ELECTRIC LIGHTS THE BEST

The Civic Delegation Got Their Eyes Opened While in the States—Toronto Beats Them All

FOR LIGHTING OF THE STREETS.

Contract Goes to Manager Wright for 1100 Lights, and the Hydro-Carbon Lights Get a Show.

The Board of Control disposed of the street lighting contract Saturday in a manner that leaves no room for the possibility of the Council to-day referring the contract back for further consideration. The contract has been awarded exactly as The World said it would go a couple of weeks ago.

Electric Light the Thing.

The Toronto Electric Light Co. will give 1100 or more lights at $74.82½ per light per annum, with globes of clear glass, ground glass, alabaster plated or partly alabaster plated, as the city may choose, and if a reflector is found to be an advantage a reflector will also be used. The labor clause is included. This price is the same as under the present contract. This disposes of the high candle-power lights to the number virtually now in use in the city.

The Hydro-Carbon Lights.

The second part of the contract goes to General Thayer's Hydro-Carbon Co., burning the Consumers' Gas Company's gas, the lamps to be placed where the secretary of the Fire and Light Committee directs. These hydro-carbon lamps are the same as submitted to the city experts, and are to be approved by the secretary of the Fire and Light Committee, being not less than 80 candle-power, as against the 13 candle-power gas lamps heretofore supplied by the Consumers' Gas Co. The hydro-carbon lamps are to have the approved reflector, and the contract price is $31 per light for the first 1000 lights and $33 after that number. It is the understanding of the Board of Control that a clause will be put in the contract providing for the manufacture of all goods used in Toronto as far as practicable.

The Board of Control comes out of the business with credit, and the decision has certainly been accelerated by the investigation made into the hydro-carbon light by the delegation that visited the United States for the purpose.

The Delegation's Report.

The report submitted yesterday by the delegation is an interesting document. One clause only which it contained invited discussion.

Ald. Spence criticized that part of the report implying a condemnation of municipal ownership in view of the experience of the city of Philadelphia. He said the municipal control in Philadelphia had been abolished by the combined force of the companies and every man concerned had been branded by the popular stigma: Bribed by the rich to rob the poor.

The Report in Full.

The full text of the report is as follows:

Toronto, Nov. 9th, 1900.

"In accordance with the authority obtained from the Council at its last regular meeting, held on Oct. 29 last, a deputation consisting of Ald. Frame and Bowman, members of the Board of Control, Mr. T. Reeve Rosebrugh, lecturer in electricity at the School of Practical Science, and Mr. R. J. McGowan, secretary of the Fire Department, have visited Boston and Philadelphia for the purpose of examining into the conditions pertaining to street lighting in those cities, and also to inspect the different systems in vogue relative to street lighting in the places mentioned, having reference especially to "Kitson" lights and the lights offered by the Carbon Light and Power Co. of Philadelphia, furnished with mantles and also with mantles and special reflectors.

As it is in Boston.

In Boston we found that about 8500 gas lamps, with Welsbach mantles, are in use. These lamps replaced ordinary gas lamps, and were installed between June and September, 1899.

Your deputation drove thru a district of Boston covering an area of several miles in extent, which was exclusively lighted by gas lamps provided with Welsbach mantles. Close observation was taken of the effect of these lights, and measurements were also made at intervals to ascertain the distance that the lamps were placed apart. The lamps were erected alternately on opposite sides of the street, one for every one hundred and twenty-five feet of roadway, under the conditions which your deputation found to exist in that respect, we desire to state that the illumination was very good, and decidedly superior to the illumination given by the ordinary gas lamps in use in Toronto. From conversations with several residents upon streets where the mantle lights are in operation, your deputation was informed that the lights gave entire satisfaction. These gas lamps are all furnished under a city contract, at $30 per lamp per year, the light guaranteed being equal to 60 candle-power. With respect to the discontinuance from any cause whatever, your deputation was assured by the City Superintendent of the Gas Department, Mr. Lang, that the proportion of lights reported out by the police was very small. The company with which the city deals is responsible for the maintenance of the light, but purchases the gas from the local gas companies. The posts belong to the city, which also makes the necessary connections with the mains and supplies the service pipe from the main to the top of the post. The contract between the city and the company is calculated on a basis of 3,013 cubic feet of gas per hour.

There are altogether in use in Boston 3024 arc lights, 8500 gas lamps, and 2550 naphtha lights. The cost is $124.10 per lamp per year, and the total cost of lighting that city per annum is in the neighborhood of $700,000.

At Boston your deputation also inspected a portion of Talbot-avenue, upon which 16 "Kitson" lights had been erected as an experiment. They were placed alternately 300 feet apart, but not supplied under any contract with the city, and we did not see sufficient evidence of their practicability for street lighting to justify us in recommending them for consideration.

At Philadelphia.

At Philadelphia, your deputation learned at the City Hall from officials connected with the Light Department, that there are 13,300 naphtha lights, 19,200 open flame gas lamps and about 8000 arc lights in operation in that city, besides 387 lamps with Welsbach mantles, operated by gasoline. These are in Fairmount Park. Of these latter 13 were provided for our inspection with special reflectors (as used in test No. 15, as reported by Messrs. Ellis and Rosebrugh), and were spaced about 120 feet apart alternately on opposite sides of the road. By this means we were enabled to make a comparison between gasoline lamps with mantle only, and the same lamp with both mantle and reflector. From this inspection and comparison we came to the conclusion that the lamp with the special reflector gave a decidedly better illumination than the same lamp without the reflector, and we strongly recommend the adoption of the lamp with the reflector, in preference to any of the low candle-power lamps submitted, it being distinctly understood, of course, that gas is to be used as the illuminant.

Arc lights in Philadelphia cost, we are informed, $109.50 each per year, while gas lamps are furnished by the company free of charge, according to the terms of a contract entered into between the company and the city, that concession representing part payment on the lease of the gas works from the city.

In this latter connection it might be stated that the gas works in Philadelphia formerly belonged to and were operated by the city, but as a large loss, approximating about $250,000 per annum, resulted for several years it was finally decided to lease them for a long term. The change came into effect in 1898, and the company to whom the works were leased agreed to expend $5,000,000 on the improvement of the plant, sell gas to consumers at not more than $1 per 1000 cubic feet, maintain, operate and supply gas to all street gas lamps then in use, and to add 200 lamps more to this service each year during the lease, free of charge to the city, and also to pay to the city ten cents for every 1000 feet of gas sold to consumers, the amount derived from the latter source yielding a revenue of about $250,000 annually to the city, which, when the lighting of the city by gas free of charge is taken into consideration, represents, it was stated, an estimated saving to the city of close upon one million dollars per annum. The company, upon taking possession of the gas works from the city, found 2000 employes at work, and it is stated that within a short time thereafter it was found that the services of 800 of these could be dispensed with to advantage without affecting the efficiency of the service; and this was done.

Toronto's Electric Light the Best.

Respecting arc lighting in different places visited by your deputation, so far as a casual observation would lead to conclusions, the electric light service furnished in Toronto is equal in efficiency to that of Philadelphia, and superior, so far as the candle-power is concerned, to that of Boston, where the enclosed arc lamp is used. A comparison of the prices is appended:

Toronto, per light per year, open arc, $74.82½.

Boston, per light per year, enclosed arc, $124.10.

Philadelphia, per light per year, open arc, $109.50.

In both Boston and Philadelphia ornamental iron poles are used, and are a marked contrast to the unsightly wooden poles which mar the appearance of the streets in Toronto.

In most of the places where gas is used, passed thru by the deputation, there was noticed an almost universal adoption of the mantle system.

A marked feature in Boston, which attracted the attention of the deputation, was the placing of the number of the house on each street, opposite which the lamp was located, on a glass plate, supported within the globe of the lamp, and at street intersections a glass sign bearing the names of the streets was fixed to the globe, and could be easily read. These improvements are of great advantage to the citizens and visitors, and should be adopted in Toronto. All these signs and plates in Boston were furnished by the city, and placed and maintained by the contractor. These signs, we were informed, cost 30 cents each.

Another feature also noticed was in connection with the location of fire alarm boxes. These boxes were attached to the lamp post, and directions for turning in an alarm of fire were inscribed on the lamp head in white letters on ruby-colored glass. Your deputation recommend that something of a similar character be adopted in Toronto.

It is Done Quickly.

Ald. Spence: Shall we take the contract up now?

Ald. Sheppard: I think we ought to take it up now.

Ald. Spence: Very well, then, I am prepared to make a recommendation to Council. I am prepared to recommend Mr. Wright's $74.82½ tender, if he make the minimum 1000 lights and add the labor clause.

Mr. Wright said the tender had been considered upon the actual conditions stipulated by the board, and figures could not in justice be altered.

Ald. Spence: Then, perhaps, it would be better to extend the present contract.

The Mayor agreed with this idea of an alternative course.

Ald. Sheppard: Well, let us have your proposition.

Ald. Spence: It is this: I am willing to renew the number of lights in the old contract at the new price. Mr. Wright has two tenders. One is to renew the present contract without the labor clause and a minimum of 1000 lights. The other is the $74.82½ tender with a minimum of 1200 instead of 1000.

Mr. Wright: You should consider, gentlemen, the figures at which this light is offered. Notwithstanding the great increase in the cost of production, in the cost of fuel, and that we are compelled to pay even our lamp trimmers 25 cents an hour, we have still kept the price down to $74. I don't think we could reduce the number of lamps below 1200, which is the number I offer in operation.

The Mayor: That is not proposed.

Mr. Wright: It is proposed, Mr. Mayor.

Ald. Spence: It is only proposed to keep the minimum down to 1000.

Mr. Wright: And that will mean that the number of lights will probably be reduced to that number.

Ald. Bowman Speaks Out.

Ald. Bowman: There is one thing certain, that in no city of the United States visited by us did we find a better electric light than the Toronto electric light.

Ald. Spence asked if the wooden poles like those used in Toronto were used in American cities.

Mr. Wright: That is simply the result of the policy of the Council. The lighting of the city of Toronto has always been done on short contracts. The company never got a fair chance. It has been hand-to-mouth business all along.

The Mayor: Move!

Ald. Sheppard: Year to year, virtually, under the five years' contract.

Mr. Wright: However, the poles used in Toronto are the poles called for by the specifications, and the company did the work necessarily on that basis.

Ald. Spence again pressed Mr. Wright to consent to a minimum of 1000 lights.

Ald. Sheppard: Make it 1100.

Mr. Wright: On no condition could we accept the 1000 minimum. The price is calculated down so close, so many different things had to be considered, that the figures are balanced with the accuracy of a life insurance table. I do not know that I can speak for the company, but I think we might come down to the minimum mentioned by Ald. Sheppard.

Secretary McGowan of the Fire and Light Committee said the actual number of electric lights now paid for by the city was about 1167.

Ald. Sheppard: I am not prepared to make a contract for one light more than the city is using.

Ald. Bowman: But what is Ald. Spence talking of 1000 for? We have it that the total number is 1167, and Ald. Spence, who is talking to the press, wants 1000.

Mr. Wright: I am prepared to make the minimum the actual number of lights in use, including the parks and the Island shore.

Ald. Spence: We have the right to-day to make any conditions we like in that tender, and Mr. Wright need not accept them.

Ald. Sheppard said the reasonable thing to do from the facts would be to make the minimum 1100 and strike out the maximum figure of 1500. He moved to this effect.

Ald. Spence: Will Mr. Wright agree to that?

Mr. Wright: I have no objection. I know that the electric light is able at all times to hold its own. Make the minimum 1100 and strike out the maximum.

This decision was at once made unanimous by the board.

The Second Part of the Contract.

The board then took up the second part of the contract for low candle-power lights as submitted by the Hydro-Carbon Company to the city experts, and the same as the delegation saw in Philadelphia. The minimum will be 600 lamps. The labor clause will also be included. The price is $31 per lamp for the first 1000 and $33 afterwards.

This decision of the board was also unanimous.

It was decided to ask the Engineer whether he had ordered the heating of the street cars.

The resolution of Ald. Spence affecting the Gas Company and the report of the special committee on local improvements will be taken up at the next meeting of the board to-morrow.

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"SALADA"

Ceylon Tea is the most economical of all teas. Every leaf, being pure, gives its correct proportion of rich drawing qualities to an infusion.

Japan Tea Drinkers, Try "SALADA" Green Tea.

THE DAY AT OSGOODE HALL

Queenston Heights Bridge Company is Opposed to Pay the Assessment for Taxation.

COURT OF APPEAL MEETS TUESDAY.

John Waddle and C. H. A. Lees Are Charged With Contempt—The List for Monday.

Peremptory list of appeals to be disposed of by the Divisional Court to-day: Chadwick v. Kennedy, Hospital for Sick Children v. Chute, Molsons Bank v. Sawyer, Hutchings v. Anderson, Farr v. Howell, Jones v. Westminster.

Alleged Wrongful Retention.

A writ was issued Saturday by Barrister J. W. McCullough on behalf of Mrs. Esther Phillips of Aurora against Thomas Williamson of Stouffville, in which a claim is made for the recovery of a sum of $1500, and also damages for its alleged wrongful retention. It seems that Mrs. Phillips was the owner of certain mortgaged farm property, which was put up for sale by the Canada Permanent Mortgage Company, the mortgages upon default of payment. The plaintiff alleges that the defendant requested her to allow him to bid in the property for her; he got the property knocked down to him at the sale, and she claims he sold it some days afterward at an advance of $1500 upon the price he paid for it. Mrs. Phillips claims to be entitled to the $1500 on the ground that Williamson acted as her agent.

Wants Damages for Delay.

Jhn Hobgood of Sutton West has gone to law with the McLachlin Electric and Gasoline Motor Company of Toronto. He claims $600 from the company in the writ. Hobgood intended running a pleasure launch at Jackson's Point last summer, and for that end had contracted with the McLachlin Company to furnish him with a gasoline motor to instal in his launch. On account of the alleged delay of the company in fulfilling their end of the contract, the summer was almost gone before Hobgood could satisfy the wants of the travelling public on Lake Simcoe. The claim is for $600 damages for breach of contract.

Assessment of International Bridge.

The Queenston Heights Bridge Company, who own the bridge connecting Queenston with Lewiston, N.Y., over the Niagara River, are having lots of trouble in an attempt to have their assessment by the Township of Niagara of $100,000 reduced. In the first place, on an appeal to the local Court of Revision, their assessment was reduced to $75,000, but this did not satisfy them, and a second appeal was resorted to. This time the matter was brought before a commission consisting of the County Judges of Lincoln, Wentworth and Welland, who refused to interfere with the assessment as fixed by the Court of Revision. As a last resort the Bridge Company has appealed to the Court of Appeal here, and the matter will be gone into at the court's sitting this month. In the evidence given before the Court of Revision it was stated that the bridge, or at least the Canadian half of it, had cost over $325,000. It was completed and opened on July 21, 1899. The gross earnings from the date of its opening until July 1, 1900, according to the evidence of Mr. Van Horn Ely of Buffalo, financial agent of the company, amounted to $943, as opposed to operating expenses and fixed charges amounting in all to $8197. This showing, altho not encouraging at first sight, is still, according to Mr. Ely, no criterion of what the future may bring forth. It is expected that next year's Pan-American Exposition at Buffalo will be a great help to the company's finances. At present the chief source of income is derived from the trolleys on the Gorge route.

Sexton v. Cole.

The Court of Appeal will hear an appeal by the plaintiff in the action of Sexton v. Cole at its ensuing sittings. The action, which was tried here last spring, was brought by Patrick J. Sexton, a Chicago contractor, against Frank F. Cole, a well-known Toronto grain shipper, to recover $21,890, alleged to be due him for rental of premises in Chicago. The claim was denied on the ground that he had been paid all that was due him by the Chicago Furniture Storage Company. Mr. Justice Robertson, who tried the action, found there was due to the plaintiff a sum of $675. The appeal is taken from this finding.

The Court of Appeal.

The Court of Appeal will begin its November sittings to-morrow at 11 a.m. The list is short, and comprises 28 appeals from Single Judges, 12 from Divisional Courts and one election case—the West Huron appeal, Beck v. Garrow. It is expected that Mr. Justice MacLennan will not be present for a week or two, owing to the sitting of the Assessment Commission.

Up for Contempt.

Chief Justice Falconbridge has granted an order for a certiorari to bring up the conviction of John Waddle and C. H. A. Lees, both of Port Dover, for contempt in refusing to give evidence before a commission appointed to enquire into the circumstances surrounding a fire which destroyed a building known as the Distillery in Port Dover.

TYPHOON AT HONG KONG.

A British River Gunboat Sunk—Great Loss of Life Among the Native Craft.

Hong Kong, Nov. 10.—A typhoon struck the town last evening and raged until morning. A British river gunboat was sunk, but her crew are reported to be safe. Great damage and loss of life occurred among the native craft, but it is impossible as yet to ascertain the full extent.

During the typhoon the British gunboats Tweed and Firebrand and the coast defence ironclad Wivern were in great danger as they were dragging their anchors and the Firebrand was shipping heavy seas and rapidly filling.

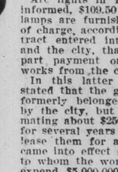
All fire distress signals, and the British torpedo boat destroyer Otter, proceeded to their assistance.

Dangerous Undertaking.

It was a dangerous undertaking, owing to the furious sea and the great masses of floating wreckage. The Otter succeeded, however, in saving the crew of the British despatch boat Sandpiper, with the exception of one man, and, the weather moderating, she also saved the other vessels mentioned. Another hour of the hurricane and all would have been lost. The troops at Kowloon, who were housed in tents and temporary mat shed barracks, were in a pitiable plight. The tents and mat sheds collapsed and the men and animals were exposed to the fury of the storm. The hospital roof was stripped off, but, luckily there were no casualties. An admiralty dredger in the Canton River was capsized and two of the crew were drowned. Many houses were blown down, causing 12 deaths.

The British despatch boat Robin is proceeding to the scene of the wreck of the Sandpiper, and it is reported she is also going to Noiping to interview the magistrate there with regard to the anti-foreign placards which have been posted.

A Siege



The matrons of the Edison Orphanage at Lowell, Mass., U.S.A., wrote they had a siege of whooping-cough in their institution. They said that every case was promptly relieved by Vapo-Cresolene. Its value in coughs and colds was so great they always kept it ready for use. You know how it's used, don't you? 'Tis heated by a vaporizer and you inhale it. Write us for a book that tells all about it.

Vapo-Cresolene is sold by druggists everywhere. The Vaporizer and Lamp, which should last a lifetime, and a bottle of Cresolene complete, $1.50; extra supplies of Cresolene 25 cents and 50 cents. Illustrated booklet containing physicians' testimonials free upon request. VAPO-CRESOLENE CO., 180 Fulton St. New York, U.S.A.

Florida, Nassau, Cuba and All South-ern Winter Resorts.

The Lehigh Valley Railroad, with its connecting lines at Philadelphia and Washington, makes it the best line via Washington from Canada to all Florida and Southern Winter Resorts. Tickets via Atlantic Coast Line, Seaboard Air Line and Southern Railway to all points in Florida and the South. Winter Excursion Tickets now on sale. For full particulars call on or address Robert S. Lewis, Canadian Passenger Agent, 33 Yonge-street, Board Trade Building, Toronto. 1246

MINES AND MINING STOCKS

Review of Development Work in Rossland Camp—War Eagle, Centre Star, Etc.

TRAIL AND LE ROI SMELTERS.

Big Pay Roll of Former Plant—Sales of Mining Issues on Saturday Last.

In its weekly review of Nov. 4, The Rossland Miner observes:

The cessation of the work upon the Kootenay mines, and the discharge of a few miners from the Le Roi itself, has caused a little comment. There is very little to the matter, as will be seen by referring to reasons which are subjoined. It may be emphatically called the lull before the storm. For, just as soon as the smelting arrangements of the B. A. C. are completed, as the general manager recently stated, there will be shipments not only from the Le Roi, but from all three of the subsidiary properties. This will mean the employment of many more men than are even now employed.

There has been a statement that this powerful corporation was about to build a refinery at Northport. This is contradicted by those most concerned. The fact of the matter is that the length of the flues of the smelting plant at Northport has been greatly prolonged in order that the flue dust, which, being dealt with thru the briquette-making machines, is capable of producing over $200,000 per annum, may be better deposited. In addition to this, there are a number of subsidiary plants and processes being erected and assembled, which are of the nature of a refinery, and which were, not many years ago, not to be found outside of a refinery, but which are now in most up-to-date smelters to be found as a part of the plant. Their use is to refine the ore and make the matte of a higher value, decreasing the amount of impurities amounting not a decade since often to 65 per cent. of the total weight of matte. These consist of coilfinling, briquette-making and mechanical roasting machines. The next step that is contemplated as an addition to smelting plant is the addition of a refining process of the matte or a name that is known as blister copper, and which is really a mass of metals from which all, or nearly all, earthly impurities have been driven out, and which is metallic, wholly, containing whatever metals were originally in the ore treated, with the exception of some oxidizations. For this a much higher value can be obtained from the refinery than for the ordinary smelter product.

The question is one of some importance to the camp, as it will, indirectly, if not directly, benefit considerably in the greater value obtained for its smelter ore, and again from the lesser freight that will have to be paid to take the matte long distances to the Eastern States, or even, as in the case of the St. Eugene, to South America. As the smelting industry is vitally bound up with the fortunes of several of the most prominent mines here, the matte is of some interest to every man in the city.

The output for the week has fallen below that of the previous week, which is due to several causes. There has been so much ore broken down on the Le Roi that the smelter has not been able to handle it, so that the stoping has been slightly diminished for the time being. Also the state of the roads has been such that some of the minor properties have not been able to send their wagons out. In addition, there has been a lack of cars at the Centre Star and Iron Mask, which has militated against the shipments.

Centre Star.—The Centre Star is still shipping from the stope on the second level, which is by no means exhausted. The balance of the shipments from the mine are being taken from the dump, with the exception of a little which is being found along the lines of development. The shaft is still being sunk towards the fifth level, which it has just about attained.

New St. Elmo.—Drifting along the north vein is in progress. The drift now has a length of 17 feet from the north cross-cut. There is four feet of ore of a shipping grade in its drift. It will average $42 to the ton. The south drift is being extended, and has been driven for a distance of 300 feet from the south cross-cut. The north vein is 450 feet from the south vein, and the strike of the two ledges is parallel and both have a steep dip to the north. There are four ledges between the two, but three out of the four are of low grade. The fourth carries medium values, but is wide, having a width of 26 feet.

War Eagle.—There seems to be no hurry as to the starting of the work upon the tramway, so as to permit of shipments from the collar of the mine. Development work on hand in the mine is being carried on in the shaft, the exploration of the eighth and the raise on the west end of the drift on the north vein, together with the crosscut south from the south vein, both on the seventh level, are all in hand and are looking well. On the eighth level the new body discovered is being prospected, and crosscuts are being driven north and south to intercept the ledges found upon the level above.

Velvet.—Work on the foundation for the compressor and on the compressor buildings continues. The compressor, which has a capacity for 15 drills, is expected to arrive from England shortly. As the foundation will be ready, and the building for it up by the time it comes to hand, it will not be long thereafter before it will be installed. The work of straightening the shaft out from the 160-foot level is in progress, and should soon be finished. Two four-horse teams are kept busy hauling supplies and machinery to the Velvet. A railway spur for the Velvet has been constructed where the wagon road from the mine intersects the railway. F. Lindburg of the Le Roi stables has secured the contract for hauling the ore from the Velvet, and will transport 25 tons a day as soon as the frost hardens the road. The shipments will be kept up continuously during the winter.

Giant.—The condition of the road is so bad that only one carload of ore was sent to the smelter last week. There is 150 tons of ore broken down in the stope, and the ore bin is full, but as soon as the road is hardened by the frost some large shipments will be made. The crosscut on the 100-foot level is being extended so as to get under the ore body, from which they have been stoping on the surface. It is thought the ledge will be tapped when the crosscut has been driven about twenty feet further. The ore which is now being extracted is of a better grade than that formerly sent to the smelter.

Wallingford—Work on the ledge in the drift has been resumed. Enough provisions and supplies for over two months have been packed in.

Northern Belle—Crosscutting continues, and since starting work the contractors have gone about 30 feet. For the first 20 feet ledge matter was passed thru with a narrow streak of good ore near the footwall. Then came a few feet of country rock, and next a dyke. The head of the crosscut is now in this dyke.

White Bear—The workings in the White Bear are unwatered down to the 250-foot level. It will take four or five days yet to unwater the mine to the 250-foot level, in order to do this an additional pump will have to be put in.

Evening Star—The winze has reached a depth of 220 feet, and it will be driven to a depth of 50 feet before drifting along the ledge will be commenced. Some nice looking ore is being met in the winze.

Iron Mask—One hundred and forty tons of ore sent to Northport during the week from the Iron Mask. The work of developing the ore shoots of the mine is proceeding along most satisfactory lines, and the management declare that never in its history has it looked better than at present.

Trail Smelter Payroll.

Directly and indirectly there are 500 men employed at the Trail smelter, and the revenue derived therefrom is $50,000 for the month of October. This breaks all records, and the end is not yet. A pay roll of $50,000 per month means $600,000 for 12 months.

Toronto Mining Exchange.

Closing quotations on Saturday:

	Asked.	Bid.
Athabasca	550	459
B. C. Gold Fields	3	2¼
Black Tail (U.S.)	13	10
Brandon and Golden Crown	8	5¼
Butte and Boston	3	2½
Canadian U.S.	7¾	7½
Cariboo-McKinney	73	66
California	5	3
Cariboo Hydraulic	145	125
Centre Star	146	142
Deer Trail Con.	2⅝	2½
Evening Star	7	6
Golden Star	2⅝	2¼
Giant	3½	2¼
Hamond Reef Con.	2½	2⅜
Iron Mask	38	20
Jim Blaine	9	4
King	5½	3
Knob Hill	45	35
Lone Pine Surprise	9	7½
Monte Cristo	3	1
Montreal Gold Fields	3	1½
Montreal London	7	5
Morning Glory	8½	6½
Morrison	2⅝	2½
Noble Five	5	4½
North Star	94½	93¾
Novelty	2¼	1
Old Ironsides	70	34
Olive	14½	10
Payne	81	76
Princess Maud	3	1
Rambler-Cariboo	26	20
Republic	60	55
Slocan Sovereign	9	4
Virtue	34	31¼
War Eagle Con.	106	102
Waterloo	3¼	2¾
White Bear	3¼	3
Winnipeg	3	2¼

Sales: Golden Star, 500 at 2¼, 500 at 2½; Hammond Reef, 2500 at 2⅜; White Bear, 5000 at 3¼, 2500 at 3¼, 2500 at 3⅛; Canadian G.F.S., 2250 at 7⅝, 1000 at 7⅞.

ROSSLAND ORE SHIPMENTS.

The Output for Last Week Was an Average, and for the Year to Date a New Record.

Rossland, B.C., Nov. 10.—The output for the week ending to-night is 6730 tons, and the total for the year is better than that for all of 1899 by 300 tons. This leaves seven weeks and two days to the end of the year, which should show an output of between 40,000 and 50,000 tons over that of 1899.

The Le Roi is not shipping to anything like its capacity, as the smelter at Northport is not yet ready to handle an increased quantity, nor will it be till about Jan. 1. Appended is a list of the shipments of the past week and year to date:

Le Roi, week, 4370, year 138,448; Centre Star, week 2276, year 27,386; War Eagle, year 10,663; Le Roi No. 2, year 2267; Iron Mask, week, 60, year 1935; I X L, week 25, year 539; Giant, year 414; Evening Star, year 351; Monte Cristo, year 273; Iron Colt, year 80; Spitzee, year 20. Total, week 6731, year 183,397.

MAN KILLED AT ARTHUR.

Fast Train on the C.P.R. Struck a Tank Wagon and John Dingman Lost His Life.

Arthur, Ont., Nov. 10.—This morning, while the 11.45 west-bound C.P.R. train was passing the crossing about two miles east of the station here, a fatal accident occurred, in which a young man named John Dingman, about 25 years of age, who was hauling a tank of water for threshing purposes with a team of horses, was struck by the train, throwing him about 70 feet, killing him instantly. The horses escaped uninjured, while the wagon was smashed to atoms. The body was removed to the C.P.R. station here, where an inquest will be held Monday night next.

Kid McCoy's Wife is Free.

New York, Nov. 10.—Daniel P. Ingraham, who was appointed referee in the divorce suit brought by Mrs. Norman Selby against her husband, Norman Selby (Kid McCoy), filed his report to-day, and finds that the pugilist's wife is entitled to her divorce.

ASK FOR Labatt's (LONDON)

An ale free from the faults of Lager and heavier brands of Ale and having the virtues of a pure beverage.

Laundry Advice.

ooo

You want your laundry on time.

You want it done perfectly.

Then consult the "National."

It is the most up-to-date, satisfaction-giving laundry in the city.

They call for your laundry and deliver it just when you want it.

The collars will not be saw-edged nor the cuffs ruined.

The "National" is the only laundry in Toronto giving the much-sought-after aristocratic finish that preserves your laundry.

"National" prices same as common laundries.

ooo

National SHIRT AND COLLAR Laundry,

Tel. 8522—110 Adelaide St. W., Toronto.

50c ONE NIGHT PILE CURE 50c

The most important scientific discovery of the age. Completely removes Piles in one night.

ENTIRELY NEW METHOD.

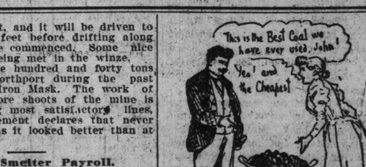
NO BURNING. NO CUTTING.

Stops Itching Instantly and Allays all Inflammation. Heals Fissures, Ulcerations, Cracks and all Anal Troubles.

A Happy Release From the Old Treatment System.

Testimony of scores of well-known citizens on file at offices of Company.

THE SEARCHLIGHT REMEDIES, 133 BAY STREET, - TORONTO.



We Deliver Coal Promptly,

right into your bin, just give us the order in the morning and when you go home at night you will find the coal under cover all ready for the scuttle. All we ask is a trial order—no doubt but that we'll get the second one.

The People's Coal Co., LIMITED.

THE Ales and Porter —OF— THE DOMINION BREWERY COMPANY LIMITED

are the finest in the market. They are made from the finest malt and hops, and are the genuine extract.

The White Label Brand IS A SPECIALTY

To be had of all First-Class Dealers

RESCUED FROM THE WAVES.

Two Boston Fishermen Were Picked up and Carried Across the Atlantic Twice.

New York, Nov. 10.—After a protracted voyage, due to the violent weather of Friday and Saturday, the American Liner St. Louis reached her dock late this evening. She left Southampton and Cherbourg on Nov. 3 with 400 cabin and 108 steerage passengers. The steamer brought in William Brown, aged 22, and Patrick Roche, aged 32, of the American fishing schooner Marshall L. Adams, which left Boston on Sept. 20 with a crew of 23 men, and on Oct. 28, while off Cape Cod, had an adventure. Brown and Roche left the schooner in a yawl to troll and at midnight lost track of the schooner in a heavy fog. They had no water or provisions on board the yawl and for two days suffered great privations. On Oct. 12 they were picked up by the Orange Prince, from Marcus Hook to Southampton, and returned to New York on the St. Louis. There were on board the St. Louis bicyclists Tom Cooper and Floyd MacFarland, who went to Paris to represent American bicyclists at the Exposition.

Grey Cheviots Popular.

No shade approaches grey in popularity for an overcoat. Scores' high-class cash tailors, 77 King-street west, are in receipt of a consignment of grey cheviot overcoatings, which they are making up at the special charge of $28.00. This is a particularly high-grade importation. They are the same shades and materials as worn in the West End of London, Eng., and cannot be surpassed.

"My Physicians Told Me I Must Die, but South American Kidney Cure cured me of that awful Bright's Disease." This is a sentence from a letter of a well-known business man in a western town who through overwork and worry had contracted this kidney pestilence. It will relieve instantly and cure all kidney diseases.—102.

PASSENGER TRAFFIC.

GRAND TRUNK RAILWAY SYSTEM

FAST AND FREQUENT SERVICE BETWEEN TORONTO AND HAMILTON

	Leave Toronto.	Arrive Toronto.
Mail	7.00 a.m.	8.25 a.m.
Chicago Flyer	*7.35 a.m.	.....
Buffalo Express	*9.00 a.m.	*9.20 p.m.
Express	*11.00 a.m.	*11.15 a.m.
Ham., Lon., Det	*2.10 p.m.	8.40 p.m.
Mail	3.35 p.m.	*4.50 p.m.
International Ltd.	*4.35 p.m.	8.00 p.m.
Local	5.30 p.m.	6.45 p.m.
Ex., N.F. & N.Y	*6.15 p.m.	9.35 a.m.
Chicago Express	*11.15 p.m.	*1.30 p.m.
Express	.....	10.15 a.m.
Mail	.....	12.25 p.m.

*Daily *Daily.

J. W. RYDER, C.P. & T.A., northwest cor. King and Yonge Sts., Toronto. 'Phones 434, 8507.

M. C. DICKSON, Dist. Pass. Agent.

CANADIAN PACIFIC RY.

DINING CAR SERVICE

Unexcelled Dining Car Service on trains between Montreal and Detroit. Breakfast and Luncheon will be served on train leaving Toronto at 7.45 a.m. for the West and Dinner on train from the West, arriving in Toronto at 9.20 p.m. daily.

Luncheon and Dinner will be served on train leaving Toronto at 9 a.m. for the East and Breakfast and Luncheon on train arriving in Toronto at 7 p.m. from the East.

A. H. NOTMAN, Assistant General Pass. Agent, Toronto.

Newfoundland.

The quickest, safest and best passenger and freight route to all parts of Newfoundland is via

The Newfoundland Railway.

Only Six Hours at Sea.

STEAMER BRUCE leaves North Sydney every Tuesday, Thursday and Saturday night, on arrival of the I. C. R. express connecting at Point du Chene with the NEWFOUNDLAND RAILWAY.

Trains leave St. John's Nfld., every Tuesday, Thursday and Saturday afternoon at 5 o'clock, connecting with the I. C. R. express at North Sydney every Tuesday, Thursday and Saturday morning.

Through tickets issued, and freight rates quoted at all stations on the I.C.R., C.P.R., G.T.R. and D.A.R.

R. G. REID, St. John's, Nfld.

White Star Line,

Royal and United States Mail Steamers, New York to Liverpool, calling at Queenstown.

S.S. Germanic, ... Nov. 14th, 12 noon
S.S. Majestic ..... Nov. 21st, 12 noon
S.S. Oceanic ..... Nov. 28th, 9.30 a.m.
S.S. Cymric ..... Dec. 4th, 2 p.m.

Saloon rates $50 and upwards. Superior second saloon accommodation on Majestic and Oceanic.

Passengers booked through to Cape Town, South Africa.

For further information, apply to CHAS. A. PIPON, General Agent for Ontario, 8, King-street East, Toronto.

AMERICAN LINE.

Fast Express Service, NEW YORK—SOUTHAMPTON—LONDON, Calling Westbound at Cherbourg. Sailing Wednesdays at 10 a.m.

St. Louis....Nov. 14 St. Louis .... Dec. 5
New York.. Nov. 21 New York ..Dec. 12

RED STAR LINE.

NEW YORK—ANTWERP—PARIS.

Every Wednesday at 12 noon.

*Southwark ..Nov. 14 Westernland..Nov. 28
Westernland ..Nov. 21 Noordland ...Dec. 5

*These steamers carry only Second and Third-Class Passengers at low rates.

INTERNATIONAL NAVIGATION CO. Piers 2 and 15 North River, Office 73 Broadway, New York.

BARLOW CUMBERLAND, General Agent, 72 Yonge-street, Toronto. 135

DOMINION LINE MAIL STEAMSHIPS. LIVERPOOL SERVICE.

Vancouver, Saturday, Nov. 24, 2 p.m. Dominion, Saturday, Dec. 8, 2 p.m.

"Cambroman," Tuesday, December 18th, 2 p.m. "Vancouver," Saturday, December 29th, 2 p.m.

Rates of Passage—Cabin, $50 and upward, single; $100 and upward, return, according to steamer and berth. Second cabin, $35 single, $65.50 return. Steerage, $25. Midship saloons, electric light, spacious promenade decks.

BOSTON SERVICE.

New England, from Boston, Dec. 5. Commonwealth, from Boston, Dec. 12.

A. F. WEBSTER, King and Yonge-streets. D. TORRANCE & CO., General Agents, Montreal. 246

Dominion SS. Line

Boston to Queenstown and Liverpool.

Magnificent Steamers

SS. New England ..... Dec. 5th
SS. Commonwealth, new, ... Dec. 12th

246 Winter Rates Now In Force.

A. F. WEBSTER, Agent, N. E. Cor. King and Yonge Sts.

Atlantic Transport Line,

NEW YORK—LONDON.

Menominee (10,000 tons) ..... Nov. 3
Manitou (10,000 tons) ..... " 10
Minnehaha (17,000 tons) ..... " 17
Marquette (10,000 tons) ..... " 24

All modern steamers, luxuriously fitted with every convenience. All state rooms located amidships on upper decks. First cabin passengers carried from New York