The Toronto World.

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The Trolley and the Locomotive.

The building of the Niagara Falls and River Railway marks a new era in railway history. The trolley has pushed ahead into the domain once exclusively held by the locomotive. The Niagara Falls line is not a street railway. It is the ordinary railway constructed on the trolley idea. A ride over this line gives one a fair idea of what the coming railway is going to be like, as far at least as local traffic between neighboring cities and towns is concerned. We will ride up hill and down dale, where we cannot run our tracks on the level except at great expense. We will ride without annoyance from cinders in our eyes and dirt on our clothing. The view will not be obstructed by clouds of smoke following us along wherever we go. Small-sized cars will pick us up near our house and land us in the same way not far from our destination. The trolley permits Canada to duplicate on our bank of the river a railway that must have cost the New York Central people tens of thousands, where it cost us thousands. Not only that, the Canadian line is superior to the American from every point of view. A road like this, equipped on the trolley system, possesses ever so many advantages over the old steam locomotive equipment. It seems pretty certain now that most of the railways that will be projected in the future, at any rate! those of them that may be called local lines, will follow the new idea. If Toronto were to-day seeking the trade of, say, such districts as that covered by the old Toronto, Grey and Bruce, the Nipissing, the Credit Valley and so on, we believe that it would be a trolley and not a steam railway that would be decided upon to accomplish the work.

It ought to be a source of no little satisfaction to this young country to be possessed of the facilities for constructing such a line as this. The large machines connected with the water power were built in Canada, as were also the dynamos, the motors, the bridges, the steam engines and so on—nearly everything, in fact, except the steel rails.

Canada now affords the tourist the best opportunity of viewing the Falls and the other features of Niagara River. The other side has nothing to equal our new railway. Canadians themselves in visiting this ever-popular resort need no longer imagine that by crossing the river they will obtain a better view of the surroundings or find superior attractions. On the other hand, it is only a matter of a short time before the American people will recognize that Canada has the better facilities for sight-seeing, for comfort, for recreation and all the other features that go to make a perfect holiday.

A Peculiar Case—Damaged Wheat.

A despatch from Buffalo says: "The underwriters are in a predicament over the wet wheat on the steamer Sitka, amounting to 11,464 bush. The Sitka went on a reef in coming out of Fort William. Her cargo of wheat was from Canada and was to have been shipped through here under bond. If the wet wheat is sold it is subject to a duty of 25c. per bushel, and the best offer so far made for it is 20c."

The United States tariff omits to make any special provision for such a case as the above. The Canadian tariff is undoubtedly superior in this instance, as it provides that grain, flour and meal of all kinds damaged by water in transitu is only liable to a duty of 20 per cent. In the case of the damaged wheat per Sitka the insurance company would save money by dumping the wet wheat in the lake. This condition of the United States customs tariff is absurd.

A FAST ATLANTIC SERVICE.

Necessary to Complete the Highway Between England and the East.

OTTAWA, July 6.—In connection with the proposed fast line across the Atlantic between England and Canada Sir Adolphe Caron, Postmaster-General, who is back from Europe, says that the British post-office authorities consider the establishment of such a line necessary to the completion of the great highway between England and the extreme east, China and Japan, and that without a fast line across the Atlantic the full advantage of the fast line across the Pacific is not obtained.

I. P. B. S.

The regular quarterly meeting of the Irish Protestant Benevolent Society will be held in the library room of the Y.M.C.A., corner Yonge and McGill-streets, this evening at 8 o'clock. The matter of monthly v. quarterly meetings will be discussed. A large attendance is expected.

Cholera and all summer complaints are so quick in their action that the cold hand of death is upon the victims before they are aware that danger is near. If attacked do not delay in getting the proper medicine. Try a dose of Dr. J.D. Kellogg's Dysentery Cordial and you will get immediate relief. It acts with wonderful rapidity and never fails to effect a cure.

To Columbian Exposition

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

Mrs. H. Hall, Navarino, N.Y., writes: "For years I have been troubled with Liver Complaint. The doctors said my liver was hardened and enlarged. I was troubled with dizziness, pain in my shoulder, constipation and gradually losing flesh all the time. I was under the care of three physicians, but did not get any relief. A friend sent me a bottle of Northrop & Lyman's Vegetable Discovery, and the benefit I have received from it is far beyond my expectation. I feel better now than I have done for years."

Are You Going Out of Town?

If you are, don't omit to have The Sunday World sent to you. It contains more and better reading matter than any other weekly paper. A page is devoted to society gossip and the latest fashions. Numerous short stories are published. In fact the paper contains 56 long columns of all that is brightest and best of current light literature, as well as the news of the day and many special features. Subscription price 20c. a month, 50c. a quarter. Mailed free every Saturday night. ed

Severe Abscess Cured.

DEAR SIRS,—I had an abscess just behind my right ear in August, 1891. After suffering for three months I began to take B.B.B., and after one month's use of it I was very much better, and the abscess entirely disappeared in four months. I am certain that Burdock Blood Bitters is an excellent remedy.

FLORENCE M. SHAW, Solsgirth, Man.

No family living in a bilious country should be without Parmelee's Vegetable Pills. A few doses taken now and then will keep the Liver active, cleanse the stomach and bowels from all bilious matter and prevent Ague. Mr. J. L. Price, Shoals, Martin Co., Ind., writes: "I have tried a box of Parmelee's Pills and find them the best medicine for Fever and Ague I have ever used."

THE SUNDAY CAR QUESTION.

[*Continued from first page.*]

open saloons, etc., or as the Presbytery of Toronto vaguely puts it, "the train of evils which would inevitably follow." (See resolution passed Tuesday, July 4.) Are Sunday street cars responsible for the way Sunday is disregarded in New York and other American cities? Taking the very strongest ground you like must it not be admitted that Sunday cars, if anything, are the effect of a Sabbath-breaking movement and not the cause of it? Let me ask, When Sunday street cars have been tried in communities in which Sunday is respected, have they been followed by the appalling results we hear so much about? My experience says "No." I find street cars running on Sunday in places where Sunday *is* kept, and in places where it *is not* kept, and I conclude that street cars have nothing to do with Sunday observance, one way or another. Until it is clearly shown:

I. That the open saloons, shops, etc., and other evils in New York are the result of Sunday cars, and that such things are the inevitable result of Sunday cars wherever in use.

I think we may treat the assumption I have referred to as worth very little.

II. In what way will Sunday street cars injure the community? If ferries can be tolerated (and I suppose they are, if I judge by the very little opposition there is to them), why should street cars be hurtful? If street cars help people to healthy enjoyment on Dominion Day, why should they not do the same on Sunday? I know that if Sunday cars are used by holiday-seekers, Toronto will not be as quiet as it is now—but is not the whole question (to a great extent) a matter of appearances? We like to feel that our city *looks* quiet, and so we tolerate ferries, but not street cars. Surely such a reason is worthless. It is pleasant for those who have lawns and gardens and shade trees to enjoy the quiet of Sunday, but what about those who have no lawns or gardens? Why can't they go to the Island by ferry or to High Park, etc., by car and so enjoy what their more fortunate brethren are enjoying at home? What I would like on this question is a real workingmen's vote. Opposition to the Sunday cars comes with bad grace from men who have their carriages and use them on Sunday or who have lawns and gardens and cool shade. It comes with specially bad grace from clergy and Sunday school teachers (Central Prison Sunday school teachers, for example), who have made and do make constant use of cabs on Sunday. A story always comes into my mind of a clergyman driving to church on a Sunday morning. As he handed the driver his fare he said: "I hope you go to church regularly." "I would," said the driver, "if it wasn't for the likes of you."

III. One point made against Sunday cars is that the indifferent and irreligious are in favor of them, and, therefore, they must be wrong. But is this deduction a true one? At one time in England men were hanged for mere trifles. When the movement arose to abolish hanging as an *ordinary* punishment no doubt all the criminals in the country supported it; but that did not prevent it being a most humane and righteous movement. A great many good people rejoice over the fact that the cane is not now used as frequently in schools as it used to be. And I am sure that all the bad boys rejoice with them. It is quite possible that many principles and laws may be dear to the good man and equally welcome to the bad man, though not on the same grounds. For my part, I feel that if the side I take on the street car question is a right one, it makes no difference what company I am in.

Now, Mr. Editor, if this letter is not too long, let me add a few words to show how hollow are the speeches one hears about Sunday observance. When I was a boy I went to school in Toronto, and in that school Sunday was most religiously kept. If three or four boys started jumping or running on the playground between 10 and 10.45 a.m., they were punished for Sabbath-breaking. When, however, boys sat in small groups all over the grounds, regaling each other with foul talk, the masters smiled complacently; although if they had felt any *real* interest in the morals of their charges they would have known that the quiet was dangerous, while the play was not. A short time ago an item appeared in the city papers in reference to Sunday baseball playing on the grounds of a certain college. The report was immediately contradicted as untrue and injurious to the institution. I can assure you, Mr. Editor, that it would save many men in that and other colleges if they were *driven* out and forced to play baseball or cricket, or some other healthy game. I am not advocating Sunday sports, and I don't want them, but I do say that our ideas of Sunday are all wrong when we frown down public games and tolerate secret gambling and drinking, or frown down the means of giving men and women fresh air and movement on Sunday, while we tolerate all the evils that arise from constant overcrowding in small houses and dirty streets. A TORONTO CLERGYMAN.

AN AUSTRALIAN JOURNALIST.

He Talks About Sunday Street Cars in the Antipodes.

Mr. R. G. Stephens of Sydney, New South Wales, presently in Toronto, said yesterday: "Street cars run in all the Australian cities on Sunday, and all Sunday, and nobody dreams of opposing them. You seem to have stuck here at the Old Testament, and remember only to keep the Sabbath day hypocritical—I will not say holy. In Australia we have got on to the New Testament, and believe that the Sabbath was made for man, not man for the Sabbath. Seriously, it is quite incomprehensible to me how the Sunday labor of a handful of tramway employes can be put in the scale against the opportunity which their labor gives for Sunday recreation to working people."

A Case of Extended Vision.

A gentleman who lives north of Bloor-street told The World yesterday that at the last vote he cast his ballot against Sunday cars. On Aug. 26th next he will vote in favor of them. He gives this as his reason for changing his vote: Since the vote was taken before he has had an attack of sickness, following which he had a slow and protracted convalescence. Being weak he was unable to attend church, except in a coupe. He indulged in a carriage for three or four Sundays, but found he could not afford $1.50 a week for this purpose. He had to give up the coupe idea and stay at home. To a large extent it was out of deference to his pastor that he voted against the cars last time. In spite of the admonition of his minister he will vote for the cars this time. The gentleman in question feels strongly on the matter. His case is only one of hundreds of others constantly occurring in our midst, and he has come to the conclusion that in deciding on this question a citizen should take a larger view than that which is presented by considering oneself and his own particular affairs. Let the rich man put himself in the place of the poor; let the healthy man consider the case of the weak and delicate; let the idle put themselves in the place of the hard-wrought and weary; let the citizen take an extended view of the matter and he will cast his vote in favor of liberality and humanity.

The Highest Church Authority in England.

The New York Evening Post, in remarking on the decision of the United States courts sanctioning the Sunday opening of the Chicago Exposition, calls attention to the striking coincidence that at the same time the convocation of Canterbury was passing, by a unanimous vote, a resolution declaring that "the religion of Christ has nothing to fear from the reasonable and careful extension of the Sunday opening of libraries, art galleries, museums and industrial exhibitions." England has applied the test of experience to the various theories as to Sunday opening, and although the "entering wedge" argument made many good people fear that the day of rest was going to be broken down by any relaxation of ancient rigor, there is no longer any more protest against opening exhibitions on Sunday than there is in Boston, New York, Brooklyn or Philadelphia against Sunday concerts in the public parks. The unanimous verdict of the Canterbury convocation is a fact of the highest significance.

The World's Methods.

The World hasn't time just now to enter into a discussion with contemporaries as to its sneering at ministers. We have done nothing of the kind. All our stock is facts, facts stated in plain language. We were fed on facts and nursed on logic, and have become quite expert in dissecting arguments—so that, to quote John Ruskin, we can test a man's argument as a cheesemonger does cheese. The Sunday car question is only to be settled by statements of facts and logical inferences therefrom.

The World Fund.

The following sums were received at The World office yesterday toward a fund to be used in paying legitimate expenses in the campaign: W. T. $1, D. D. $1, R. Waterhouse $1, C. T. A. $1, R. G. $1, C. E. S. 50c. A couple of hundred dollars can be well-spent in opening a bureau of information where supporters of Sunday cars may learn their voting places. If you feel like assisting send in your mite.

WORKINGMEN AND SUNDAY CARS.

The President of the Trades Council For Them—D. J. O'Donoghue Against Them.

[From Yesterday's Globe.]

Mr. T. W. Banton, president of the Trades and Labor Council, was decidedly in favor of running cars on Sunday, and had always advocated them from his place in the council. The Trades council had once put itself through the majority of its members on record against Sunday cars, on the ground that such an innovation would lengthen instead of reducing the hours and days of labor. In advocating Sunday street cars he had also advocated a stringent agreement between the city and the company, binding the company to allow no man to work more than six days in the week. He strongly favored some such legislative measure to effect this, because he regarded the freedom of contract idea as a one-sided arrangement. It was for the interests of the workingman that there should be some such measure, and such a measure would obviate the danger to the workingman in the running of Sunday cars. He believed that the growth of the city rendered Sunday cars a necessity. In view of the introduction of electricity the argument that men and horses would be employed would not apply. It was a positive hardship to workingmen who desired to take their families for an outing on Sunday that they should have to drag them through the streets for miles in order to come to the place desired. Coming, as he did, from the old country, where cars and other conveniences are run on Sundays, he could not see the force of not having them here. In English cities a cry against these conveniences on Sunday would be regarded as ridiculous. In reference to the arguments that there were so many citizens out of town at this season, and that while they are away a vote should not be taken, Mr. Banton said that those men referred to were those who did not need street cars and could afford to do without them. To people who could take an annual summer outing there was not much injustice being done in leaving them out of the vote. The last time the vote was taken there was a majority against it, but he thought that public opinion was growing rapidly in favor of the movement, and he believed it would carry in August.

Mr. A. F. Jury.

Mr. A. F. Jury was very strongly favorable to the introduction of Sunday cars. This, he said, was now a large city, scattered over an immense area, and it was monstrous to ask the poor to go where they desired, perhaps at a great distance, unless they could get some kind of conveyance. The arguments used against the bylaw were pharisaical; in the extreme. In England, to a greater extent, perhaps, than in any other Christian country, Sunday busses, street cars, excursion trains and boats were maintained, and England, as was acknowledged, subscribed largely for the propagation of Christianity in Canada. Mr. Jury held that it was eminently proper that those residents most affected should vote on the bylaw, and this he regarded as the proper way to look at the argument that many citizens were out of town. Why were they out of town? Because they could afford to go to watering places for the summer. The same people were those who, when at home, had their carriages in which they drove to and fro.

D. J. O'Donoghue: So far at least few, if any, indeed, of the labor organizations in Toronto have officially declared in favor of Sunday cars, and certainly it must be admitted that they are those who naturally would be most solicitous for the comforts and convenience of those who work for wages. Men with families having no other means of support than their daily wages, in view of the necessity of steady employment and low wages, have little, in fact nothing, to spare for the conveyance of themselves and families outside of the city limits to get fresh air on Sunday. Labor organizations recognize this fact, and no doubt will so record themselves individually at the polls when the bylaw is again submitted. Besides this they are not so blind to the inconsistency of having for years battled to reduce the daily working hours, as well as to secure a half day on Saturday, which would be apparent if they countenanced the creation of a seventh working day, which would be the practical outcome of an endorsation of the running of Sunday cars. With the proximity of the city to the lake, its wide streets and its large, open and free Queen's Park, not to mention the smaller parks scattered throughout the city, the poorest in the community can have as much fresh air as they desire.

The Sabbath, and Sunday.

Editor World: Please answer the following questions under whatever department they may come as I seek for the truth: 1. Has the Sabbath been changed from the 7th to the 1st day of the week? 2. When was it changed? 3. Who changed it? 4. Are we obliged to keep the first day Sabbath? S. H. CARNAHAN.

The word Sabbath is derived from a Hebrew verb, "to rest from labor," and means a season or a day of rest; one day in seven appointed for rest or worship, the observance of which was enjoined upon the Jews in the Decalogue, and has been continued by the Christian Church with a transference of the day observed from the last to the first day of the week; called also Lord's day, in commemoration of the resurrection of Christ upon that day. Sabbath is not strictly synonymous with Sunday. Sabbath denotes the institution; Sunday is the name of the first day of the week. The Sabbath of the Jews is on Saturday and the Sabbath of the Christians on Sunday. In New England the first day of the week has been called "the Sabbath" to mark it as holy time; Sunday is the word more commonly used at present in all parts of the United States, as it is in England. "So if we will be the children of our heavenly Father we must be careful to keep the Christian Sabbath day, which is the Sunday."—"Homilies of the English Church." The Jews observe the seventh day of the week as their Sabbath, because "in six days God created the heavens and the earth and rested on the seventh day," and also in commemoration of their deliverance from Egyptian bondage, from which their seventh day was dated. Disraeli in his "Commentaries on the Life of Charles I." fixes the reign of Elizabeth and the year 1554 as the period when Sunday was first called Dies Sabbati, or the Sabbath.

Hit the Nail On the Head.

Editor World: Your leading editorial in this morning's issue was a rattling good one and deserves perusal by all intelligent citizens, as a complete revelation of the methods of a narrow, intolerant, selfish and sectarian aggregation of men, who strive to make people believe that there is no rest, no happiness, or no religious consolation outside of their fanatical and nonsensical interdict. It is a great reflection on the minds of the masses of citizens to allow a mere handful of clerical dictators to thwart those measures, manifestly in the interest of the public good. You are firmly in the right when you suggest to the few wealthy clergymen and others, who don't have to saw their own wood or put up their own stoves, to change places with a like number of citizens during a hot summer season entombed in a small house overlapping the lot it stands upon, backed by a none too salubrious lane, etc., etc. There can be no doubt that their views would become permanently revolutionized as to the means of transit on a Sunday to and from the suburbs of the city. As the consensus of opinion of the electors of Toronto is in favor of adopting a Sunday street car service to partially alleviate the distress and discomfort, so much in the past involuntarily indulged in by the general citizens, it would look well to totally ignore the fanatical few dictators and give such a majority in favor of individual rights and liberties which would be an eternal lesson to a small number of people to not try to constitute themselves into an oligarchy to control hundreds of thousands of people without their permission, be they clerical, lay or any other.

C. H. MACDONALD.

The Will-Not-Vote-for-Them-But-Will-Ride-on-Thems.

Editor World: Do you not think a good point could be worked up in this way: The majority of people who oppose the cars do so on conscientious grounds, that is, because they think it wrong, improper or immoral that they should run. They regard it as a desecration of the Sabbath. At the same time most of these people will acknowledge that if the cars do run they will not refrain from using them. Now, surely if they regard it as wrong that the cars should run—if it is a desecration of the Sabbath—then it is wrong for these individuals to use them. By using them they are desecrating the Sabbath. Just the same as you or I would consider it wrong to have saloons open on Sunday, and if open it would also be wrong for you or I to use them for drinking. That is to say, the fact that either saloons are open on Sunday or that cars run on Sunday would not make it right for anyone to use either the one or the other if they are in themselves improper or immoral. I think if you can make the opponents of Sunday cars understand that they can't conscientiously oppose Sunday cars and afterwards use them if they run you will convert a large class of people.

R. O. M.

Resents the Insult.

Editor World: One of the principal arguments urged by the opponents of Sunday cars is that "there is no provision made for preventing personation and corrupt practices." From this it is intimated that all the personation, perjury and so forth will be done by those who desire Sunday cars. As one of the many thousands anxious for Sunday cars, I protest against such mean and uncalled-for inuendoes, and sincerely trust that we shall be spared the intemperate language and unmanly epithets made use of by the restrictionists during the campaign 18 months ago, a chapter of which was given by a correspondent in your much-sought-for paper a day or so previous to the vote being taken. By way of digression I might state that I think it is not an unusual thing for a vote to be taken at a company's or a private individual's expense. In a western town I voted, a few years ago, on a bylaw granting a bonus, the expenses of taking said vote being borne by the company interested.

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He Is the Same Gentleman.

"Besides, if we have Sunday cars there will be thousands of people at the parks, and who will control these people? There will be all sorts of vice, and extra policemen will be required to keep order. It is impossible to imagine the evil that will result."—Charles Durand at Sunday Observance Meeting.

Editor World: Is this Mr. Durand the same gentleman who was imprisoned in 1837 for fighting for the rights of the people as against the Family Compact [the Restrictionists of those days]? I must say he has a high opinion of his fellow-citizens of to-day.

LIBERAL.

Notes.

Two waitresses at the Carlton Hotel were asked yesterday if they were in favor of the Sunday car and the answer was very promptly, "Yes, sir." Asking their reason one of them replied that she wanted to go to church; that she always went to the same church, but as things are now the church was too far away from her employment.

TOTALLY DEAF.—Mr. S. E. Crandell, Port Perry, writes: "I contracted a severe cold last winter, which resulted in my becoming totally deaf in one ear and partially so in the other. After trying various remedies and consulting several doctors without obtaining any relief I was advised to try DR. THOMAS' ECLECTRIC OIL. I warmed the Oil and poured a little of it into my ear, and before one-half the bottle was used my hearing was completely restored. I have heard of other cases of deafness being cured by the use of this medicine."

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 4.55 p.m. daily except Sunday, arriving in New York at 10.10 a.m. Returning this car leaves New York at 5 p.m., arriving in Toronto at 10.25 a.m. Sunday leaves Toronto at 12.50 p.m.

G. A. Larkin & Co.

Dispensing chemists, 388 Queen-street west, have the genuine Membrays' Kidney and Liver Cure in stock. Call in when passing and ask to see testimonials from a few that have been benefited by the use of this grand medicine. 5

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

Dr. Fowler's Extract of Wild Strawberry cures cholera, cholera morbus, diarrhœa, dysentery, and all forms of summer complaint, looseness of the bowels, etc. Price 35 cents.

A DELIGHTSOME TRIP.

A World Reporter's Account of a Pleasure Jaunt Over the Niagara Falls Railway.

I have had many day's excursions to Canadian touring places, and many more to favorite spots in the Highlands of Scotland, the hills and valleys of Wales, the Lake district and the "scene" places of Old Ireland, but I never in 12 hours had more unalloyed enjoyment than yesterday. I boarded the fine steamer Cibola at 7 a.m. and in perfect July weather arrived at Queenston.

Here I was on historic, nay classic, ground. Scarcely had I recalled the memorable events which were enacted hereabouts four score years ago than I boarded the electric cars of the Niagara Falls Park and River Railway Company.

They Hold the Palm.

Here I say they are the most comfortable and neatest electric cars on which I ever traveled. Young as the company is it has the well-assured confidence of success, and has built 70 cars and these of the finest and best.

At Queenston a delightful serpentine ascent is made. The gradient is easy, the riding smooth. The ruined mill, in which erstwhile William Lyon Mackenzie published his "traitorous" sheet, is seen.

The grade here is nearly 1 1-2 miles long and rises five feet in a hundred, the total height of the upland being 350 feet.

Turning from the river the picturesque and historic village of Queenston is passed. The dilapidated wharves show that once it was a busy town, being the end of the old portage from Chippewa to Queenston.

Leaving the village the road passes within a few feet of the spot where General Brock was killed in the war of 1812. A stone, to which all eyes were turned, erected by the Prince of Wales in 1860, marks the historic place.

Then we passed over the famous battlefield of Queenston Heights.

As the car ascends the mountain side a superb view is caught of the country below on both the Canadian and the American side. Seven miles away is Lake Ontario, glistening in the sunlight. Niagara, no longer a mad, seething torrent, slowly and majestically between well-wooded banks, winds its way to the lake.

The Old Order Changeth.

What a difference, thought I, since last I as a jaded pedestrian climbed these steeps!

To the right of the track as we now ascend stands Brock's Monument. This was first erected in 1826, but destroyed by explosion in 1840. The present structure, built in 1853, is 185 feet hight, standing on a base 40 feet square. Surrounding the monument is a beautiful park, in which are the ruins of the two old forts used in 1812.

On the opposite side of the Niagara Falls Railway is a shaft-like section of the New York Central Railway: It verges on the declivity of the cliff, its farther side being a wall of rock. The cost of this cutting in the solid strata must have been enormous. From the line is seen the remains of the old broken bridge, which has now been superseded by the more elegant structures higher up-stream.

A Glorious View.

Nigh by comes the great Whirlpool. Here the river, taking an abrupt turn, makes almost a right angle, and the tremendous force of the water dashing against the opposite shore has worn a huge basin, the banks of which rise perpendicularly to a height of 250 feet. Round the basin the current flows in great swirling eddies.

The roar of the waters is here heard, suggestive of the human tide, while on the opposite cliff is the reminder of the stillness of the tomb in the cemetery of the Holy Angels.

Leaving the water's edge in a few minutes we are on the viaduct over the Whirlpool Ravine, from the centre of which there is a good view of the Whirlpool Rapids, with the Suspension and Cantilever bridges and the town of Niagara Falls in the distance. This viaduct is 500 feet long and 135 feet high. The channel around here, being very narrow, causes the water to churn itself up into a boiling, leaping mass of foam.

Views Unsurpassed.

Before reaching the railway suspension bridge there are glimpses of the river valley, which irresistibly reminded me of Rosedale on a larger scale, and of scenery in the Western Highlands of Scotland.

There is a fine view of the railway suspension bridge, whose span is 825 feet and height 258 feet. A stone's throw from the suspension bridge is the cantilever, owned by the Michigan Central Railway.

Now we have reached the town of Niagara Falls, where the water is smooth and unbroken and of a beautiful emerald green.

Here, parenthetically, it may be stated that many members of our party were interested in viewing the wire rope on which a few days before tripped the intrepid Calverley over the deep chasm.

Now the electric car glides by the Clifton House and enters Queen Victoria Niagara Falls Park, an embodiment of rural loveliness.

Opposite is the American Fall, 1000 feet wide, with a fall of 160 feet.

Close to the edge of the Falls stands the Niagara Falls Railway Company's stone castellated power-house. Here is a capacity of 1000 horsepower. The water is taken from the Rapids just below the Falls by a flume 200 feet long to the gates. Here it plunges a depth of 62 feet on to the turbines below and is then carried away by a tunnel 600 feet long, discharging underneath the Falls.

A Spectacle of Turbulent Grandeur.

From the Falls to the Islands we skirt the edge of those beautiful rapids above, of which Nathaniel Parker Willis has said: "No one who has not seen this spectacle of turbulent grandeur can conceive with what force the swift and overwhelming waters are flung upwards. The rocks, whose soaring points show above the surface, seem tormented with supernatural agony and fling off the wild and hurried waters as with the force of a giant's arm. Nearer the plunge of the fall the rapids become still more agitated, and it is impossible for the spectator to rid himself of the idea that they are conscious of the abyss to which they are hurrying and struggle back in the very extremity of horror."

The car now passes on to the Dufferin Islands, which abound in shady pathways and quiet corners with such romantic names as Lovers' Retreat, Ramblers' Rest, Lovers' Walk, etc. The old Burning Spring is but a few minutes' walk from these islands.

We leave the islands by an iron bridge of 400 feet span, and crossing on our way the famous battlefield of Chippawa Creek, arrive at the once flourishing village of Chippawa, which, like Queenston, was once a thriving town, but of late years its business has considerably fallen off. Chippawa is an ideal spot as a summer resort, the boating and fishing being first-rate.

How It Will Develop.

We have now made the tour of one of the best ballasted roads on which I have traveled, either on this continent or the Old Land. It is destined to be a freight as well as a pleasure line, for I saw two carloads of coal which had been brought up the steep Queenston incline a distance of five miles. The poles for suspensory purposes are very regular, and each is supplied with six incandescent burners, affording a pleasant illumination at night.

It can safely be asserted that a pleasanter ride is not to be had on this continent on a moonlight night than is afforded by the Niagara Electric Railway.

Although it may shock some of my anti-Sunday car Toronto friends, I state that here the cars run on Sunday, and alike as regards the number of patronizers and the orderliness of their demeanor, the directors have no further wish.

Everything First-Class.

The cars themselves are models of elegance and comfort. They are light and airy, are lighted by electricity and are adorned with plate mirrors. For rough weather "observation cars" are provided, in which the passengers sit lengthwise, and thus have a good view of the enchanting river and stupendous falls.

The cars of the company, which already number 70, are manufactured by Patterson & Corbin of St. Catharines.

But enough has been said to indicate, and that with no uncertain sound, the unsurpassed merits of this wonderful line. Its cost has been $600,000, including the admirable dynamos of the Canadian General Electric Company of Toronto and Peterboro. They have two generators of electricity at Queenston of 125 horse-power each, and three at Niagara of 275 horse-power each.

A Complimentary Dinner.

At the Cliff House at the Falls the electric railway company entertained these visitors to a first-class luncheon:

J. E. Wills, secretary Board of Trade; T. E. Moberley, The Week; C. B. Robinson, Canada Presbyterian; E. B. Merrill, Canadian Electrical News; Wallace Maclean, H. E. Smallpeice, H. T. Howard, Toronto World; Edward Trout, Monetary Times; E. J. Fleury, Buffalo Express; George Darby, C. M. Ryan, Toronto News; R. Patching, Globe; Walter J. Kingsley, Buffalo Enquirer; P. Nelson, St. Catharines Standard; Frank Smith, W. E. Tuttle, Empire; Alexander Fraser, J. M. Jackson, W. Galt, Mail; J. B. Stephens, Niagara Falls Review; E.B. Merrill, Canadian Electrical News; F. C. Wilkes, Niagara Falls Daily Cataract; J. H Ward, Lockport Journal; E. F. Williams, Buffalo Courier; R. A. E. Kennedy, C. W. Minton, John Eastwood, Hamilton Times; J. W. Harris, Walter C. Nicol, Hamilton Herald; J. L. Lewis, Hamilton Spectator, and representatives from Welland and some other towns.

A Chorus of Congratulation.

Mr. Hammond, in the absence of Mr. E. B. Osler, president of the company, was in the chair, and the vice-chair was ably filled by Mr. William Hendrie of Hamilton, vice-chairman of the company.

In response to a call from the chair, Mr. Frederic Nicholls gave a resume of the affairs of the company from the electrician's stand. He paid a high compliment to Engineer W. T. Jennings; who had charge of the work, which was now universally conceded to be the best electric railway on the continent of America. Mr. Nicholls was enthusiastic as to the success of the undertaking. A few days ago the company carried over 1200 passengers. So admirable was the machinery that there was almost absolute safety.

Congratulatory speeches were also made by Mr. Hammond, Mr. Grant, the genial general manager; Mr. Hendrie, Mr. George Darby, Mr. Kennedy of Hamilton, Mr. Alexander Fraser, Mr. R. Patching, Mr. William Houston, Mr. Walter Nicol, Hamilton, and others.

The luncheon over, the return journey was made. All confessed that rich as Toronto is in captivating districts for a day's outing, the climax had at last been reached in a day's trip over the Whirlpool route of the Niagara Falls Park and River Railway. EBOR.

THE OTHER SIDE OF IT.

Walter Besant Defends the Down-Trodden English Servant Girl.

In The Westminster Gazette the other day appeared a lively little dialogue, in which a servant, on being engaged, demanded in her turn a reference as to her employer's character. Why not? A servant runs many dangers on entering an unknown house. She may find herself under a mistress of harsh temper, suspicious, niggardly, fidgety, exacting, whose moods she must endure, or she may have her character blasted for life by that woman's malignity. But there are even worse dangers. She may find herself in the company of people thoroughly bad, lawless, depraved, and so may lose her character almost irretrievably.

The mistress in the dialogue is represented as stricken speechless with rage. Well, but why? I am credibly informed that no servant goes into a strange house if she can help it without ascertaining the character of the mistress from the out going occupant of the position. You see, ladies, when you allow your maid to open the door to the applicant you give yourselves away. It is done in a few words: "A stingy devil. Horrid temper. Nasty, suspicious cat; always prying and poking about. You won't stay long." Or "She's a good sort and I'm sorry to go. Wouldn't go if it wasn't to be married." Perhaps it would be well to make a virtue of necessity. The dialogue should have ended something as follows:

"Your name is Martha Rollingpin. Well, I like your manners, and if your reference speaks well of you I will give you a trial. You will probably like a reference as regards myself. The cook who is leaving will answer any questions you wish to put. You will find her in the kitchen. I hope, Martha, that the character on both sides will lead to a lasting engagement and to mutual esteem. Good morning to you."—Walter Besant, in English exchange.

Babies Bedtime Stories.

"I wish I were able to write all the go-to-sleep stories that are told to the little folks all over the land every night," said a tender-hearted mother the other day. "It makes me positively sad to think of the small brains that are filled with distorted images, hobgoblins, ogres, giants, and the like, just as reason is loosing its hold upon them for several hours. I don't think mothers realize what an influence upon a child's life, and even upon its life after it has ceased to be a child, is exerted by this apparently trifling matter of how it goes to sleep.

"Every night when I watch my little daughter working off the big thoughts that sweep over her brain, as her tired body begins to relax while her mentality seems to be briefly and proportionately stimulated, I tremble to think of the harm that could be done to her or any child—for Mabel is not an abnormal child in any way—by an ignorant nurse or thoughtless parent.

"The fact that every normal child cries out for a bedtime story shows that its mental nature needs it just as its physical nature craves sweets. You want to give your child pure candy, so give him the unadulterated story. Leave out the fearful personalities, the grim and gigantic figures—these, even if they are properly vanquished by the gallant hero, are too distinct for the cribside tale.

"Sit down by your little one's bed and speak low and evenly. Weave a fanciful but quiet story that tells of pretty fairies, and birds, and flowers, and droning bees, and loving little boys and girls—these woo sleep to the weary but still active brain, not with the suffocating pressure of the gathering storm lit with lurid flashes, but with the soft clouds of the sunset horizon that change from rosy pink to tender enveloping gray, and gradually deepen into restful gloom."

The Reward of Their Misdeeds.

Much distress and sickness in children is caused by worms. Mother Graves' Worm Exterminator gives relief by removing the cause. Give it a trial and be convinced.

Bought too Largely

A Yonge-street Store in Trouble.

Difficulties Accumulating.

We are tempted to ask: "When will the merchant learn to buy no more goods than he can easily handle?" Every day we hear of cases where failure has followed from reckless buying, from overloading with stock that cannot be realized on, and no one seems to profit by the lesson. Each man seems hopeful in his own case and inclined to believe that he shall escape the fate that has overtaken so many, and keeps on buying till the crash comes. Rumors are not always trustworthy, but from facts in our possession we know it to be certain that the firm of

Guinane Bros., 214 Yonge-street,

who have lately been advertising extensive alterations to their store, find themselves in serious trouble. Owing to certain negotiations which they have not been able to push through as quickly as they expected, they cannot begin the alterations for some time yet. Unfortunately, having been morally certain that by this time their store would be three times as large as it is, they ordered just three times the quantity of goods that they can handle in their present premises. Hence they are

In Trouble.

Their cellars, store-rooms, and every available space are crowded with cases of goods of every description, piled from floor to ceiling, so that it is almost impossible to move amongst them and really impossible to bring before the public one-third of the beautiful and unique styles in shoe wear they have on hand. There is only one thing to be done under such circumstances, sacrifice the stock, sell it at any price, clear it away regardless of loss, and trust to better luck next time. This firm, though caught this time, through no fault of its own, is too wise to hesitate in such a case, and is preparing to adopt the only feasible plan to free itself from its increasing difficulties. Therefore, for the next thirty days' they are bound that the citizens of Toronto will be able to get such bargains in shoe wear that it will be a matter of indifference to them whether the City Fathers make the tax rate 16 or 18 mills. When a person can buy Men's Tan Morocco Lace Boots for $1.25, what does he care for one mill more or less on the dollar, and no one will be without the best and latest when they can buy Ladies' White Kid Strap Walking Shoes, 65c; Ladies' Grey, Light and Dark Tan, Sage Green, Brown, Slate, Blue and Pink Ooze Walking Shoes, trimmed with kid of same color, 75c, $1, $1.25 and $1.18. One thing is evident from this, that the public will gain by the forced postponement of the alterations at Guinane Bros'., 214 Yonge-street.

When Your Eyes Worry You

The remedy is in your own hands—of late years such wonderful progress has been made in the SCIENCE OF OPTICS that what was formerly impossible is now a simple A B C.

In adding an OPTICIAN to our staff we have been careful to secure an EXPERT—one who is well abreast of the times, and our patrons may rely implicitly upon receiving comfort and satisfaction in the adjustment of Spectacles.

You only pay for the Glasses—no charge whatever for the Consultation.

Ryrie Bros.,

Cor. Yonge and Adelaide.

TRY THE

"HERO" CIGAR

A MOST PLEASING SMOKE.

Burdock BLOOD BITTERS

MEETINGS.

NOTICE

Is hereby given that a meeting of the Shareholders of the Federal Bank of Canada will be held on Tuesday, the 25th day of July, 1893, at the Banking House in Toronto, Ontario, for the purpose of the election of Directors and the consideration of the Directors' Report.

By order of the Directors.

G. W. YARKER, General Manager.

NOTICE.

The annual general meeting of the Shareholders of the Ontario Forge and Bolt Company, limited, will be held at the head office of the company at Swansea in the County of York, Ontario, on Wednesday, the 12th day of July next, at the hour of 12 o'clock noon. By order.

WM. GEO. ROSS, Secretary.

Swansea, June 30, 1893.

NERVE BEANS — NERVE BEANS are a new discovery that cure the worst cases of Nervous Debility, Lost Vigor and Failing Manhood; restore the weakness of body or mind caused by overwork, or the errors or excesses of youth. This remedy absolutely cures the most obstinate cases when all other treatments have failed even to relieve. Sold by druggists at $1 per package, or six for $5, or sent by mail on receipt of price by addressing THE JAMES MEDICINE CO., Toronto, Ont. Write for pamphlet. Sold in Toronto by NEIL C. LOVE & CO., 166 Yonge-street. 135

New Crop of Roses Just In

FRESH FLOWERS OF ALL KINDS

Funeral Emblems a Specialty. Orders promptly filled. Telephone 1461. Greenhouse 1454.

JAMES PAPE

Yonge. 246 N.B. Flowers Embalmed.

Unlike the Dutch Process

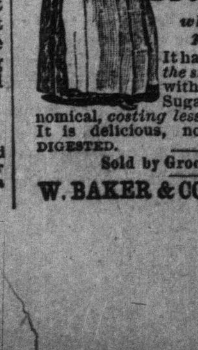
No Alkalies

—OR—

Other Chemicals

are used in the preparation of

W. BAKER & CO.'S



Breakfast Cocoa

which is absolutely pure and soluble.

It has *more than three times the strength* of Cocoa mixed with Starch, Arrowroot or Sugar, and is far more economical, *costing less than one cent a cup.* It is delicious, nourishing, and EASILY DIGESTED.

Sold by Grocers everywhere.

W. BAKER & CO., Dorchester, Mass.

AMUSEMENTS.

TORONTO, SATURDAY, JULY 8

Location, South of King-Street, Between Fraser and Mowat-Avenue.

—AMERICA'S NATIONAL ENTERTAINMENT—

PAWNEE BILL'S

HISTORICAL WILD WEST

Greatest Wild West in the World. Nature's own exhibition. Instructive and full of interest. Warlike bands of Indians; famous Chiefs and Braves; startling and sterling novelties.

MISS MAY LILLIE, the champion lady rifle shot.

THE MEXICAN HIPPODROME.

MOUNTAIN MEADOW MASSACRE reproduced, also the wounded knee fight.

Indians attacking Trapper Tom's Cabin and the Fort Sill Stage Coach.

A band of Bedouin Arabs just added. Marvels of skill, agility and daring.

The grand street parade starts at 10 a.m. daily. The performances begin precisely at 2 and 8 p.m. Seats for everybody. Admission 50 cents. Children under 9 years half price.

ONE TICKET ADMITS TO ALL.

Excursion tickets, including admission to the exhibition, for sale by the Grand Trunk and Canadian Pacific railways at all stations within 25 miles of place of exhibition. 75

HANLAN'S POINT

Performances (weather permitting) every afternoon at 3.40, every evening at 8.40.

-SISTERS O'BRIEN-

HOPPER'S DOG CIRCUS.

GRENADIERS' BAND Friday and Saturday Night.

QUEEN'S OWN BAND Saturday Afternoon

SATURDAY NIGHT

NEW AND SPECIAL FEATURES.

See Saturday's Papers.

FREE TO ALL.

GREAT

TROTTING RACES

AT THE

WOODBINE

TO-DAY

Admission 50 cents and $1. All-privilege meeting badges $3. Ladies and carriages free.

SUMMER HATS

YEDDOS, MANILLAS, STRAWS.

LARGE ASSORTMENTS.

LOW PRICES.

JAS. H. ROGERS,

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Claret Emporium

Johnston's Club Claret
St. Macaire
Chateau Cabernet
Capri Rosso
Vin Ordinaire

And many other first-class brands, from $3.50 and upwards per dozen quarts. The following declaration will give an idea of the extensive business we do in clarets:

TORONTO, May 19th, 1893.

We, the undersigned, Custom House Brokers of the City of Toronto, doing business for Messrs. Gianelli & Co., 16 King-street west, beg to certify that in the year 1892 we made Customs entries for different kinds of claret, imported from France in cases and in cask, for two thousand six hundred and ninety-seven gallons and one-half (2697½). (Signed) ROBINSON & HEATH.

246

Call at our office, sample the Wine and judge for yourself.

GIANELLI & CO.,

16 King-street west,

Successors to Quetton, St. George & Co. Established 1869.

TWO FINE STORES

On King-street west to rent.

JOHN FISKEN & CO., 23 Scott-st.

CENTRAL

MANUFACTURING PREMISES

Close to Post Office, 55x80 feet. Three storeys, solid brick, good yard, to rent at low rent for a term of years.

WM. S. THOMPSON,

9½ Adelaide-street East.

ICE

We guarantee the finest quality of Lake Simcoe Ice throughout the season, prompt early delivery daily to all parts of city and suburbs, wholesale and retail. Over 35 thousand tons in store. All orders promptly attended to. Offices, 43 Esplanade East. Tel. 86, 1845, 4052, 5171. ed

LAKE SIMCOE ICE SUPPLY CO., LTD.

JAMES FAIRHEAD, MANAGER

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TINKIS HOUSE, KILLARNEY—GOOD FISHing, boats and tackle for guests. Terms reasonable. C. R. Tinkis, proprietor. A daily line of boats call both to and from Collingwood.

INCH. ARRAN HOTEL

DALHOUSIE, N.B.

Sea Bathing. Boating. Fishing.

This favorite and far-famed summer resort is situated at the head of the BAIE DES CHALEURS, near the confluence of the celebrated salmon fishing rivers, the Restigouche and Metapediac, and is unsurpassed for beauty of scenery and climate. Excellent table. Rooms large. Drainage and sanitary appliances perfect.

OPENS ABOUT 15TH JUNE.

For terms, etc., apply to

H. ALEXANDER, Manager, P.O. Box 874, Montreal.

NERVOUS DEBILITY

Exhausting Vital Drains (the effects of early follies) thoroughly cured. Kidney and Bladder affections, Unnatural Discharges, Syphilis, Phimosis, Lost or Failing Manhood, Varicocele, Old Gleets and all Diseases of the Genito-Urinary Organs a specialty. It makes no difference who has failed to cure you. Call or write. Consultation free. Medicines sent to any address. Hours 9 a.m. to 9 p.m.; Sundays 3 to 9 p.m. Dr. Reeve, 345 Jarvis-street, 4th house north of Gerrard-street, Toronto. 246

WEAK MEN CURED

Send at once for sealed direction, FREE of The Common Sense Home Cure for all weakness of men. A certain permanent cure for nervous debility, lost manhood, emissions and varicocele. WEAK ORGANS ENLARGED and complete cure guaranteed. We furnish the best of references. Address

M. V. LUBON,

24 Macdonell-ave., Toronto, Ont.