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TENTH YEAR. FRIDAY MORNING JULY 19, 1889. PRICE ONE CENT.

MORE ABOUT SUNDAY CARS

THE QUESTION IS BEING IMPARTIALLY DISCUSSED.

All Sorts and Conditions of Men Speak Freely—A Prevalent Desire for a Plebiscite—Yet Sabbatarianism is Strong—Which Side Will Win?

Montreal, Quebec, Belleville, Hamilton, St. Catharines, St. John, Winnipeg, Berlin, Waterloo, have Sunday street cars.

Toronto has them not. Why?

Ask your aldermen. Frank Smith will put Sunday cars in service the moment he is requested to do so by the council.

The World's Young Men were busy yesterday eliciting further opinions of well-known citizens on the Sunday street car question. A moiety of the answers and letters received is impartially appended. Still there's more to follow.

The World will continue without bias to give the opinions it collects, and whilst in favor of modified Sunday traveling convenience for the great and growing city will look for the decisive verdict in the ballots of the people.

Ex-Ald. Pape: "I am in favor of Sunday cars and they must come. A public mass meeting in the East End and another in the West End would let those opposed to Sunday cars know the temper of the people on this question."

Mr. Gordon Brown, who is a good churchgoer and a friend of everything that will increase the happiness of the people, is strongly in favor of Sunday cars. "At present," he says, "I only go to St. Andrew's Church in the morning; if I could get the street cars I would be Mr. Macdonnell's most regular attendant on Sunday nights as well."

Ald. Boustead: "I will fight Sunday street cars from the ground up. Let the council and not the people deal with the matter."

Waterworks Superintendent Hamilton: "If the people want the cars on the Sabbath I do not see why they should not have them. Let them vote on the question."

Ald. G. Verral: "I want no Sunday street cars in mine. I know what Sunday labor is."

Ald. Moses: "I am against the scheme in theory and in practice. I do not believe the people should vote on the question either."

Mr. John Laidlaw: "Under proper restrictions I cannot see any just ground for objecting. Let the traffic be properly regulated that is all."

Ex-Mayor Beatty: "Let the council deal with the matter. For me, I am opposed to Sunday cars."

Contractor E. Farquhar: "Street cars on Sunday are a necessity both for church-goers and people who want country air. I would like to see them in the city."

Allan Howard, jr.: "I do not see any harm in the change. It's all right for those fellows who drive down to the Cathedral in carriages. Why should not the workingman have his car too?"

Lawyer N. Murphy: "I am decidedly in favor of Sunday street cars, and I am beginning to think that the ministers are having too much to say about Sabbath observance."

Contractor Arthur Ardagh: "The city is large enough for street cars on a Sunday, and I believe the mass of the people require them."

Separate School Trustee John Mullon: "I am in favor of Sunday cars. I have been trying to get them for years, and the West is solid for them. Let the people vote on the question."

Mr. Henry Frankland: "My principle is rest for man and beast on Sunday, and I am opposed to Sunday labor in any shape it may be presented."

Board of Works Chief Accountant Shutt: "Two hours in the morning, and two hours in the evening, that will find me a supporter."

Ald. Carlyle (St. Thomas): "I will oppose Sunday cars in every form and fight the proposition tooth and nail. I am surprised at you."

Board of Works Chief Clerk Roten: "The option rests with the people. They are the masters of the situation."

Ald. Denison: "I have always been in favor of Sunday cars and hope the scheme will carry. The popular vote is the very to decide it."

City Engineer Sproatt: "Personally I am opposed to Sunday cars, but I think that the people themselves should express their opinion on the point."

License Inspector Awde: "The proposition is monstrous. The people have nothing to do with it. I am willing to let a committee chosen from every denomination decide the question."

Mr. George Gooderham: "I am in favor of Sunday cars. The opposition to it is only the outcome of religious cant. This kind of cars on Sunday is keeping back the growth of the city. I would be glad to see them."

City Commissioner Coatsworth: "I hope never to see Sunday street cars, and as for asking the people to vote on the question you might just as well ask them to vote on liberty to steal."

Mr. R. W. Elliot: "I am in favor of the street cars running on Sunday. I do not see why the poor man should not ride in his car as well as the rich man in his carriage."

Mr. T. G. Spring, Superintendent of Bradstreet's: "I cannot give you an opinion on the question. We give information to subscribers only."

Mr. Barlow Cumberland: "I am dead against Sunday labor in any shape and in all its phases. There is nothing so killing, and it ought to be fought wherever it can be found. Sunday for rest and Saturday for recreation."

Ex-Ald. Dr. McConnell: "I say let us have Sunday street cars. In driving out I meet more tired men and women on a Sunday than on any other day in the week."

Public School Trustee Williams: "I am opposed to Sunday cars, but would let the people give their vote on the question."

Mr. George Torrance: "Put me down for Sunday cars. It is an outrage that while rich people drive the poor have got to walk. The interests of the city require the change."

Mr. Alexander Boyd: "Let the people by their voice declare for or against Sunday cars."

Ex-Ald. R. Piper: "Put me down in favor of the Sunday car. The health of the citizen would be improved and there would be a general improvement all round. Give the workingman and his family a chance to have some fresh air."

Dr. W. H. Graham: "Sunday street cars would be a good thing and would help the health of the masses."

Ald. Carlyle (St. Ald's.): "I am opposed to Sunday cars first, last and all the time, and you can rest assured that I will fight the proposition to the last ditch."

Mr. David White, master car builder, I.C.R.: "It is a shame that there are no street cars in Toronto on Sunday. It is enough to kill the city. It is the only one of its size on the continent that is without them. It is inconvenient for every body."

Ald. Gillespie: "I am an enemy to Sunday street cars, and unless the matter going to the people. The council is quite competent to deal with this question."

Postmaster Patteson Hits from the Shoulder.

Postmaster Patteson said: "The objections to Sunday street cars are all removable. There can be no question of the boon that their use would confer on the working classes, with whom Sunday is the available day for family reunions. Hundreds, too, would be helped on their way to church. The sanctimonious objectors are many of them gross humbugs, who have long enough enjoyed their rule over Toronto. I sincerely sympathize with an honest Christian man, but I hate bigoted Sabbatarians, and have had opportunities to know something of the hollow hypocrisy that makes many of them what they are. There are no doubt conscientious objectors; but the percentage of Pharisees is large in this town. The fashion has grown, and I do not know that the mercantile or social morality of the place has grown correspondingly. The trouble is the cowardice of men in high places who take no stand against the tyranny of hypocrisy. Read it in your own published answers on this question. I feel about this matter just as I did about the Scott Act. I am an advocate of temperance, but I was glad to see the Scott Act defeated. That should be a lesson to the Sabbatarians. Suppression of Vice people and kindred monopolists of piety. We are all agreed on the question of right and wrong. It is the method, and the intolerance that are working a subtle mischief and doing more harm than good to the rising generation."

Who Is To Blame?

EDITOR WORLD: You to-day champion the cause of Sunday street cars. As almost every city in the United States allows grocers to supply the public with eatables and drinkables on Sunday and as the Toronto public are as well served by their grocers as any Yankee city, six days out of seven, and must necessarily feel the need of them all the more on Sunday, why not allow them to keep open on Sunday? Surely people get hungry and thirsty on Sunday as well as any other day. Is it the ministers who are keeping the citizens from so necessary a convenience, especially in warm weather, or are the council to blame, will some alderman or minister reply? Please let me know who is to blame for this state of affairs.

1174 Yonge-street. GEORGE B. CROWN.

A Woman's Protest.

EDITOR WORLD: In this morning's issue of The World I notice with a feeling of pain that you wish to advocate the running of street cars on the Lord's Day. Think of the hundreds of men and horses whom you would deprive of their needed day of rest. Your name indicates that you are of Scotch origin. I hope you have not forgotten the reverence and obedience due to the Lord's command, "Remember the Sabbath Day to keep it holy," etc. Even to the beasts of burden its blessed rest extends. Sir, I am a woman, and I shall do all in my power to prevent the cars being run on the Sabbath. Hoping that as you fear God you will reconsider this matter, J. HUNTER.

43 Huntley-street.

Sunday Cars at Berlin and Waterloo.

EDITOR WORLD: The towns of Berlin and Waterloo, recently connected by street railway service, do not seem morally disturbed by the running of street cars during church hours on Sundays. From the fact, however, that the distances for church goers along the above referred line are small, possibly objections might be raised against such service. But in a city with a population and area like Toronto, there are the strongest points for argument in favor of street railway service on Sundays. L. R.

Berlin, Ont., July 18.

Only the Pious Break the Sabbath in Hamilton.

[From the Hamilton Spectator.]

The Toronto World and a lot of its Sabbath-breaking friends are trying to get the Toronto street cars to run on Sunday. They point to the fact that street cars run on Sunday in Hamilton as an indication of what is proper to be done. But they forget that in Hamilton street cars run only when people are going to or coming from church service. Only the pious are permitted to break the Sabbath in Hamilton.

WORK AT THE HUMBER.

How Busy Trade is Taking the Place of Rural Solitude.

President McMillan is in communication with a syndicate desirous of establishing iron-smelting works in Canada. The claims and advantages of Toronto, Hamilton and Montreal are being inquired into.

Although there is an abundance of iron stone in Canada there are no smelting works nor blast furnaces of any account except in Nova Scotia. The great drawback is the cost of coal in the iron producing districts.

Last year the Ontario Rolling mills were started near the Humber and have been doing good work in their respective line. This is a Toronto branch of the well-known Hamilton company of the above name. The output at present is about 50 tons a day, and a strange and busy scene the works present with their lakeside and pleasant rural surroundings. Rolled iron is made from scrap, and the fusing is done by gas furnaces. The process is a different one from that at Hamilton. The machinery is of the most approved kind. A World reporter looked in at the mills yesterday and breathed in the heated air with difficulty. Men more than half-naked worked at the furnaces, conveyed the molten metal to the rolling apparatus, and in long red-hot bars it was rapidly drawn out and placed for cooling. The scene is a weird and novel one in the district. Much of iron is shipped to Montreal and the east; some to British Columbia and Manitoba. A railway siding runs into the works and there is plenty of ground for enlargement. About 150 hands are employed, which when the works are complete will be increased to 200. A nail factory is also in course of erection. The Ontario Bolt Works are to the immediate west and West Toronto Junction to the east.

This hitherto quiet country place is thus being rapidly transformed into a scene of busy industry, and there are encouraging signs that this will be increasingly the case.

THE FOURTH ESTATE.

Canadian Press Association's 51st Annual Meeting—Their New Officers.

Dr. E. H. Dewart of The Christian Guardian presided over the 51st annual meeting of the Canadian Press Association yesterday. The gathering was at the Rossin House and there were present members of the association from all parts of Canada. These officers were elected: R. V. Somerville, President; Andrew Pattullo, 1st Vice-President; H. P. Moor, 2nd Vice-President; W. R. Climie, Secretary-Treasurer; J. B. Trayes, Assistant Secretary. Executive Committee—H. Hough, D. Creighton, L. G. Jackson, L. A. Davidson, J. S. Brimsy.

RELEASED FROM JAIL.

Good William Gooderham Pays the Salvation Lads' Fine.

John Cameron and Frank Vinall, the two young Salvationists who were sent to jail on the charge of raising a disturbance in front of Oulcott's Hotel, Erlintou, on Thursday night, have been liberated, their fines having been paid by Mr. William Gooderham.

Captain Warder of Erlinton is to be tried to-morrow morning on the same charge. It is to be made a test case by the Salvation Army people.

Music at Exhibition Park.

Heintzman Band, under the direction of Mr. Thomas Baugh, will render the following program at Exhibition Park this evening:

March, "Wein Blieht Wein"....J. Schrammel
Overture, "Zanetta".....Auber
Waltz, "Sobata".....J. Strauss
Descriptive piece, "A Trip to Coney Island."
.....Tobani
Patrol, "Irish Guards".....C. Peurner
Cornet solo, "The Blue Bells of Scotland,"
.....Air Varie, Mr. Thomas Baugh.....Levy
Grand Selection, "Faust".....Gounod
Descriptive piece, "Echoes of the Forest,"
.....Riedel
Galop, "Narren,".....Gung'l

The Harbor Improvements.

Mr. Henry A. Gray of the Public Works Department, Ottawa, has inspected the work in connection with the harbor improvements in company with the engineer in charge, Mr. E. B. Temple, and the superintendent of the work, Ald. J. C. Swait. Captain Murray of the firm of Murray & Cleveland, St. Catharines, has also been in the city looking after his contract with the construction of the eastern entrance to Toronto harbor. Messrs. Murray & Cleveland made a contract to fill in the new wharf property of the Canadian Pacific Railway.

The Copyright Case.

At Osgoode hall yesterday morning Justice Osler allowed the interim injunction in the matter of Lovell v. Bryce to stand until the trial. Lovell Brothers, the publishers of Montreal, applied for an order to restrain William Bryce of Toronto from publishing Baring Gould's book "Penny Come Quicks." A. Mackenzie of Blake & Co. appeared for the plaintiffs, and John T. Small for the defendant.

The Man Dropped Dead.

At 5.30 yesterday afternoon a man in passing along Queen-street near Simcoe-street was seen to stagger and fall. Those who rushed to his assistance found him dead. A doctor pronounced the cause heart disease. The body was afterwards recognized as that of James Bridgeford, 43 years of age, and residing at 135 George-street.

The Captain Was Ready.

In returning from Victoria Park yesterday afternoon the soot in the smoke stack of the steamer Chicoutimi caught fire, causing the wood surrounding the iron work to smoke. Captain Parkinson promptly got his pumps to work and averted all danger. There was considerable excitement among the passengers.

A Telling Circular.

Sergeant Detective Reburn has in his hands a circular issued by the Society for the Suppression of Lotteries, denouncing the issuer of the bonds found in the possession of Van Horst as a swindler. It styles the bonds as bogus and the issuer as a scoundrel of the worst type. It will be recollected that Detective Burroughs arrested Van Horst on Tuesday last, and the police believe that in him they have got an astute accomplice of a continental rogue.

$11 Round Trip Toronto to New York on July 23th Via Erie Railway.

A grand chance to visit New York and its beautiful summer resorts. The Erie Railway do not charge you anything extra for solid comfort, which you are always sure of when you travel by this picturesque route. Through Pullmans from Toronto and Port Dalhousie. Tickets good for ten days. For full particulars apply to S. J. Sharp, Canadian Passenger Agent, corner Wellington and Scott-streets, Toronto.

Dr. Willoughby Out of Danger.

COLBORNE, July 18.—The many friends of Dr. W. A. Willoughby, M.L.A., will be glad to learn that he is now out of danger, although still very weak.

IF $3,000,000 BUILDS IT,

THE VIADUCT SHOULD BE CONSTRUCTED BY THE CITY,

Provided the Land Now Used for Railway Purposes on the Esplanade is Surrendered by the Railway Companies to the City.

The nature of their business obliges bankers to be close observers of the trend of trade. They must be in the swim with trade events if they would be successful managers of banks. In this respect Mr. D. R. Wilkie, cashier of the Imperial Bank, is particularly well fitted for the important position he occupies. He has always taken a keen interest in trade matters. For many years he was a member of the Board of Trade Council and has been successively elected Vice-President of the Board. As a thinking citizen Mr. Wilkie's views on a matter affecting the city's interests would be of value, but the position he occupies in financial and business affairs adds weight to them.

A Yearly Charge of $105,000.

Mr. Wilkie gave his views on the Esplanade question to a World reporter yesterday. He said:

"If the viaduct can be constructed for $3,000,000, which would entail a charge at the outside of $105,000 a year, I would be very strongly in favor of its construction by the city, conditional upon the surrender to the city of the lands now occupied for railway purposes on the Esplanade. The annual charge would be a bagatelle as compared with the immense benefit which would be derived by the citizens from the use of the Esplanade and free access to the water without danger to life or limb. The free access to Toronto for other railways is a matter of great importance, and if we are to-day to tie up the harbor for the benefit of the two roads it will be more than difficult to arrange for the entrance of a third railway. So far as the application of the railway company for the Esplanade extension is concerned, every effort should be made by citizens to prevent a patent being issued in their favor. The company has already virtually agreed to a patent being issued to the city and no change should be made that would vary the new windmill-line agreement, which provided for patents being issued by the Crown in favor of the city of all frontages of property then owned by the city.

Reducing Expenses and Increasing Speed.

"The construction of a viaduct would add very much to the facilities of the railways themselves in both freight and passenger transport. The expense of maintaining a large staff of gatemen, signal-men and switchmen would be reduced to a minimum. The maximum speed of 5 miles per hour between point and point in the city could be increased to a speed of 30 miles per hour and the convenience of passengers and employes thus greatly economised. Until a thorough survey has been made it will of course be impossible to give a close estimate of the probable cost of the proposed viaduct. But I have not heard of any estimate exceeding $4,000,000. If the railway companies could be induced to assist the scheme on the basis of a payment of a fair rental for the use of the work I should be ready to advocate the construction of the viaduct by the city, allowing them to retain control over their present railway tracks for the use of local freight.

Something Must be Done.

"Something must be done without further delay and as the G.T.R. have started the ball rolling by claiming more land than they require for legitimate railway purposes the citizens are afforded an opportunity of settling the whole Esplanade question forever. When the report has been received from competent authorities as to what the probable cost of the proposed viaduct will be I will be better able to give an opinion, but from all I have heard, and read from the experience of other cities, Rochester particularly, I am satisfied that the viaduct would not only be in the best interests of the city but an indispensable work to the railways therein centering."

A Feasible Project.

EDITOR WORLD: I have a suggestion that I trust the Viaduct Committee of the citizens and members of the Board of Trade will consider.

It is to bring the viaduct across the centre of the city, above Queen-street. This looks chimerical, but if you take the map you will see that the viaduct could be brought down in line with Dundas, Arthur, St. Patrick and across the city. A comparatively cheap and inexpensive right of way could be secured.

Land could be expropriated in St. John's Ward between University and Terauley-streets and north of Osgoode Hall for a union station and for freight sheds. The convenience of such a central station and freight sheds would be enormous.

The present Esplanade could be utilized for other purposes. Two tracks could be left for the accommodation of the mixed rail and water freight; all the rest could be removed.

This up-town viaduct would send the Grand Trunk out by Gerrard-street and do away with the G. T. R. bridge at the mouth of the Don.

If the railway centre of the town was north of Queen-street instead of on the front it would be an immense convenience and put a big advance on all northern property without depreciating any other.

The city's front would then be left to business outside of railways, and to shipping.

Don't pooh-pooh this till you hear an expert engineer's report on it.

And remember this: *It will settle the question of rapid transit for the city for all time to come*, as it will give us suburban trains right into the centre of the town, which will never be the case as long as the present Union Station is used. W. F. M.

Storage for merchandise, furniture, etc. Warehouse receipts issued. Frederic Nicholls, 43 to 49 Front-street west.

Looking After the East End.

The East End Property Owners' Association recommend that another cutting be made at the west end of the bay through the breakwater to correspond with Coatsworth's cutting through the eastern island, thus establishing a through current of pure water from east to west, also that the intermediate channel be deepened by dredging. A committee was appointed to interview the G.T.R. authorities and to urge upon them the necessity for shifting the platform and shelter stations at the Queen-street crossing to more convenient positions, also that the signal man's box be moved from the east to the west side of the track at this spot; that safety gates covering both footpaths and roadway be constructed at Logan, Pape, Leslie and Greenwoods crossings for public protection.

Families leaving town for the summer can have their furniture carefully stored with Mitchell, Miller & Co., 45 Front-street east.

The Junction Water Supply.

Satisfactory progress is being made in furnishing West Toronto Junction with an adequate water supply. The pumping station on the lake shore near High Park is nearly completed. It is a brick building immediately east of the premises of the Ontario Rolling Mills Company. Distinctly carved in a large central stone are the names of the Mayor, Waterworks Committee, contractors and engineer. The intake of water is sufficiently out in the lake to secure as pure a supply as the circumstances admit. By another summer the Junctionites will have a plentiful supply of aqua pura.

Holiday Trip.

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

FATAL SCAFFOLD ACCIDENT.

One Man Killed and Three Injured on a New School Building.

A very serious accident, which in one instance at least has resulted fatally, occurred at the new Rose-avenue school yesterday afternoon. About 3.30 a cross bar supporting a scaffold gave way, precipitating those on it, three in number, to the ground. One of them, Alexander Carney, residing in Church-street, near Carlton, was killed outright, and Coroner Duncan will open an inquest on the body at 11 a.m. to-day. The other two, Samuel Garland, 93 Boulton-avenue, and John Cowdy, 112 Sherbourne-street, were seriously hurt, both being removed to the Hospital in the ambulance. A bricklayer's laborer named Adam Colter also sustained several injuries but refused to be taken to the Hospital.

THE EXECUTIVE COMMITTEE.

City Officials' Salaries and Other Matters of Interest.

The Executive Committee met yesterday, present Acting Chairman Roaf, Ald. Gillespie, Fleming, Boustead, Vokes, Small, Peter Macdonald, Denison, Carlyle (St. Thos). Before beginning the business of the meeting Ald. Roaf vacated the chair in favor of Ald. Gillespie, being called away on special engagement. An account of $1155.80 sent in by the York County Registrar for work done in connection with the annexation of Parkdale was ordered to be paid. A big fight took place over the salary question, brought up by a recommendation from the Assessment Commissioners that a young clerk in that department named Irwin have his salary increased from $600 to $800 a year. Ald. Fleming stated that these officials in the employ of the corporation were getting $3 a day for every $1 they earned. The discussion resulted in Deputy-Assessment Commissioner Foreman getting an increase from $1200 to $1500, and Clerk Irwin from $600 to $800. Then on motion of Ald. Boustead Waterworks Receivers Adamson and Gilby were increased from $800 and $700 to $1000 and $900 respectively. A long wrangle followed over the increasing of salaries in the City Clerk's department, resulting in a sub-committee, composed of Ald. Boustead, Vokes and Carlyle (St. Thos.) being appointed to deal with the salaries in this department.

Ald. Fleming rose to state that he felt compelled to withdraw his motion in the matter of party bands in view of the following opinion from the City Solicitor's office:

Ald. Fleming, Dear Sir: I have your letter of this date asking me to draw a bylaw regulating and preventing the playing of certain bands in the streets.

"The only power to draw this bylaw is contained in the Municipal Act, 1886, Sec. 495, sub-sec. 46, which provides for the "regulating or preventing of ..... noises calculated to disturb the inhabitants." As the courts confine the acts of municipal councils very strictly to their powers, and as I greatly doubt that the courts would construe playing a noisy instrument to disturb the inhabitants, I doubt that the city has power to regulate bands. I am bearing in mind also decisions of Sir Adam Wilson and Judge Rose on this clause of the "Municipal Act. If the "playing of musical instruments" were specifically mentioned in sub-sec. 46, there would be no difficulty whatever, but as it is I fear that no bylaw or conviction relating to "musical bands" would stand if impeached at Osgoode Hall.

Before drawing the bylaw I conceive it my duty to give you this opinion.

H. R. MOWAT.

After this graceful withdrawal on the part of Ald. Fleming, the brethren on the committee breathed freer.

The reports of the various standing committees were adopted.

LUNDY'S LANE.

Anniversary of the Battle, July 25, 1814 and 1889.

The second celebration of the Battle of Lundy's Lane, under the auspices of Lundy's Lane Historical Society, on Thursday next, the 25th inst., promises to be a grand success. The several arrangements have been placed in the hands of live committees, who will leave no stone unturned to obtain this result. Half-fare rates by the G.T.R., by all rail routes and steamer Empress of India from Toronto and all intermediate stations have been secured also the same favorable terms have been granted by the M.C.R. from Buffalo, St. Thomas, Niagara and all other places between these points. A civic holiday has been proclaimed in both the town and village of Niagara Falls on this date. Eminent speakers will be present from Toronto, Hamilton and other cities and towns in Canada, to deliver addresses. The grounds will be beautifully and appropriately decorated for the occasion. Dr. Ferguson, M.P., will officiate as chairman. The proceedings will begin at 2 p.m. Easy access can be had to the battle ground by the street railway, which runs direct to it. Several extra cars will be put into service for the benefit of those attending this memorable and historical celebration. In connection with the above the Empress of India will issue return tickets to Niagara Falls, Ontario, at $1.40 on July 25.

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

THREE SHIP HAS SUNK.

Messrs. Smither & Berkinshaw Fail—Liabilities $82,000.

Yesterday morning Messrs. Smither & Berkinshaw, who have been carrying on a dry-goods business at the corner of Queen and Yonge-streets for many years, announced their assignment.

Some time ago they called their creditors together and asked for an extension, which was granted. They have unfortunately not been able to meet their engagements with their creditors, and their assignment followed yesterday on their inability to discharge a payment which fell due. The liabilities amount to $82,000. The assignment has been made to Mr. John Lawrence, acting for John Macdonald & Co.

Try a sample package of Savona. All grocers keep it.

A Successful Garden Party.

The garden party given last evening in Moss Park by the ladies of St. Michael's parish proved an undoubted success in every respect. About five o'clock fashionably dressed visitors began to arrive and the grounds soon wore an air of brilliancy. Refreshments, which were varied and of the best, were served from 5.30 to 8, after which the party strolled around enjoying captivating music by the Italian orchestra. The following are some of the ladies who were instrumental in making the affair a success: Mrs. O'Keefe, Miss O'Keefe, Miss Kelley, Mrs. Foy, Mrs. Gannon, Miss O'Connor, Miss Hinds, Miss O'Brien, Miss Kelly, Miss Quirk, Mrs. McConnel, and among the gentlemen present were: Rev. Father Laurent, Father Rooney, Father McCann, Father Morris, Father Lynch, Father Teefy, Father O'Reilley, Father Murray, Father Hand, Archdeacon Cassidy, Hon. Frank Smith, J. J. Foy, ex-Ald. Steiner, Dr. Cassidy, Dr. Wallace and T. Mulvey. The proceeds will amount to about $1500 which are to be devoted chiefly towards the heating fund of St. Michael's Cathedral. The number of visitors on the grounds during the evening was 2000.

Encourage home manufactures and buy Savona.

Tramps.

Toronto is infested with tramps. The tramp is the long distance champion pedestrian of this continent. But his walking never yields him a pile, unless it is a wood pile. The tramp hates to saw wood. He would rather see wood than saw it any day. That is one reason why the tramp is not a saw-buck. What is the difference between a saw-buck and a buck-saw? The tramp is a great athlete, but only a theoretical one. He would rather split his trousers sitting on wayside rocks than split wood for dinner. Tramps are not the only people in the world who don's wear stylish hats, but people who do wear stylish hats buy them at Dineen's dazzling palace of supernal cranium covers, corner King and Yonge-streets.

For singers—Adams' Tutti Frutti Gum.

SIX MEN DROWNED.

Fatal Voyage on a Raft in the Upper Ottawa—The Victims' Names Unknown.

OTTAWA, July 18.—Joseph Boivin, who arrived in the city yesterday on a raft of square timber from the Upper Ottawa, reports that six men were drowned on the way here. There were three different accidents. The first occurred at Roches Captaines, four men losing their lives through the breaking up of a crib on which they were while passing through the rapids. At Des Joachims the second accident occurred, where another man lost his life through the parting of a crib. Calumet was the scene of the last fatality, where a man was drowned off the crib while running the rapids. The names of the men are not known, but it is thought they belong to Quebec. They were returning from the shanties where they had been working for the last six months.

Ambitious City News.

HAMILTON, July 18.—Ellen M. Eaves, a plump, tolerably good looking and decidedly English accented young woman, stood in the witness stand at the Police Magistrate's tribunal this morning undergoing cross-examination in a charge of using indecent language brought by her against Mrs. Mary Simmons. Miss Eaves, who came to Canada under the protection of Miss Rye, by the death of distant relatives in England come s in for a share of a very large fortune. The estate, it is asserted, has been through the hands of the executors and Miss Eaves' share is $20,000, which sum is in the possession of her brother, who is on his way to this country to deliver it over to her. The charge against Mrs. Simmons was dismissed.

Louisa Park, the woman who was tried at the police court a couple of weeks ago for cruelty to a child, was brought up on remand this morning. The evidence given at the preliminary examination showed that the defendant had shamefully neglected a child left in her charge by a young girl who got into trouble. The woman was committed for trial.

His Lordship Bishop Dowling, accompanied by Vicar-General Keough, starts from this city on Monday next on his trip to the Old Country.

Notes From the Capital.

OTTAWA, July 18.—Hon. John Haggart, Postmaster-General, says the two clerks of the Kingston Postoffice charged with opening letters will be indicted according to the provisions of the Postal Act, which means fine or imprisonment.

Sir John Thompson accompanied Lady Thompson and family to Quebec on their way to the seaside yesterday.

Extradition in the Burke case cannot issue under any circumstances until July 26.

Hon. Mr. Foster and bride leave to-morrow for St. John, N.B.

The only Ministers in town to-day were Hon. Messrs. Bowell and Foster.

A monster requisition has been signed in the city to His Excellency the Governor-General praying for the disallowance of the Jesuits' Estate Bill. A meeting of the Executive Committee was held to-night to arrange for a delegation to go and present the petition to Lord Stanley at Quebec.

U.S. Teachers "Enthused."

NASHVILLE, July 18.—Secretary Canfield, aroused much enthusiasm in the National Educational Association to-day by informing the convention and President Marble that a great grandson of "Old Hickory" Jackson was yesterday born at the Hermitage, and the child had been named Albert Machi Jackson in honor of the President of the Association. A committee composed of a delegate from each state and territory and Canada was appointed to call upon Mrs. James K. Polk and convey to her the respects, congratulations and compliments of the association. A committee was appointed to consider the needs of the United States in a bureau of education and to memorialize Congress on the subject.

A 4-Year-Old Child's Lonely Journey.

PORT HURON, July 18.—Mr. and Mrs. Lincoln of Port Huron went to Central Africa to do missionary work. Mrs. Lincoln soon sickened and died and Mr. Lincoln started for the coast, hoping to return home. After journeying six weeks he died at the Zulu station and a local missionary who corresponded with Mrs. Lincoln's father, Rev. Israel Mudge of Smith's Creek, determined to send Mr. and Mrs. Lincoln's only child home. So a huge tag was sewed to the clothing of the little 4-year-old orphan, on which were written the necessary directions and she was started towards America in charge of Masie. On Tuesday she reached Port Huron and friends safe and sound, having traveled 6000 miles alone.

A Farmer for Queensland.

WASHINGTON, July 18.—Last December the Chief Secretary at Brisbane, Que-sland, requested the Department of Agriculture have to nominate to that Government a person to be appointed Instructor in Agriculture. Secretary Rusk to-day appointed Professor Edward M. Shelton of Manhattan, Kas., to the position. Professor Shelton has for many years been Professor of Practical Agriculture in the Kansas State Agricultural College. He has also been connected with the Michigan Agricultural College and engaged in teaching and practising agriculture under the auspices of the Japanese Government.

A Multiplicity of Causes.

HARRISBURG, July 18.—The following is the verdict of the jury in the coroner's inquest relative to the death of Thomas Kinney last Saturday evening: The shock we find to have resulted from a variety of causes—first, the deceased was pushed out of barroom of the Mansion House by one Alfred Durham and afterwards fell upon the platform; second, from intense excitement, as exhibited by him during the day because of a legal decision regarding a liquor license in the village; third, from the amount of liquor he drank and from the excessive heat of the day; fourth, from the affected state of his heart, as shown by the evidence of four medical witnesses.

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

Two Sacks of "Queer" $10's Captured.

DAYTON, O., July 18.—Captain Abbott and seven other secret service men this morning made a descent on the United States Hotel near here to capture a gang of counterfeiters. Officer Donnelly was wounded twice in the head but not fatally. An escaping counterfeiter was shot in the side. Two carpet sacks of counterfeit $10's have been found and the search is not ended. The hotel belongs to Nelson Driggs, an aged and noted counterfeiter.

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

Sir Julian Off for England.

WASHINGTON, July 18.—Sir Julian Pauncefote, the British Minister, to-day bade the State Department officials adieu for a season. He sails from New York on the Etruria for England. He will return here in October, bringing his family.

More Hot Weather.

What is the use of kicking about the weather! You can't change it. Is it not more sensible to maintain your equilibrium and serenity of mind by dressing to suit the weather in comfort-producing garments? The unshrinkable and perfect fitting summer flannel shirts made by Quinn, the shirtmaker, are within your reach.

Old Maids' Lives Not Worth Living.

POINT PLEASANT, W. Va., July 18.—Annetta and Miriam Boggs, maiden sisters living just over the line in Jackson County, committed suicide Tuesday by taking arsenic. They left a letter signed jointly saying there was nothing in life for old maids and they were tired of it. They were in fair circumstances.

Baseball players chew Tutti Frutti.

THE IMPENDING CONFLICT

IT IS BELIEVED THAT GERMANY CONTEMPLATES ACTION.

The Prince of Wales to Have an Increased Allowance and the Earl of Fife a Dukedom—Two Hundred Houses Burnt in Constantinople.

PARIS, July 18.—The papers here consider that the King of Holland's address to the States-General, in which he asked that 66,000 troops be kept armed to defend Dutch neutrality, is a grave event indicating expected German action.

An African Alexander.

LONDON, July 18.—In the House of Commons this evening Hon. Edward Stanhope, Secretary of State for War, read a communication from General Grenfell, who is with the troops in Egypt. The communication contained the reply of Nad-El-Jumi, the leader of the dervishes, to the General's demands for his surrender. The reply was:

"Your force is nothing to me. I am sent to conquer the world and I cannot stop. Now I call upon you to surrender. If you will do so I will protect you. Remember Hicks Pasha and Gordon Pasha."

General Grentell adds that Nad-el-Jumi's fighting men are well fed and in good condition.

Morley's Proposal Accepted.

LONDON, July 18.—The Government has accepted a proposal by John Morley that an increased allowance to the Prince of Wales, enabling him to provide marriage portions for his children, be substituted for the proposed special grants.

Fife to Have a Dukedom.

LONDON, July 18.—It is officially announced that the Queen will confer a Dukedom upon the Earl of Fife, who is to marry the Princess Louise of Wales.

The Ontario Boundary Bill.

LONDON, July 18.—The House of Lords read the Ontario Boundary bill a second time yesterday.

Trustees' Investments.

LONDON, July 18.—Sir Charles Tupper and other colonial spokesmen have interviewed Mr. Goschen and the Colonial Secretary respecting trustees' investments in colonial securities. An early settlement of the question is expected.

Lady Tupper's Reception.

LONDON, July 18.—Lady Tupper's reception last night was most successful. Over 570 invitations were issued. Princess Louise, the Marquis of Lorne and Earl Dufferin were among those present, with a large number of the leaders of London society and many Canadians.

A Gladstonian Elected.

LONDON, July 18.—The election in the west division of Carmarthenshire to fill the vacancy in the House of Commons caused by the death of Walter Powell, Home Ruler, resulted in the return of Mr. Morgan, Gladstonian, who received 4252 votes, against 2533 for Mr. Drummond, Conservative. At the last election, Mr. Powell received 4181 votes and Sir J. C. Lawrence, Liberal Unionist, 1015.

Tanner's Energetic Epithets.

LONDON, July 18.—Before the Parnell Commission to-day Matthew Harris stated that Egan and Brennan severed their connection with the Fenians on joining the Land League. Dr. Charles Tanner, M.P. for the middle division of Cork, testified that he had never advocated the boycotting of women and children. He had tried to get the land-grabbers boycotted. He admitted that he had denounced a certain landgrabber as a corrupt reptile and a creeping worm. The land-grabber was afterwards shot at. Witness always spoke against outrage. He had been boycotted himself by the Cork Tories, and his business had diminished, the patients forsaking him under pressure.

Editor Medill Writes a Letter.

LONDON, July 18.—Joseph Medill of Chicago has written to the Earl of Aberdeen refuting The London Times' insinuation that the officers of the Illinois addresses to Mr. Gladstone were Irishmen or members of Clan-na-Gael.

It Will Be Expensive for Egypt.

LONDON July 18.—The Egyptian Government has notified the French Government that the latter's refusal to accept the conversion scheme will cost Egypt yearly £200,000.

Won By the Irish Team.

LONDON, July 18.—The match for the Elcho Challenge Shield at Wimbledon to-day was won by the Irish team, which scored 1689, English team 1684, Scotch 1626.

A Massachusetts Win.

LONDON, July 18.—In the Stewart contest at Wimbledon, in which each marksman fired seven shots at the 200 yards range, Corporal W. D. Huddleston of the Massachusetts riflemen won the prize with a score of 34 out of a possible 35 points.

Late London Notes.

LONDON, July 18.—William O'Brien and James Gilhooly, M.P.s, have been summoned to appear before the Clonakilty Court on August 8.

The Government has accepted tenders for the construction of seventeen vessels on the Clyde, Tyne and Mersey.

In the second day's contest of the Kingstown regatta the Yarana again defeated the Valkyrie by a few seconds.

The Socialists Will Protest.

BERNE, July 18.—The Swiss Socialists have decided to send a protest to the Bundesrath against the action of the Procureur-General in regard to the German refugees.

The Socialists propose to appeal to the popular vote against the creation of a public prosecution department.

The Spanish Cortes Prorogued.

MADRID, July 18.—The Cortes was prorogued to-day.

A Scorcher at Istamboul.

CONSTANTINOPLE, July 18.—Two hundred houses were destroyed by fire here to-day.

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