretofore and abandoning the claim for $800 per mile the company shall pay $— per annum and 60 per cent. of the net profits.

Another alternative tender it is proposed the company shall pay 60 per cent. of the net profits after deducting interest on debentures, repairs, operating expenses, expenses of management and interest charges on bonds, in addition to 5 per cent. of the gross receipts will be paid with $800 per mile of single track, the amount of gross receipts to be calculated after eliminating moneys received from sale of tickets at reduced fares.

In another alternative it is proposed to purchase the railway with the exclusive right of operation for twenty years, renewable for another twenty years, paying a proportion of the purchase price at once, and the balance at an amount of the annual rental, and the balance at such time as may be agreed upon. In this tender the company ask to be exempted from running cars along routes and at hours that will cause a loss to the Company; also that the city abandon reduced fare, allow only one transfer, allow horses, cars and perishable property to be taken over at a valuation by mutual agreement. For these concessions it is proposed to pay $8.00 per mile per annum of single track, and if the city will accept the 4 per cent. bonds of the Company and issue debentures for them, 16 per cent. of the net profits will be allowed, or a percentage of gross receipts equivalent to the same.

The Philadelphia Tender.

There was also a tender from Miller Bros., Philadelphia. The following are the principal clauses of their tender:

1. The lessees are to advance sufficient money to pay off the street railway award, including the city's share of the arbitration expenses, the amount to be advanced on the city's bonds to be issued to the lender redeemable at the end of 30 years, bearing interest at 4 per cent. per annum, these bonds to net the city par.

2. The lessees will pay the city monthly 5 per cent. of the gross earnings of the railway, to form a sinking fund out of which to retire the city's bonds and the existing debentures of the railway at maturity, and any excess after paying off all the bonds now and hereafter to be issued to go to the lessees.

3. The lessees will also pay 4 per cent. on $800,000, the estimated cost of the permanent roadway, including 16½ feet, when the work shall be done and the bonds issued therefor. In the meantime the lessees will keep this space in repair.

4. The lessees will also pay the city monthly 85 per cent. of the net profits derived from operating the railway.

5. The net profits shall be the profits after the payment of the following:

Five per cent. of the gross receipts to the city, 4 per cent. on the $800,000 improvement bonds for permanent roadway, etc. Interest on bonds to be issued by the city under the tender, and also on existing railway debentures and mortgages, repairs, operating expenses, expenses of management, consisting of president, secretary and manager, also directors' fees, not exceeding $15,000 per annum.

6. New lines of railway and alterations and divisions from time to time of existing lines of railway so as to change and fit same to apply or use electricity, or other motive power than horse power, shall be made by the city, but the lessees will, if requested by the city, advance the necessary funds for that purpose on the security of the city's bonds on the same terms as above mentioned.

7. The tenderer shall have the right to organize a joint stock company within an authorized capital of $400,000 in 4000 shares of $100 each.

8. The Mayor shall be ex-officio a member of the Board of Directors of the company, and the city may audit its accounts annually.

Accompanying the offer to lease the couple of bonds as security.

A Gentle Gazelle.

There were four envelopes, each supposed to represent a tender, but in point of fact there were actually only three. The first of the four enclosures was from Mr. Marmaduke of Washington, Indiana. The letter commenced thusly:

"Enclosed you will find my tender for the franchise of the Toronto street railway and my seal."

A close inspection of the envelope failed to show the presence of any further security than the seal. This was not thought particularly satisfactory and the "tender" was refused consideration.

All the tenders in, the committee, after some discussion, resolved to hand them over to the City Engineer, City Solicitor and City Treasurer for a report as to their relative values, with instructions to report to the full committee at 3 o'clock on Monday afternoon.

Personnel of the Kiely Combination.

George W. Kiely (W. supposed to be for Washington), little man, red-headed, very quiet, very popular, and one who put up with Frank Smith's masterful control of the Toronto Street Railway (by reason of a majority of one vote) with a patience that was admirable. Like fun, and, unlike the Senator, would sooner remain in business for some years longer. Worth a million and a half.

William McKenzie comes from farm life, a self-made man, refused nomination for Victoria last election (associated with James Ross, the Canadian Pacific Railway builder), a successful man worth $500,000.

Mr. Smith is president of the C. J. Smith Coal Company.

Mr. Everett is a practical electrician, has changed a horse car road into electricity in Cleveland, and is secretary and treasurer of the East Cleveland Street Railway, admitted to be the model electric system of the United States. He is chairman of a committee of the Association of the Street Railway Companies of the United States and Canada for the perfection of electric motor street railway service, and is associated with Kiely and McKenzie on account of his experience to take charge of the changes contemplated in the motive power of the street railway.

Mr. Kiely will associate some other Canadians with him, including James Ross already referred to.

William Laidlaw, the able Q.C., is the counsel of the Kiely comb.

The Kerr-Brock Aggregation.

G. A. Cox, millionaire, president of the Bank of Commerce, will invest in a street railway but not in a hotel.

J. K. Kerr, brother-in-law of Edward Blake, long time his partner, ex-G.M. of the Dominions, good sound lawyer and most successful real estate investor. Always open for a good thing.

Alexander Manning, worth two million and a half, fond of property between Adelaide, Bay, Wellington and Yonge, fond of litigation over contracts, sore on brewing, and one of the shrewdest men in Toronto. An ex-mayor.

Simon Herman Janes jumped into a millionaire's shoes in a few years by judicious real estate purchases. Has great faith in Toronto, owns its best corner, ready to put up his share in building a palace hotel and believes that Canada would benefit immensely if absorbed into the United States.

Hugh Ryan, like James Ross in the Kiely combination, made his money out of construction for the C.P.R. He is an old pard of the late Pat Purcell, went to his funeral, is a director of the Imperial Bank, and is always open to a good spec.

W. R. Brock, a fervent Conservative politician, but a dry-goods merchant first, and that very successfully, ought to be a senator. President of The Empire newspaper, and though an outspoken Tory ready to associate with Annexationist Bob if the dividends promise well. Staunch pillar of St. James' cathedral.

J. F. Taylor, one of E. A. Macdonald's "fool natives" of Chester, brains of the Taylor family who own the Don flats and Don mills, Globe director (wishes he wasn't), very conservative as to what he goes into, and thinks twice and acts less than once.

H. P. Dwight, bosom friend of Rassman (by the by, who has heard of Rassman for the past six weeks?), head of the Great Northwestern Telegraph Company, successful in land speculation by investments through brokers, also associated with Annexationist Bob in several good things, and late a long-headed man. What H. P. don't know about underground wires is not very valuable.

Sir Richard Cartwright, rich man, knight, upper visaged, side-whiskered, spectacled, sleeves in blue ruin, has bought an interest in Globe, thinks Canada has no future, but thinks Toronto a great city, and wishes he had more money invested here. Is on more than speaking terms with Mr. Fagan Farrer.

Swung in Air.

Now that rapid transport is in the air the invention of Thomas H. J. Cruise of this city becomes of interest. It is no other than a car slung to a strong iron runway erected in the centre of the street. The runway is supported by pillars erected on each side of the road. The car will not be more than a couple of feet above the roadway and passengers will step from the street to the platforms. It is not designed for any particular kind of motor, but storage batteries would probably be the most effective. The chief merit of the system is that it does not touch the roadway, therefore no track interferes with the surface traffic. Then it is claimed that the difficulties which snow raises in the winter time would be completely removed, as whatever depth the snow was the car would be clear of it. It looks very nice on paper, but it would certainly be costly both to construct and to maintain in operation.

Criticising the Actuary.

"Well, I don't know who the actuary is whom you quote in this morning's World," said a gentleman yesterday, but it seems to me that he has made a strange miscalculation when he says that the difference between four and six per cent. on $6,00,000 in 20 years was only $182,000. As a matter of fact those street railway debentures have 23 years to run and the city's loss in that time, calculating it merely at simple interest, will be $576,000. I cannot conceive," continued the gentleman, "what the city people were thinking of. In the agreement which was arrived at at Osgoode Hall certain matters were reserved. Why this question, in which so large a sum was involved, was not also reserved is something that I cannot understand. The arbitrators did not pass on this question, on the ground that it had not been referred to them, and now the whole of the city's contention on the point was abandoned without an effort."

WHAT IS HOME WITHOUT A MOTOR?

Mr. Kelsey Has Got One and He will Revolutionize the World.

There appeared in yesterday's World a communication to the mayor signed by John Thompson and countersigned by John Kelsey, stating that they had a power which would be known as the Kelsey motor, which would run the city street cars at an annual saving of $200,000.

It appears that the publication of the same created somewhat of a sensation in the west end where Mr. Thompson lives at 892 Queen-street, and that gentleman has risen 100 per cent in the estimation of his neighbors—indeed, he has got the big head. After long search Mr. Thompson was discovered in a barber shop getting a clean shave and a brush-down preparatory to going upon the Rialto where Toronto capitalists most do congregate. The barber was going to forget to spray him with scent, but he reminded him of the omission and got soaked.

The Inventor's Friend.

Mr. Thompson is a gentleman with a fine, open countenance, and being a real estate man, the habit of trying to impress people with the idea that he is telling nothing but the truth, and the whole truth, has sanctified a rather ruddy face.

The World explained about this Kelsey motor which was going to run the cars at a great saving and do away with horses, reminding him of the offer to lease the Mayor yesterday, and made a pass at the patent.

"There is no patent," said Mr. Thompson coldly, "neither has one been applied for. The invention is not completed, and John (Mr. Kelsey) is a working man like me."

"Are you in partnership?"

Mr. Thompson looked pityingly. "I am the owner." He then produced a lengthy document in which John Kelsey, his heirs and assigns, part with a certain patent to John Thompson, his heirs and assigns forever.

"But how can Kelsey part with something which doesn't exist—you say there is no patent?"

"There will be one," said Mr. Thompson loftily.

Kelsey Gets the Territories.

The agreement went on to say that Kelsey reserved all royalties and territories.

"Territories," Mr. Thompson kindly explained, "means hother countries besides this one. There are 20 countries which will jump at this. I keep this country, he gets the hother 20—that's fair."

The World admitted that it was.

Asked where Mr. Kelsey could be found, Mr. Thompson grew leary at once. He evidently didn't want Kelsey to be seen.

"Oh, I wouldn't go out there," he said, "he's hard at work—and I'm sure that John won't talk! Inventors, you know, are very re-tie-cent."

Nevertheless, we hied out to the Junction and found that John was not the least in re-tie-cent. He talked from the word go and both enjoyed it. The reporter never felt so much at home and so thoroughly happy in his life.

A Fine Mechanic.

He is a fine mechanic, as we found afterwards, but he is as innocent as a babe, as enthusiastic as a crusader and is a high priest at the altar of his own invention. He had been working on it upstairs when called down downstairs with his hands soiled with iron, but no dust could obscure his honest face. He refused to show the invention, but promised to let me see it as soon as completed.

"Mr. Thompson says that you have sold your right to your invention to him."

"Yes, of course."

"Do you think that was wise? If it is all that is claimed for it it will be worth millions and you should reap the whole results of your own invention."

"Oh, I can trust Thompson," he answered, with simple faith.

"Have you faith in it?" was asked.

"Yes, sir," he answered—his eyes kindling and his cheeks flushing. "You have read in the papers of a great company who are going to lead the waters of Niagara down to Queenston Heights and pour them over the precipice to generate electricity for the whole country. Very well, that company will knock electricity out of sight. There are poor fellows who are throwing their money away in digging that canal. There never will be a Monument City, sir."

"So your motor is not driven by electricity?"

"No."

"By what?"

"John!" said a sharp female voice in the next room.

The World took the hint and left.

What the Cars Earned Tuesday.

The gross earnings of the street car system on Tuesday as totalled by Manager Gunn and reported to Ald. McDougall were $2418.63.

Notes.

It is claimed that the change from horse-power to electricity will involve a practical loss of about $1,000,00 on the property taken over from the city, and an outlay of from $1,250,000 to $1,500,000 in all of which $750,000 will be spent in Toronto, to make the necessary changes.

A good idea of what kind of a property the city has fallen heir to may be gleaned from the fact that the yearly sum offered by one of the syndicates, namely, $151,000, is more than a twelfth of the current civic expenditure.

THE CANADIAN DELEGATE

To the International Postal Convention at Vienna—Tupper Banqueted.

LONDON, May 27.—Sir Charles Tupper leaves to-morrow for Vienna to attend the International Postal Congress as Canadian delegate. He has received full instructions from Ottawa. To-night a complimentary banquet will be tendered to Sir Charles in acknowledgment of his services during the elections in Canada.

The adhesion of Australia to the postal union put another obstacle in the way of imperial penny postage.

Just a Moment and We Will Tell You How to Save Money Traveling to New York.

Something every person is looking for is cheap rates, comfort, quick time and via a first-class road. We are pleased to say the Erie Railway is the best and most picturesque route to New York, and they have given the Canadians the finest service they ever had. You can leave Geddes' wharf at 3.40 p.m. daily except Sunday via the staunch steamer Empress of India, connecting with the Erie Railway solid train at Port Dalhousie, arriving in New York early next morning—cutting only the small sum of $2.00. Toronto to New York; round trip, $18.20. You can also leave via G.T.R. at 1.10 p.m., 4.55 p.m. and 11 p.m. On the 4.55 p.m. train the Erie is the only line running a vestibule Pullman sleeper Toronto to New York; magnificent dining cars attached to all trains for meals. For tickets and full information apply to agents Empress of India and Grand Trunk. S. J. Sharp, 19 Wellington-street, east, Toronto.

Found Dead in Her Bed.

HAMILTON, May 27.—Mrs. Sarah Boynton, who has been visiting her daughter, Mrs. Timothy Daly, at 81 Tom-street, was found dead in bed this morning. Her home is in Allandale.

Ireland's Prepared Barley in 1-lb tins.

Through Wagner Vestibule Buffet Sleeping Car Toronto to New York via West Shore Route.

The West Shore through sleeping car leaves Union station, Toronto, at 4.35 p.m. daily except Sunday, arriving in New York at 10.10 a.m. Returning this car leaves New York at 3 p.m. arriving in Toronto at 10.25 a.m. Sundays leaves Toronto at 12.35 p.m., connecting with through car at Hamilton.

ANTE-ELECTION PROMISES.

MADE THE SUBJECT OF QUESTIONS IN THE HOUSE.

Bridging the St. Lawrence at Quebec—The Million Dollar Debt of Quebec City On Account of the North Shore—The McGreevy-Langevin Scandal Before the Committee.

OTTAWA, May 27.—The House adjourned at 5.50 to-night until Friday (to-morrow being a holiday) after a quiet session at which a fair amount of pro priva work was done.

Mr. Tupper introduced an act to further amend the steamboat inspection act, and in doing so explained that it was for the purpose of exempting steamboats from re-inspection under certain circumstances.

A number of questions of more or less local interest were asked and answered, and some of general interest, amongst the latter being two with regard to alleged election promises that the Government would guarantee that a bridge should be built across the St. Lawrence at Quebec, and that the $1,000,000 debt of that city, on account of the North Shore Railway, would be cancelled.

Sir Hector Langevin, in reply, said that a survey for a bridge at Quebec had been made, but he could not say when the report would be brought down. With regard to the $1,000,000 loan, he said that the telegram purporting to have been sent by Sir John Macdonald was not complete as published, but he said a measure would be brought down with reference to North Shore bonds.

Mr. Tarte wished to know whether A. P. Perley was still Chief Engineer of the Quebec Harbor Commission, if not when he had resigned, etc., and was informed by Sir Hector Langevin that Mr. Perley had resigned on Jan. 15, 1891. He had held the position since 1884 and his successor was Mr. Boswell.

Three private bills respecting the River St. Clair Railway, Bridge & Tunnel Company, respecting the Canada and Michigan Tunnel Company, and respecting the Lake Temiscamingue Colonization Railway Company, passed through committee without amendment, were read a third time and passed. These are the first private bills sent to the Senate this session.

A number of motions for papers were passed and 16 private bills read a second time and referred to their several committees. This part of the day's proceedings was performed with great quickness, Speaker White getting through with 14 of them in 8½ minutes.

The Senate passed its first bill this session to-day. It was the government measure reviving the notes in vivendi this season. As already stated there is every reason to believe that His Excellency will assent to this bill shortly so that it might come into effect at once.

POTTS WANTS PROHIBITION.

He Interviews the Dominion Ministers but Receives Small Encouragement.

OTTAWA, May 27.—A deputation representing the various Protestant denominations and temperance organizations waited on Hon. Mackenzie Bowell and Hon. George E. Foster to-day to urge the Government to support Mr. Jamieson's resolution in favor of prohibition and to prohibit the liquor-permit system in the Northwest. The visitors included Rev. Dr. Potts, Rev. Dr. Ryckman, Rev. Mr. Morrison and Mr. Ormston. The visitors did not receive much encouragement. Hon. Mr. Bowell saw difficulties in the way of enforcing a prohibitory law, if the people wanted the liquor traffic suppressed but they could unite in carrying out the general expression of the people. Hon. Mr. Foster dealt with the matter from the financial standpoint. How could the country, he asked, make up the deficit of seven and a half millions in revenue if the liquor traffic were suppressed? Although a prohibitionist he differed from others as to time and methods in carrying out such a policy. Prohibition, he added, would never be adopted unless it was generally desired by the people.

THE McGREEVY SCANDAL.

A Batch of Letters Read Before the Privileges Committee.

OTTAWA, May 27.—The Privileges and Elections Committee met again to-day, there being a good attendance and Mr. Girouard in the chair. Mr. Roy, Secretary of the Department of Public Works and until recently Sir Hector Langevin's private secretary, was under examination. In reply to the first question put him he said that he knew nothing of the papers, as he was only secretary of the department since January last. "Then in whose custody are they?" asked Mr. Geoffrion, Mr. Tarte's counsel. "They are in mine," was the reply. Mr. Roy admitted that he was in charge of the papers, but took no part in getting them ready for the committee. Finally it was ascertained that the papers were really in the custody of the Deputy Minister, Mr. Gobeil, whom it was decided to call.

Robert McGreevy was next called and read the famous letters written by him to his brother, Hon. Thomas McGreevy, and which have already been published by Mr. Tarte. Some of the remarks caused quite a sensation—such as that warning his brother against a "pack of out-throats."

The following are samples of how "Uncle Thomas" professed to be able to run things:

OTTAWA, May 13, 1885.

DEAR ROBERT,—I enclose you letter from Rousseau. You ought to sell him the store cheap. We don't want it. Telegraph him to Montreal on receipt of the letter price. Tell Kerrigan & Co., plumbers, that they have contract for marine hospital. They were not the lowest. Vandery was. I got the Minister to give it to them.

Your extensive account has not reached Railway Department yet. Will look after it to-day. I wish you could get $480 for a week by check or otherwise to pay $300 to Stanley Smith and Lindsey at once. They have both written for it. I am afraid they will insist on the capital.

Tell me to-morrow if you can do so at once, and if not I will have to go down and look to it. Bradley told me he has sent Carlin Connolly & Co. what they asked for by telegraph. Biddel will be in Quebec Friday morning and will give the necessary authority required to make a beginning on the Baie Des Chaleur Railway in order to save the charter.

Yours truly,
THOMAS MCGREEVY.

DEPARTMENT OF PUBLIC WORKS CANADA,
OTTAWA, March 17, 1886.

DEAR ROBERT,—Nothing new since I wrote last. I hope Lordie will receive his letter authorizing him to go on with his grading around the hall. The total amount is $78,0 leveling and grading. The matter is all settled, but we will have to wait until the money is voted for payment. I have had a long interview with Perley on harbor works and graving dock at British Columbia. Fleming was to have signed his report to-day on harbor works, it will be shown to me as soon as signed. I will see it to-morrow and Sir Hector and myself will decide what is to be done for the future. He, Hon. Mr. Foster dealt with the matter from the financial standpoint. How could the country, he asked, make up the deficit of seven and a half millions in revenue if the liquor traffic were suppressed? Although a prohibitionist he differed from others as to time and methods in carrying out such a policy. Prohibition, he added, would never be adopted unless it was generally desired by the people.

"La Cadena."

The success that has crowned our efforts to place before the public a really fine, sweet, mild and mellow Cigar has been much greater than anticipated. Our "La Cadena" brand can better be appreciated by those smokers who have been in the habit of smoking fine "Vuelta" Cigars of well-known and reliable Havana factories, inasmuch as they can more readily appreciate and enjoy them than those who have been accustomed to the heavier grades of tobaccos that are used in the manufacture of the majority of the imported Cigars brought into this market. 246

To the Ladies.

Do you wish to get a hat that is light and comfortable and more dressy than a straw one? Then buy the new "Cleopatra," made in all colors of fine cashmere, beautifully braided either in gold or silver, at 75c each. Dineen has just received another lot of those fashionable hats and would invite ladies to call and see them. There is always a choice in new goods. Dineens' store is on corner of King and Yonge-streets.

Suspected Train Robbers Caught.

BANGOR, Maine, May 27.—There were arrested at Costigan two men, George Orman and Samuel Julian, hailing from Nova Scotia, for alleged participation in Monday night's attack on the Maine Central train at Enfield. They are evidently tramps and disclaim all knowledge of the affair. There are said to be four others in the gang and officers are after them.

"La Flora!"

To those smokers who prefer a full-flavored Cigar, free from that rankness usually found in the imported article that is offered as fine goods, we respectfully suggest giving our "La Flora" brand of Cuban Havana Cigars a trial, feeling satisfied that they will fully demonstrate the justifiability of our claim as to their superiority over the imported, and at much lower prices. 246

The Bon Marche.

The Bon Marche this week offers some tempting bargains in Lace and Chenille Curtains and Chenille Table Covers. Curtains from 75c a pair up. Every lady should see them.

Have You

Ever worn natural wool for summer wear. If you not, try one suit and you will wear nothing else. You can buy a suit of natural wool at $1.50 the suit. We will sell natural wool shirts or drawers at 75c each for sizes 34, 36, 38 and 40. See our black cashmere socks at 4 pair for $1. Bonner's, cor. Yonge and Queen-sts. 246

Are you starting housekeeping? The C. F. Adams Home Furnishing House help you to make a comfortable home by selling the best grades of everything required to furnish it on credit at lowest cash prices. What think you of a solid Hardwood Bedroom Suite at $12.50, or of an elegant Parlor Suite that will look as well as new years hence for $39.00?—such prices should lead your buying thoughts to 177 Yonge-street. 246

Crippled at Work.

A middle-aged man named Edward McGivern lies at the hospital maimed for life. About 10.30 o'clock yesterday morning, while engaged in unloading steel rails from a flat car at Toronto Junction for the Belt Line Railway, one of them fell upon his leg, crushing it in a terrible manner. After his injuries had been temporarily dressed by Dr. Gilmour he was removed to the hospital, where the injured member was amputated at the knee. McGivern lives with his widowed mother at 139 Bleecker-street.

Ireland's Desiccated Oats in 2-lb. packages.

A Remarkably High Grade Cigarette.

The latest brand of cigarettes manufactured by d. ritchie and company are the "Hyde park." Connoisseurs will readily distinguish the delicate aroma of this brand, more particularly when compared with others that are now on sale. 246

THE IMPERIAL PARLIAMENT.

HARCOURT CRITICIZES THE GOVERNMENT ON THE BUDGET.

Chancellor Goschen States That the Barings Received No Assistance From His Department—The Coinage of Gold—The Newfoundland Delegate to be Heard at the Bar of the Commons.

LONDON, May 27.—In the House of Commons this evening Sir William Harcourt, on the second reading of the budget, severely scored Mr. Goschen's policy as subversive of the recognized principles of English finance. The House had been told that free education would absorb over £1,000,000, but not how the money would be applied. Borrowing from future revenues for naval expenditures was destructive of sound finance and in violation of the principle that the year's expenditures should be men from the year's revenue.

Mr. Harcourt inquired as to the Government's intents regarding the coinage of gold and what part the Government took in the Baring guaranty.

Mr. Goschen replied that the Government had a precedent as to its course as to naval expenditure in the course of the Liberals when in power regarding army localization. The Admiralty dealt with a vast amount of ship building, extending over years, and although the work had been and was being arranged for this year, it was necessary to treat the estimates as extending beyond this year. The Government, although much pressed, had undertaken no part in the Baring guaranty, directly or indirectly. The pre-Victoria gold coin, which light gold was drawn from circulation, was less than the estimated issue of gold coinage, and therefore not a burden to the treasury.

Octavius Morgan, member of Parliament for Battersea, gave notice that on Thursday he will ask the government whether it is not advisable to adopt measures to check foreign immigration. He will suggest the adoption of legislation on the lines of that which has been found necessary in the United States, Canada and Australia.

NEWFOUNDLAND PETITIONS.

Mr. Goschen Consents To Hear a Deputation At the Bar of the House.

LONDON, May 27.—Alexander Staveley Hill, M.P. for Staffordshire, in the House of Commons to-day presented a petition from the Newfoundland Legislature praying that one of the Newfoundland delegates now in this country may be heard at the bar of the House of Commons in protest against the passage of the Knutsford bill, which is to come up again on Thursday. Mr. Hill gave notice that he would move to this effect on the second reading of the bill.

Mr. Goschen, Chancellor of the Exchequer, said the Government would assent to hear the Newfoundland delegates at the bar of the House. The Newfoundland bill will be heard on Friday. Mr. Goschen added that the bill before the Newfoundland Legislature was limited in its operations to one year, which the Imperial Government could not accept in view of its engagements with France.

PREPARING FOR EMERGENCIES.

France is Evidently Expecting that Long-Announced War.

PARIS, May 27.—The Chamber of Deputies to-day passed a bill providing for storing sufficient grain in every fortified town in France to feed all the civilians of such a town in time of war for two months.

King Charles Is Ill.

STUTTGART, May 27.—King Charles of Wurtemburg is suffering from an internal disorder and has been in a feverish condition since yesterday.

Chat From Over the Sea.

Owing to the intervention of the Government the strike of Paris stage drivers is at an end.

The Russian municipal reform bill as completed practically abolishes municipal government.

Two deaths are announced of Prof. Charles William Naegeli, the German botanist, and Joseph Rodenwalde, the Provencal poet.

The House of Commons last night, by a vote of 240 to 54, rejected a proposal to legalize the election of women as members of County Councils.

At a meeting held at Vienna yesterday resolutions were passed declaring that the striking printers of that city would continue their fight. Three thousand printers are now out on strike.

Died of Yellow Fever.

ST. JOHN, N.B., May 27.—The Norwegian bark Cupello arrived at quarantine here to-day. When the medical officer boarded her the vessel was found in charge of the second mate, who reported, on March 27 Captain Thorvas was taken ill with yellow fever and died on April 6. The first mate died of the same disease three days after. Both were married and belonged to Caristiania.

Where did you get that stylish fitting spring suit? Why, at John Watson's, 88 King-street east, of course. 246

The Ten Year Investment policies maturing this year in the North American Life Assurance Company have not only furnished insurance during that term, but in addition given a handsome percentage of profit on the money invested. The 20 Year Compound Investment plan lately introduced by this company offers additional features for the benefit of the insured, full particulars of which can be obtained by applying to any of the agents or to the Head Office, Manning Arcade, in this city. 246

"Sparkling with wit and humor" is the verdict of those who have heard Dr. McIntyre's lecture, "Fun on the Farm, or Old Times in the West."

In Terrible Agony.

The new Parliament buildings in the Queen's Park have been the scene of several accidents lately. Yesterday another and serious one was added to the list. The victim was a laborer named James Buckley. He was engaged in carrying a nod of prices up an incline plank, when the latter struck some scaffolding. He was knocked from the plank and fell astride of a scantling below. His sufferings were excruciating, and on the way to the hospital in the ambulance it required four men to hold him down. His injuries may have a fatal termination. Buckley lives at 79 Union-street.

"Fun on the Farm, or Old Times in the West," Rev. Robert McIntyre, D.D., of Chicago, Association Hall, Thursday evening, 28th inst. Tickets at Gourlay, Winter & Leeming's.

Catarrh—Hay Fever—Catarrhal Deafness

A New Home Treatment has been discovered whereby the worst cases are permanently cured by a few simple applications made for originality by the patient at home. Send stamp for circular. J. G. Dixon & Co., 345 West King-street, Toronto.

The Sheffield House Importing Company (Registered).

65 Yonge-street (below King). We are selling the Junior Safety Bicycle for $33 net cash. Boys come and see them. C. E. Robinson, Manager.

Ireland's Irish Oatmeal in 14-lb. tins.

Clyatt, the veteran reporter of the Central Criminal Court in London, died not long ago. In fifty years' service he has heard 90,000 cases tried, has seen 10,00 men sentenced to death, has seen 340 murderers hanged, and he drank every year an average of 30 dozen of "Marsala Wine, Crown Brand," the same quality obtainable at 16 King-street west, for which Messrs. Gianelli & Co. are the sole agents. 246

In every way a high-class article of merit, Adams' Tutti Frutti Gum. Sold by all druggists and confectioners, 5 cents.

The Latest Craze in London—Hyde Park Cigarettes—Manufactured by D. Ritchie & Co. Montreal. 246

White navy and navy and white spot silk yachting caps, all sizes, now on show at Treble's, 54 King-street west.

Lawn Mowers, Garden Hose and Reels. Wheeler & Bain, King street east.

Rev. Robert McIntyre, D.D., "the Silver-Tongued Orator of the West," Association Hall, Yonge-street, Thursday evening, 28th inst. Tickets at Gourlay, Winter & Leeming's.

Bishop Thomas W. Campbell.

The Reformed Episcopal readers of The World will recognize in the above the popular rector of Christ Church, College-street, the unanimous choice of the Denominational Synod on Monday last for bishop of the Canadian Church.

WHAT ABOUT THE TEN HOURS?

Only a Portion of the S.R. Employes Have the Boon.

The tenders for the street railway franchise, which appear prominently in another column, was the star piece at the meeting of the Street Railway Committee yesterday, but there was a little preliminary canter.

There was a great gathering of aldermen. Ald. McDougall presided, and associated with him were Ald. Small, Gibbs, Score, Jolliffe, Atkinson, Saunders, Hewitt, Leslie, Bell, Hall, Shaw, Orr and Hallam. The officials in attendance were City Engineer Jennings, City Treasurer Coady, City Clerk Blevins and Street Railway Manager Gunn. Those interested in the tenders were: George Kiely, Nicol Kingsmill, Q.C., William Laidlaw, Q.C., W. R. Brock, J. K. Kerr, Q.C., J. F. Dwight, S. H. Janes, E. A. C. Everett and Miller. Also present were George Verral, Lucas, Pape, Farquhar, Bailey and ex-Ald. G. S. Macdonald watched the proceedings from the side benches.

The usual proceeding of reading the minutes having been completed, Ald. Shaw jumped into the breach on behalf of the badly-used street car employe. "I want to know," said he from St. Pauls, "why it is that the men have not been placed on ten-hour duty time. At the last meeting Mr. Gunn promised to have a report in on the subject. Is that report in?"

The Chairman: "Mr. Gunn has been too busy as yet to furnish the report. The races and a lot of extra work consequent on the change in ownership has occupied all his time. In any case the men, I am informed, have been placed on the ten-hour schedule."

Ald. Shaw: "I think you are mistaken Mr. Chairman, the men tell me they are still working fourteen hours a day."

The Chirman—"I think the men are wanting in to act too hastily. The drivers and conductors have been placed on the ten hour schedule, that I know."

Ald. Hallam—"Yes, I was talking to a Sherbourne-street driver, and he says he is quite satisfied."

Ald. Shaw—"Yes, but what about the stablemen. I am given to understand they have not received the reduction in hours of labor."

Chairman Protects Gunn.

Mr. Gunn, who was not present at the time, was sent for and made the following statement: "All I have to say is that the ten hour schedule came into force on Monday last. As regards the stablemen and loft men the 10 cents an hour rate of pay is giving them more pay than the foremen. We are trying to get things into shape as rapidly as possible, but these changes cannot be made in a day. We are moving in the direction of ten hours a day for stablemen and loft men, under the understanding that they work on Sundays. It is impossible that the horses be left in charge of men who have not been accustomed to them. I might say in conclusion that there is no street car system in America which is paying its men as liberally as the city of Toronto."

This settled this difficulty, Ald. Shaw expressing himself as fully satisfied with Mr. Gunn's explanation. Mr. Gunn was instructed to report on the financial results of the change in the hours of labor and the 15 cents an hour rate.

The Alderman will Have a Car.

The aldermen then poured on unhappy Mr. Gunn a whole torrent of complaints about car service in various parts of the city, but the chairman came to his rescue and pointed out that under Ald. Hallam's resolution, passed at the previous meeting, Mr. Gunn was not to be interfered with in the management of the road.

As a little sop to the City Fathers Mr. Gunn promised to have late cars running on City Council nights so that the aldermen need not walk home.

The committee now plunged into a discussion on the arbitration witness fees, and reductions were made as follows:

Name.	Original Amount.	Reduced to