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The Toronto World.

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TENTH YEAR. TUESDAY MORNING JULY 16, 1889. PRICE ONE CENT.

PARNELL'S NEW COMBINE.

A COMMITTEE APPOINTED TO PREPARE A CONSTITUTION.

Clancarty's Heir Marries a Music Hall "Artist"—The Socialist Congress Opened at Paris—The English Rifle Team Win the National Challenge Cup.

LONDON, July 15.—The Parnellites held a meeting in a room in the House of Commons to-day for the purpose of taking action relative to the proposed Tenants' Defence League. Mr. Parnell moved that it was imperatively necessary that the tenant farmers in Ireland combine for self-defence against their attempted extermination by the landlord conspiracy.

Thomas Power O'Connor seconded the motion.

This committee was appointed to prepare a constitution for the new league: Messrs. Parnell, Justin McCarthy, Thomas Sexton, T. P. O'Connor, William O'Brien, Timothy Harrington and T. P. Gill.

Parnell's Counsel Not to Withdraw.

LONDON, July 15.—There was no conference to-day between Mr. Parnell's counsel, who are expected to appear in the Commission Court to-morrow as heretofore.

The Viscount and the Fairy.

LONDON, July 15.—Viscount Dunlo, aged 20, heir of the Earl of Clancarty, has married Belle Bilton, a music hall "artist."

The Queen's Guests.

LONDON, July 15.—Mr. Lincoln, the United States minister, and his wife are the guests of the Queen at Windsor.

Hampered by Prisoners.

CAIRO, July 15.—Col. Wodehouse, commander of the Egyptian troops which have been following the Dervishes, telegraphs that the movements of his force are greatly hampered because he has to provide for a host of prisoners and sick and wounded. Two guns have been taken which were abandoned by the Dervishes.

The National Challenge Trophy.

LONDON, July 15.—The English rifle team to-day won the National Challenge Trophy with a score of 1748 points. The scores of the other teams were: Scotch 1709, Welsh 1681, Irish 1678.

The Pope Gives a Reception.

ROME, July 15.—The Pope gave a four-hours' reception to the cardinals and diplomats to-day. During the entire time His Holiness conversed with his guests. The Pope will remove to-morrow to his residence in the Garden Casino and audiences will be suspended until further notice.

The Socialist Congress.

PARIS, July 15.—The International Socialist Congress was opened here to-day. There are present 188 French and 189 foreign delegates, including 82 Germans, 11 being members of the German Reichstag. M. Leibknecht, one of the Reichstag representatives, addressed the congress. He declared that working Germany and working France were united in this Congress. It would result in an alliance which would exercise an influence throughout the entire world.

France to Build New Warships.

PARIS, July 15.—The Chamber of Deputies, 461 to 12, to-day approved a bill providing for a credit of 58,000,000 francs, spread over five years, for building warships.

Their Parting Row.

PARIS, July 15.—The Senate to-day adopted the Budget in the form in which it was passed by the Deputies and then adjourned until 9 p.m. The Chamber of Deputies met at 9 o'clock and passed the Amnesty Bill. President Meline read a decree closing the session. Fifteen minutes later the Senate resumed its session. Vice-President Humbert announced that the Chamber having decreed the close of the session without notifying the Senate the latter was no longer competent to deliberate. Premier Tirard contested the correctness of this view, but the vice-president read extracts from the constitution supporting his position and declined to listen to senators who insisted that the naval bills ought to be passed. Finally amid intense excitement a decree was read closing the session.

Twenty Killed or Injured.

PARIS, July 15.—A collision occurred at Grenoble to-day between a passenger train and a freight train on the Paris, Lyons and Mediterranean Railroad. Twenty persons were killed or injured.

STILL IN THE RING.

The Toronto, Hamilton and Buffalo Railway Heard From.

HAMILTON, July 15.—The Spectator this evening says: The Toronto, Hamilton and Buffalo Railway appears to have given the only Mr. Pew the shake, but is still engaged in working out its destiny, minus the talent and enterprise of that accomplished gentleman. The company has opened an office in the Hamilton Provident and Loan building as headquarters for its civil engineers, of whom A. L. Hogg is chief. This morning Mr. Hogg told a reporter that the line is all surveyed from Welland to within a few miles of the Humber at Toronto, and will be completed next week. He showed the plans and profiles of the whole line made out in duplicate for filing with the Commissioner of Public Works in Toronto and the clerks of the various counties through which the line passes.

The plans show the line to leave the brow of the mountain at Stony Creek and reach the level near the city limits. It will come into the city across the broken lots between Cannon and Robert-streets, cross James near the armory and pursue the line on Mulberry-street to the Caroline-street gully. Its location there is lost for a space, and then the line emerges on the bay side below Dundurn Park, passing under the Grand Trunk line and crossing on trestles to Carroll's Point.

It is rumored that the American capitalists who have the charter will, as soon as the plans are filed, proceed to make a deal with the Canadian Pacific Railway or Michigan Central, or both, by which the Americans will build the road and let it to these roads either separately or under a joint agreement.

Meeting of the Property Committee.

Ald. Baxter held a meeting of his Property Committee yesterday; present: Ald. Hewitt, Small, Bell, Macdougall, Roaf, J. E. Verral, Moses, Lennox and Maughan. In answer to the Chief of Police the chairman stated that the necessary steps to turn the old Parkdale town hall into a police station would be proceeded with just as soon as the council affixed its consent to the bylaw recently voted on by the people. At the urgent request of Ald. J. E. Verral the work on St. Andrew's market will be commenced without delay. Work on the Dufferin-street wharf, urged on by Ald. Lennox, will be delayed until the city's title to the water lots to be used has been placed beyond peradventure by the City Solicitor. The question of spending $5000 on raising the east wing of the City Hall was discussed and thrown out.

A BENEFIT TO COMMERCE.

What Chicago's Board of Trade Say of the Canadian Railways.

CHICAGO, July 15.—Before the Senate Interstate Commerce Committee here to-day the report of a special committee of the Board of Trade on questions submitted by the Senate Committee was read. To the question, "Do Canadian lines of transportation in the United States affect the commercial interests of the United States favorably?" the reply was:

"Probably as a whole they affect it favorably in so far as commerce is favorably affected by having open to it as many channels of trade as possible."

"In what manner does it affect such interests?"

"First by smashing pools and all traffic arrangements that have existed between such roads as the Michigan Southern and Michigan Central, and second by the equalization of freights to points in New England when American lines charged exorbitant rates under the Interstate Commerce law. The Grand Trunk line of Canada was the pioneer in the dressed beef trade, which before they encouraged it was continually discouraged by American roads in the interests of their live stock trade and yard commissioners."

"Is traffic originating in the United States and which naturally belongs to American roads diverted from them by Canadian roads."

"It has not been except in the case of perishable goods. The Canadian lines were among the first to operate transfer elevators here for the preservation of identity and the weighing of grain in hopper scales as required by the state law, which law is openly defied by some American lines centering here. The Canadian lines have won the larger share of the business from the west by uniformly just and equitable treatment of patrons. We do not consider any additional legislation necessary. No further restrictions upon the commerce between the United States and Canada by the water routes should be tolerated, but this committee would recommend enforcement of the Interstate Commerce Act and such laws as pertain to the bonded regulation of United States products passing over the great commercial highways of Canada as will allow them to pass untrammelled. The adoption of any measures calculated to restrict the transportation facilities now enjoyed by all will in the opinion of the committee bury in oblivion the party that accomplished it."

The committee also suggested additional legislation to make it unlawful for railway corporations to combine for the formation of railway associations like the Trunk Line, Central Traffic, Southwestern and Interstate Commerce Railway Association or Railway Trusts of any description, believing they destroy competition and evade the law." This statement appeared to come unexpectedly to the Senate Committee and created somewhat of a sensation.

"This is indeed an important question," said Senator Hiscock, "and the attitude of the Board of Trade in this city is considerable of a surprise to me. The consensus of public opinion both among railroad men and shippers, and particularly in Boston, where we were last in session, is that these associations and traffic agreements are the only solution of the present complication. I would like to ask whether the denunciatory sentences in your report are a deliberate opinion or are merely rhetorical."

The Board of Trade committee evidently did not anticipate this turn of affairs and evaded an immediate answer on the pretext that they did not understand that they were present to consider the question of pools. Members of the committee were then examined and from each was elicited the strongest opposition to any traffic agreement or differentials for the weaker roads, on the ground that it prevented free competition.

George F. Clarke was asked if he thought present traffic agreements and differentials should be abandoned for the old cut rates. He replied that the traffic associations had never been successful. He also thought rates were higher under traffic agreements and since the adoption of the Interstate law.

Senator Reagan asked: "Is the policy of a stronger road allowing a differential to a weaker road a good one?"

"It might prevent a rate war," said Mr. Clarke.

Will J. Polk opposed traffic associations because they were un-American and induced an indifference to the wants of the trade.

A. M. Wright, formerly President of the Board of Trade, said pooling was always operated against Chicago, affording lines opportunities to cut before and after the adoption of the Interstate law.

The committee finished its work this afternoon and left for the east, with the exception of Chairman Cullom.

THE CANADIAN RAILWAY QUESTION.

Results of The Boston Hearing From a New England Point of View.

The Boston Advertiser says of the Senate Inter-State Commerce Committee hearings just concluded in that city: "With a remarkable unanimity the testimony from the New England representatives and delegations, including those from Portland, Bangor and Lowell, was largely cumulative, and all in one direction. If the evidence presented during the hearings proved anything, it proved these facts: that the Canadian roads are not inimical to American interests generally; that they are strongly favorable to the interests of New England and the Northwest; that their practice was uniformly against rate cutting, discrimination and unfair competition; that these roads supply New England with food products better, more naturally and more cheaply than this section could be otherwise supplied, and that any legislation which would be hostile to these roads would be unfriendly to American interests.

"Stated briefly, the opinion as concerned legislation was that the people of New England desired none. It was asserted by certain representatives of our railroads that, if the enforcement of the Inter-State Commerce Act as regards local Canadian traffic could be shown to be not injurious to the Canadian roads, they would not object to such enforcement. It was, however, pointed out and not denied by any member of the Committee that such an end could not be accomplished by legislation.

"As regards the benefits derived from the Canadian roads, both by New England and the Northwest, the testimony was overwhelmingly conclusive. As witness after witness appeared before the Committee, each representing a different commercial, manufacturing or industrial interest, the evidence grew more and more cumulative, until all cross-questioning ceased. The Committee evidently realized, as they never did before, of how great advantage the Canadian lines were to this section of the United States. It was shown that when the bonding system is attacked, Portland and other Eastern seaports are injured. If the Canadian Pacific should be shut out, our cotton and print mills would suffer. Exclude the Grand Trunk, and the best route by which our breadstuffs and raw material reache us is cut off. The interests of New England are bound up with those of the roads which the New York trunk lines call 'foreign roads.' The people of New England may properly look to Congress to see that these rights shall not be meddled with nor destroyed."

A YOUNG WOMAN UNKNOWN

OR, THE ADVENTURES OF A FAIR GOLD MEDALIST.

A Sequel to Wedded to a Corpse—The Mishap That Befel a Fredericton Girl in Montreal—The Mulcahy—Husson Mysterious Marriage Recalled.

MONTREAL, July 15.—Miss Tibbitts of Fredericton, N.B., an attractive young lady of 18, who graduated from the University of New Brunswick with the degree of B.A. and the Governor-General's gold medal last month, was arrested Saturday afternoon under peculiar circumstances.

It will be remembered that last March a remarkable story was set afloat of a mysterious marriage, the tale being that a Miss Mulcahy was wedded in a cab to an acquaintance of hers named Husson, who died immediately after the marriage took place, and whose body together with his father and the priest and friends that were present at the marriage have never been seen since.

Miss Mulcahy laid an information a few days later against one Matthew Huntley and "a woman unknown," stating that Huntley wrote letters to deponent threatening to shoot unless she donned widow's weeds and announced herself as the widow of the alleged Mr. Husson. The information concluded with charging that Huntley and the young woman unknown, who resembled deponent so much that she had been taken by deponent's brother for her, had conspired to injure and annoy and kill her. On the strength of this document a warrant was issued against "a woman unknown."

Miss Tibbitts, who came here a week ago on a visit, was walking in Bleury-street Saturday afternoon when she was seen by Miss Mulcahy, who imagined the fair New Brunswicker was the "woman unknown." Miss Tibbitts was followed to the house where she was stopping, arrested on the blank warrant by Sergeant Charbonneau and two policemen and hustled to an outlying police station where the officers attempted to extort a "confession" from her.

Miss Tibbitts' friends did not learn of her whereabouts until Sunday afternoon, when she was immediately released on $400 bail by Judge Desnoyer.

The young lady was at her home in Fredericton on March 25, the date on which she is supposed to have been in the city. The hearing is fixed for 2 o'clock to-morrow.

Miss Tibbitts' grandfather was at one time M. P. for Carleton.

AN UNLUCKY POSTOFFICE.

Two Kingston Clerks Arrested for Opening Other People's Letters.

KINGSTON, July 15.—To-day two clerks in the postoffice, one an old and prominent official, were suspended. Their offence is the opening of letters not to extract money, it is said, but to gain knowledge of their contents. The evidence against them is that they expressed in conversation what was in the letters. Their case has been referred to the Postmaster-General. It is said that the opening of the letters for the purpose named has been going on for some time.

DISASTROUS STORMS.

Virginia and Pennsylvania Crops Damaged by Hail and Rain.

HARRISONBURG, Va., July 15.—This section was visited last evening by a severe hail and rain storm, doing much damage in parts of the county. Corn is ruined and the land badly washed.

LANCASTER, Pa., July 15.—Storms in Lancaster and Lebanon counties Saturday greatly damaged crops. Many bridges were carried away.

Run Over by a Train.

LYONS, Ia., July 15.—Five persons in a farm wagon attempted to drive across the Chicago and Northwestern tracks Saturday night between Clinton and Comanche, but were struck by a freight engine. Mrs. Fred Burkenshaw of Lowmoor was killed and Miss Mary Beckman perhaps fatally injured. The other three received slight bruises.

The Daily Smash.

KANSAS CITY, July 15.—Yesterday afternoon two heavy freight trains on the Missouri, Kansas and Texas Railway came together with terrible force at the foot of a steep hill, two miles south of Boonville, Mo. The trainmen escaped by jumping, but 150 head of cattle consigned to Chicago parties were killed. Both engines were demolished and twenty-one cars were destroyed. Loss $40,000.

Wanted to Kill a Policeman.

CHICAGO, July 15.—James Kamera, an Anarchist, arrived here from Europe a few days ago. He raised a disturbance in a disreputable house last night just to get a chance to kill some policemen, and when two officers came he tried to shoot them. Several times his revolver was pressed against the heads and breasts of the policemen, but as Officer Storn held the trigger Kamera could not fire it. Kamera was locked up.

A Narrow Escape.

MONTREAL, July 15.—At 3 o'clock this morning three members of a family named McCawn, living at the corner of St. Catharine and Anderson-streets, narrowly escaped death by fire. They jumped from their burning dwelling, clothed only in their night robes, and were rescued by the firemen.

Manitoba Malefactors.

WINNIPEG, July 15.—A verdict of manslaughter has been found against Frisk, the Calgary murderer.

An attempt was made to burn Gillies' store at Boissevain this morning, but people sleeping over the store smelt smoke and extinguished the flames in time.

Cast Up by the Waves.

WINDSOR, July 15.—The body of a man perfectly nude except shoes and socks, the left arm missing, was found on Sandwich Beach this morning. The remains had evidently been in the river several days. An inquest will probably be held.

The Orizaba Lost.

BUFFALO, July 15.—The steam yacht Orizaba of this city was lost in Lake Huron yesterday. All the passengers and crew except one fireman were saved. The Orizaba is well known to Torontonians who make the trip to Niagara-on-the-Lake and Lewiston.

A Toronto Boy Drowned at Belleville.

BELLEVILLE, July 15.—A small boat in which were three quarrymen from Point Ann upset on Saturday night near the point. Thomas Yates of Toronto, aged 19, was drowned. The body has not yet been recovered.

Fired by Electricity.

OTTAWA, July 15.—An incipient fire in the Rideau Club Saturday night was caused by an electric spark conveyed to the flooring by a telephone wire during the storm. Nearly all the electric lights in the city were put out.

Tutti Frutti Gum improves the appetite

PROPERLY DIVORCED.

What an Ottawa Lawyer Writes About Mrs. Chisholm's Illinois Decree.

OTTAWA, July 15.—An article appeared in this morning's Citizen giving as a reason why Mrs. Chisholm did not appear before the Canadian Parliament asking for a divorce, that there was a desire on her own and Mr. Foster's part not to satisfy a curious public in having her private affairs ventilated before an antiquated Senate with no judge to preside over its deliberations. The article goes on to show that if all the requirements of the American law were complied with the woman was properly divorced, and according to the English law permitted to marry in Canada. Several authorities are quoted to bear out this contention, the argument being that in Canada we have no divorce law, the B. N. A. Act never contemplating that the Canadian Parliament would deal directly with divorce cases, but giving the Parliament power to make law for the proper adjustment of such cases. The writer of the article is one of the ablest lawyers in the city, who, it is said, prepared it at Mr. Foster's request.

"TAKE YOUR DECREE!"

Two Chicago Divorce Cases Saturday in which Canadians Figured.

CHICAGO, July 15.—In Judge Collins' court Saturday the case of Mrs. Nellie Robinson, who sought to be relieved from the marital ties which bound her to Dr. Robert H. Robinson, a Toronto physician, was heard. The complainant alleged that her husband treated her cruelly and compelled her to remain in the same house with his paramour. "Take your decree," said the Judge.

Mrs. Julia R. Loemans, a wealthy West Side lady, richly dressed and wearing much gold jewelry, related to Judge Collins, with tears in her eyes and language dramatic and graphic, the story of Alexander F. Loemans' cruelty to her. The Loemans lived in Hamilton, Ont., and Loemans was older than his wife, though she is far from young. She had money, he had none, and he was insanely jealous of her. They occupied a Swiss chalet at Columbia, Lake Ontario, in 1881, and in a jealous rage Loemans perpetrated half a dozen acts of cruelty, which were dangerous and ingenious. Among other things he attempted to drown his wife from a rowboat, and threw a sharp breadknife at her. He is an artist and is now in France.

AMBITIOUS CITY NEWS.

A Toronto Woman Arrested on a Charge of Theft—Accidents and Burglaries.

HAMILTON, July 15.—Jennie White was arrested yesterday on a charge of stealing two gold rings and a silver bracelet from her brother-in-law, John White. Both parties live in Toronto, where the theft was committed. A portion of the jewelry was found in the prisoner's trunk. No evidence was taken at the Police Court this morning, the prisoner being remanded.

On Saturday Detectives Reid and Campbell recovered a horse which was stolen from G. Boulton of Toronto on Friday night. The thief had a good eye for business. He traded the horse to Frank Atkinson of Burlington and then sold the horse he received from Atkinson. The police got both the horses, but the thief escaped. Boulton returned to Toronto with his horse yesterday.

Saturday evening about 6 o'clock Wm. Vandewater, a brakeman employed on the Northern and Northwestern Railway, who arrived here from Johnstown, Pa., about a month ago, came near losing his life. He was shunting cars in the yard near Cannon-street and was on top of one of the freight cars. In putting on the brakes the wheel came off, and Vandewater fell off the car, landing heavily on the ground. When he was picked up it was found that his right leg was badly fractured below the knee. His face was not cut, and the doctor does not think that he has sustained any internal injuries.

Saturday afternoon a collision occurred in James-street, opposite the Royal Hotel, between a street car and a buggy. Henry Pierce of Mount Albion, the driver of the rig, tried to cross the track in front of the car. The car driver could not pull up his horse and the car dashed into the buggy, smashing a wheel and one of the shafts. Joseph Smith, 51 St. Nicholas-street, north Toronto, a passenger on the car, was hurt in the collision. He was not seriously injured.

At the Police Court this morning Samuel Potter was fined $22 and costs in three cases for wife beating.

A burglar entered the residence of Charles Huton, 103 Market-street, last night. Mr. Huton's son awoke, and seeing the man demanded to know what he wanted. The burglar answered not. An alarm was raised; but when Mr. Huton was roused and proceeded to tackle the burglar the latter could not be found. The thief's way of entry and exit cannot be discovered.

The residence of Mrs. Birely, corner of Main and Emerald-streets, was broken into on Saturday night. The thieves got a silver watch, two suits of clothes, a number of gold and other coins, a $50 scarf pin and other jewelry. Entrance was effected by forcing up a window.

One day last week one of the oldest citizens of Hamilton, Mr. James Malcolmson, died at the residence of his daughter, Mrs. Broche, Huron Township. Mr. Malcolmson was born in Long Hope, Orkney, in the year 1790, being 99 years of age at the time of his death. He leaves behind him 37 great-grandchildren and 23 grandchildren. Nine of his great-grandchildren and four of his grandchildren were attendants at his funeral.

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

The Salt Trust.

MILWAUKEE, July 15.—E. D. Wheeler of Manistee, Mich., one of the most prominent salt manufacturers in the West, is in Milwaukee and gives an outline of the plans of the proposed International Salt Trust. The association will be organized with a capital of $20,000,000 and will be incorporated under the laws of New York. There has been a disastrous war waged between producers in Michigan and Kansas and New York. Mr. Wheeler said: "We have been shipping salt from Chicago, the distributing point to places in Kansas, paying $1 per barrel freight and selling it at $1.20. We have also shipped it east at the same exorbitant rates. The Kansas and New York producers have been sending salt into our territory with like result, a loss to both of them. After the association is formed each manufacturing point will be apportioned its own district. The loss on the long freight haul will be adjusted and prices will go up 10 cents a barrel. The association will begin business Jan. 1 next. Mr. Burt, the defeated candidate for Governor of Michigan, will be the first president. Of the stock $5,000,000 will be held by English capitalists."

Jim Reschler Bucks the Tiger.

LONG BRANCH, N.J., July 15.—Millionaire Jim Reschler, a well-known western man, who was a partner of ex-Senator Tabor in the Little Pittsburg, won $35,000 at faro Saturday night in the Pennsylvania club house.

WAS HE CRONIN'S ASSASSIN?

Mysterious Attempt to Steal the Body of the Niagara Falls Suicide.

NIAGARA FALLS, July 15.—The finding of a letter on the Third Sister Island Sunday week connected with the body of a man found in the whirlpool is still fresh in the minds of the public. The letter indicated that the drowned man had been actively concerned in the Cronin murder, and, overcome by remorse, had committed suicide. The suicide had successfully concealed his identity. There was no other ground than that mentioned for connecting the letter with the body found. Another incident has occurred which seems to unite the man and the letter more closely together. The body was found in a nude state June 27 and buried, after being kept as long as possible for identification, in the Drummondville Cemetery. The cemetery is on the old Lundy Lane battlefield, about a mile back from the falls on the Canadian side. With all that has been said about the body in the press but one inquiry has been made concerning it. July 9, Coroner Morse received a telegram from John G. Loucks of Cheboygan, Mich., asking a description of the drowned man. As full a description as possible was sent at once, but no reply has ever come back.

Saturday night, about midnight, William Wright, a resident of Drummondville, had occasion to visit a drug store for medicine, and in passing the cemetery heard sounds like those made by a person digging. Going close to the fence he saw parties at work over a grave. Thoroughly frightened, he hurried away. He had gone but a short distance when he met a neighbor, Parnell Wybra. Hurriedly telling what he had seen, Wright induced Wybra to go to the cemetery with him. They were just in time to see a heavily built man steal out at the rear side of the cemetery, jump into a rig and drive hurriedly away. Sexton William Dalton was aroused and returned with the two men to the cemetery. A quantity of earth had been removed from the grave occupied by the body found in the whirlpool, while close by lay a shovel and a large sack, showing too plainly the design of the invader of the cemetery. The roads in the vicinity of the cemetery are sandy and much traveled, so that it was impossible to track the wagon. The opinion prevails here that some friends of the man, fearful that his body will be dug up and recognized as some one interested in the Cronin murder, were trying to remove the body and again send it over the falls, where, in its present decomposed state, it would certainly be destroyed. There is no doubt some one knows whose body it is and does not want it recognized. Undertaker Morse says it would not be difficult for any one to recognize the body by the color of the hair and the exceedingly prominent forehead.

Burke to Make Another Fight.

WINNIPEG, July 15.—Burke, the Cronin suspect, will probably be brought before the courts this week on a habeas corpus.

PETTY PERSECUTION.

How the Ingenious Yankees are Enforcing the Contract Labor Law.

WASHINGTON, July 15.—A number of perplexing questions have been presented to the Treasury Department regarding the enforcement of the Contract Labor Law so far as it applies to persons employed in this country but who reside just across the Canadian and Mexican borders. Complaint has been lodged against an officer of a bank in Vermont near the Canadian border, who has his residence in Canada. He has crossed the border to his business nearly every day for forty years. Protest has also been made against allowing Canadian and Mexican laborers to enter United States territory for day's work. These matters are all under investigation.

Rumored Purchase of a Terminus.

A number of real estate men who are interested in the western confines of the city profess to be firm believers in the early construction of the Niagara Central Railway. One report about the city yesterday was that the railway company had secured the block on which the Parliament buildings stand, bounded by York, Front, John and Wellington-streets, for their terminus in Toronto. Inquiry from one of the ministers last night, however, elicited the fact that no offer had yet been made for the block.

WEARY OF BREATH.

At Midnight Elizabeth Edmunds Jumps Into the Bay and Is Fished Out.

About half-past eleven last night, while Bart. Morris, 220 Adelaide-street west, and John Woods, corner of Albert and Teraulay-streets, were walking down York-street, they noticed a woman ahead of them, acting strangely and apparently making for the bay. Morris remarked to his companion: "I will bet you that woman is going to jump into the bay." His words were soon verified, for the woman ran to the slip and sprang in. They, with William Ross, who is employed on the Cibola, fished her out with great difficulty, as she made every effort to keep her head under water. She was arrested by P. C. Bell and taken to No. 1 station, where she gave her name as Elizabeth Edmunds, 10 Osgoode-lane. Delirium tremens seems to have been the cause of her rash act. When placed in the cells it was pitiful to hear her wailing and calling after her "Will." She is 34 years of age and has been out from England but a short time. She has been at one time a handsome woman, and her face although furrowed by trouble has not yet lost its look of intelligence.

American Cattle for Europe.

CHICAGO, July 15.—Arrangements have been completed for the exportation of an unusually large number of cattle within the next three or four months. Nelson Morris has secured all the vacant room in all of the outgoing steamers from New York to Liverpool, Glasgow and London for two or three months. J.L. Hathaway of Boston and his syndicate has engaged all the room on the steamers of the Warren line from Boston for July, August and September, and Meyer Goldsmith of New York has engaged the same line of steamers for October. A vast number of cattle can be handled during that time. Nearly all of these cattle will be sent forward from here and some will go from Kentucky. The reason of the heavy export movement is the low price of cattle here and the shortage of European cattle and consequent high prices there.

Trowern, Jewelry Manufacturer, has removed from Yonge-street to 113 King-street west, south side, four doors east of Rossin House. 246

"Summit House," Port Cockburn,
situate on Lake Joseph, the largest and best appointed hotel in Muskoka—800 feet above Lake Ontario; greatly enlarged and improved; accommodation for 200 guests; excellent fishing, boating and bathing, terms moderate—send for circular. H. Fraser & Sons, props. 246

The Sheffield House Importing Company (Registered),
65 Yonge-street (below King). New Sterling Silver goods suitable for wedding presents. Our English spoons and forks are guaranteed for 10 years. C. E. Robinson, Manager. 246

Summer Clothing.
The great sale continues at Oak Hall for their summer clothing, they are rushing the sale of light coats and vests at prices away down. Don't forget Oak Hall for light weighty clothing for holiday wear.

All bicyclists chew Tutti Frutti Gum.

SETTLE IT ONCE FOR ALL.

RIVAL INTERESTS IN THE WATER FRONT MUST BE RECONCILED.

An Intelligent Consideration and a Policy for the Future Wanted—The Citizens League Has a Great Scheme—Hugh Blain's Opinions.

The water-front question is forcing itself on the attention of citizens more strongly now than ever before. It is evident that it must be taken up, discussed intelligently by all parties concerned and conflicting interests brought to a truce once for all. The present claim of the Canadian Pacific Railway to expropriate part of the front, which is indignantly resented by the city, will serve to hasten the final settlement. How is the question to be settled? Is there to be a complete block of a number of the streets at the water front? Are overhead bridges to be built to give citizens a highway for reaching the bay? Or is a viaduct to be built and open thoroughfares maintained from the water northward? These are the three propositions for the settlement of the question. The railway company are urging their claims with the tact and argument of experienced politicians, the Board of Trade and City Council are making a vigorous fight to preserve the city's interests in the harbor and front, and a new body, called the Citizens' League, is organizing with the object of raising an agitation which shall not cease till the Grand Trunk and C. P. R. trains shall enter the city on elevated tracks.

It is a Great Scheme.

The scheme is a big one, but its advocates are confident of its practicability and its being quite feasible. It has been estimated that it will cost $400,000 a mile, and that between 4 and 5 miles is all the elevated track that will be required. As an offset to this huge expenditure there is to be considered the valuable land that will be economized, the rents to be derived from storehouses under the tracks and the increased value it will give to the water front.

In order to help on the solution of this very important question The World proposes to print the opinions of a number of citizens who have given it a good deal of study.

Mr. Hugh Blain Talks.

Mr. Hugh Blain, one of the members of the Esplanade Committee of the Board of Trade, was interviewed yesterday. He spoke as follows:

"This is beyond doubt the most important question of a local character that has ever come before the people of Toronto during my time, and I have seen no proposition which will meet the growing requirements of the city except the elevation of the tracks. With a proper viaduct and a union station on the same level the whole problem would be easily solved. The railway companies would have the utmost freedom for rapid ingress to and egress from the city and the citizens would have perfect freedom of access to the water front in safety. With an elevated track the block of land on which the old Parliament buildings stand would, as far as I can at present see, be a more suitable place for a freight yard than the area which the C.P.R. wishes to expropriate. With a railway viaduct overhead the whole water front as well as all the property adjacent to the railways would double in value and the additional taxes would go a long way toward paying interest on the outlay. In short the whole front would speedily undergo an entire change alike creditable and beneficial to the city. The space under the tracks could be utilized so as to bring in a handsome revenue.

Unconcern Riles Him.

"I have no patience whatever with those who are unconcerned about a matter so deeply affecting the most vital interests of our city. Let any person walk up Yonge-street from Front-street in the afternoon between one and two o'clock and watch the hundreds of people rushing with ever increasing speed to catch their boat and think of the danger they are obliged to face by their excitement to be on time and say if any other city in the world of equal importance would permit such a death-trap to remain at its very threshold. Bridges over the tracks will never give satisfaction. It is not in human nature to climb, and especially where a choice exists of a level crossing. Our carriages might use the bridges but the foot passengers will rather incur the danger than take the trouble of going overhead. Bridges will never suit the people of the last decade of the nineteenth century. Besides their cost and the damages to adjacent property would contribute largely towards building the elevated road.

"The viaduct must go up, and it is the duty of every good citizen to give it a lift.

It is An Interesting Tale.

"The story of the C.P.R. and its efforts to capture that portion of the Bay almost exclusively used by our people throughout the whole existence of our city is interesting, but too long to go over during an interview. Fortunately the railway plot was discovered in time and Sir John Macdonald has assured us that all representations from whatever source will have due influence in the final decision of the question. It now remains for our citizens to take advantage of the privilege the Premier has thus extended. Of course, in what I have said I have not referred to the effect of expropriation by the C. P. R. of the area between Yonge and Simcoe south of the Esplanade, because I am persuaded that the Committee of the Privy Council will not be able to see its way clear to grant such an unreasonable demand. The viaduct proposal will offer a plan which will enable the Government to arrange a settlement which I believe will be in the interests of all concerned. I have also left untouched the future arrangement of our beautiful bay. With a moderate degree of careful attention by our city the entire water front could be made an endless source of pleasure and comfort to the overcrowded part of our city. To-day this portion of our population have no place for recreation without the disagreeable feeling of being menaced by constant danger. I have also said nothing about many minor points which will be brought forward in considering the question in detail."

Storage for merchandise, furniture, etc. Warehouse receipts issued. Frederic Nicholls, 63 to 69 Front-street west.

Grateful Pennsylvania.

Acting City Treasurer Paterson received the following letter yesterday:

Commonwealth of Pennsylvania.
Executive Chamber, Harrisburg, July 13.

DEAR SIR—Your valued favor of the 9th inst. enclosing check for $480 as a contribution from your city in aid of our flood sufferers has been received. Governor Beaver, as chairman of the Flood Relief Committee, directs me to express to you and through you to the kind and generous-hearted donors his sincere thanks for the remittance, and also to say that the funds thus contributed will be used as advantageously as possible in relieving the wants of the suffering and needy.—JOHN LOCKHART, Executive Clerk.

Priestman—Hunt.

Yesterday morning Mr. Charles Priestman, son of Mr. Joseph Priestman of St. George-street, was married to Miss Carrie M. Hunt, daughter of Mrs. John Millet. Owing to the very serious illness of Mr. Millet the ceremony was a quiet one, being performed at the residence of Rev. Arthur K. Griffin of the Church of the Redeemer, in presence only of a few relatives. No cards were issued.

The New West End Cemetery.

Work is being actively prosecuted at the new cemetery for the west and northwestern portions of the city. It is situated on St. Clair-avenue, near the Dufferin-street crossing, and not far distant from Davenport station. The ground is being laid out, and next year it is expected it will be opened for interments. It will be a great convenience to the residents of St. Alban's Ward, Carlton, Davenport, Dovercourt, Seaton Village and the rapidly improving districts around.

HON. MR. DRURY IN HIGH FEATHER.

Agriculture in Ontario is Booming This Year.

Hon. Mr. Drury told The World last evening that he had lately been traveling about the province a good deal and that everywhere he went there were the brightest of prospects for an abundant harvest. "The fall wheat, I should say," he said "will average 35 bushels to the acre, and barley, peas, oats and other lines look well. I was out at my own farm the other day and found things looking exceptionally well. In fact, all up through the northern country there is going to be a heavy yield. The west looks well, and down east where the farmers suffered so much from drouth last year there is every reason to believe that there will be good crops all round."

"HONOR TO WHOM HONOR."

The First Infant Sunday-School Class—Pleasing Presentation to the Founder.

It is one of the facts not generally known that Mr. George Harcourt, whose business establishment is at 43 King-street and residence 624 Ontario-street, established the first Sunday-school infant class in Canada and, we believe, on the continent of America.

This pioneer class was commenced in Toronto October, 1842, in connection with the Congregational Church, of which Rev. John Roaf was the then pastor. What progress has been made since that time! Now there are infant classes in Sunday schools throughout nearly the whole world, including both Protestant and Roman Catholic churches.

The first infant class in connection with the Episcopal Church was opened in 1863. For more than 30 years Mr. Harcourt has been the active worker in this sphere, and as a mark of appreciation of his services the clergy and teachers have presented him with the following address:

It is with feelings of the deepest gratitude to you for your long and faithful service that we to-day, representing as we do the congregation and Sunday school workers of St. James' Cathedral, present for your kind acceptance a token of our love and esteem which accompanies this address.

The invaluable service which you have now for nearly 30 years so faithfully rendered to our church and congregation in maintaining with such wonderful success the infant school under your charge cannot be estimated in mere words, nor can we venture to do so; but we have no doubt that the good work commenced by you in the infant classes was all the more satisfactorily followed up by the teachers of the Sunday-school from the fact that your care and assiduity in this work were unremitting during all those years of active service in teaching the little ones to revere the name of our blessed Master and to love His cause.

THE BAY CLAIMS ANOTHER VICTIM.

A Fatal Drowning Accident At the Foot of Simcoe-street.

A fatal drowning accident occurred last evening in the Bay at the foot of Simcoe-street. Two men James Foley and H. P. Spelling, 83 Teraulay-street, and a boy named James Harrigan residing in Hagerman-street were seated on a raft fishing when it tipped over, precipitating all three into the water. Spelling scrambled out and then set to work to save his companions. He succeeded in rescuing Foley after the latter had sunk for the third time, but the boy was drowned before assistance could reach him. Afterwards a man named David Robb succeeded in recovering the body, which was removed to the Morgue, where it was claimed later in the night by the deceased's parents. Foley was insensible for fully an hour after being rescued, and was restored to life with considerable difficulty.

Storage for merchandise, furniture, etc. Warehouse receipts issued. Frederic Nicholls, 63 to 69 Front-street west.

Ferry Service Frauds.

The Island ferry service continues unsatisfactory. There are no time tables posted on the wharves, or if posted they are not observed. There is no direct service between Yonge-street and the Park. The ticket sellers lie so much as to when the boats will start that they do not know what the truth is. The proper officials who are paid by the city to look after the ferry men are said instead to "stand in with them." The only thing the passenger can do is not to buy his ticket until he is sure the boat is about to start.

Encourage home manufactures and buy Savona.

They Set a Trap for Him.

A member of the Reform Club said last night that a trap had been set for the unusually canny Robert Jaffray and that he had fallen into it when on his recent trip to St. Paul. Mr. Jaffray, said he, may have talked as he is reported to have talked, but he never thought it was for publication. The way, however, that it was snapped up, published and copies of the interview sent to the Conservative press of Canada led him to the conclusion that the president of The Globe had been snared.

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

A Good Place to Go Fishing.
Somehow when you go a-fishing, or, rather, as Isaak Walton would say, a-angling, in reputable lakes, you can never get a bite. You are told by the guide that the place is all fished out. Then you go into a market and see it full of fresh-water fish. You ask, "Where do you catch these fish?" You are told, in all likelihood, out of the very lake in which you caught nothing but a cold. This proves that there are no fish in the lakes, because they are all in the market—like women of 18 and Dineen's hats. Dineen's hats are all in the market and the purchase of a nice Mackinaw straw hat at Dineen's will fill the soul with large and unfenced areas of joy.

The March of Progress.
The reign of nature is beginning. A great wave of reform is sweeping over the land. Woman is freeing herself from the tyranny of the corset and discarding the protuberant bustle. Man exchanges his linen shirt for quinn's soft and comfortable flannel and adorns his neck with quinn's entrancing neckwear that the heart of beauty may rejoice.

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

$11 Round Trip Toronto to New York via the Erie Railway.
A grand chance to visit New York and its summer resorts, which every person should see, and the Erie have decided to give every person an opportunity to have a ride on their new flyer. On July 20 you can leave Toronto by G.T.R. at 12.20 p.m. or by the palace steamer Empress of India at 3 p.m. and arrive in New York next morning at 7.45 a.m. Tickets will be good for 10 days. Through Pullmans from Toronto to Port Dalhousie. Send in your application early to agents for berths, and for further particulars apply to S. J. Sharp, corner Wellington and Scott-streets, Toronto.

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

Queen's Royal Hotel Special Notice.
Coupon tickets are now on sale at Barlow Cumberland's office and at the Queen's Hotel entitling the holder to board from Saturday evening to Monday morning, and including steamboat fare to and from Niagara-on-the-Lake, for five dollars. 25

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

Holiday Trip.
Before starting for a railway or ocean trip for the summer the traveler will, if prudent, obtain an accident policy from the Manufacturers' Insurance Company, 83 King west.

Small Gold Watches for Ladies.
A ladies' watch about the size of a half dollar, *a perfect timekeeper*, in a plain polished gold case, with a monogram on the front or back makes a very handsome present. I have them E. Beeton, High Grade Watch Specialist opposite Postoffice. 246

THE BLAKE GETS THE CALL

ALD. CARLYLE OF ST. ANDREW'S WINS A VICTORY IN COMMITTEE.

Business Before the Waterworks Committee—The Bank Clerks Cannot Camp on Committee Property—A Big Fight Over the Pumping Engine.

There were present at the Waterworks Committee meeting yesterday, Chairman Boustead, Ald. Baxter, Gibbs, Ritchie, McMullen, Small, Maughan, Hill, Graham, Carlyle (St. And's). Teamsters R. J. Knowlton, J. W. McGinnis, H. Poffley and J. Fulton employed in the department asked for an increase to $9 from $8.10 per week. The committee believed that the application should be granted, but referred it to the Superintendent for a report.

A. Weller & Co., contractors for the new coal shed, though their solicitors Smellie & McRae, sent in a letter stating that they had made a mistake of $1328 in the amount of their tender, which was originally $3222. They prayed that the deposit $100 be returned to them, and the contract given the next lowest tenderer. The superintendent and chairman will report.

The following letter was read and the petition it contained refused:

I should be very much obliged if you could see your way to granting permission to camp on the Island in the neighborhood of the head of the Waterworks out, to a party consisting of two bank clerks, two students, a bookkeeper, etc. I should like to again experience the pleasure I enjoyed in camping there last year under the wing of a friend who obtained permission. All being well we propose to go over very shortly. G. S. MORGAN.

The Waterworks Committee some time ago wrote the C.P.R. and G.T.R. for permission to tunnel their tracks in connection with the new pumping main. Letters from Local Superintendent Wragge and Engineer Jennings from the G. T. R. and C. P. R. respectively were handed in yesterday. Mr. Wragge demanded an agreement, while the C. P. R. simply desired to know when the work would commence so that the tracks could be kept safe.

When the Superintendent's report came up for discussion the question of dismissing the inspectors was brought up by Ald. Carlyle. He asked when the Superintendent was to hand in his report on the subject. The chairman replied that at present there were too many other matters of importance before the committee, but when these were disposed of the report would be forthcoming.

Ald. Carlyle thought it was not right to keep these men in agony. They should know their fate at once.

The new pumping engine fight was renewed at this point. Ald. Carlyle, as father of the point of order which knocked the Osborne-Killey report out in council, first took the floor. He described his trip to New York and his visit to the Worthington engine at Hackensack. It was doing half a million more than its guaranteed duty. The Worthington engine was the best, and he was surprised when he saw the sub-committee recommending the Osborne-Killey engine.

Ald. Ritchie: "Would it not be better for the sub-committee to wash its dirty linen by itself? What we want are the facts."

The Chairman: "There is no dirty linen to wash. Ald. Carlyle accompanied me to New York at my own invitation, and I think I treated him well, but I do think that he might have come to me before the council met and told me about the point of order he was going to raise."

Ald. Baxter: "There is no use disguising the fact that this is a most important question. The Blake engine was the lowest, and what the council would like to know is why that tender was ignored. The firm who will build it is Canadian and its members Torontonians, and they come to us as fellow-citizens to protest against the treatment. I have every confidence in you, Mr. Chairman, and the gentlemen who went with you to New York, but you have not brought in a proper or intelligent report."

The Chairman: "That is of course in your opinion."

Ald. Baxter: "Yes, in my opinion and you will find the council will bear me out." The alderman then read long extracts from letters of protests sent in by the Blake people. "Now," continued the speaker, "you left here favorably impressed with the Blake tender; now what caused the change? The Polson firm will build the engine right here in the city."

Ald. McMullen: "That is all very well about the engine, but are the Blake pumps good ones?"

Ald. Baxter: "I believe they are. I take my stand on the Polsons' reputation."

Chairman Boustead then related the history of the New York trip and how disappointed he was when he saw the Blake pump at work in Jamaica, L.I. He believed that Ald. Carlyle would have taken the Worthington engine if he was buying for himself, and Ald. Hill probably would do the same.

Ald. Carlyle: "Yes, and the chairman, I guess, thought so too."

The Chairman: "Yes, but I considered the difference, $10,000, in the prices. Mr. Ferguson was not satisfied with the Blake pump. But the letters to the president brought up a new question. We asked for one year's guarantee and the Blake people complied, but now, after the trouble, they offer a five years' guarantee. This was practically a new specification."

Ald. Baxter: "I move that, having heard the explanation of the chairman and the proposition of the Blake people and the Polsons, this committee recommend that the tender of the above-named firms, with the guarantee of five years and terms of payment as contained in letters of the 12th and 15th inst., be accepted, the Polson Iron Works Company to agree to become parties to the contract."

The motion was carried, and the Blake people get the contract.

The Chairman before adjournment announced that the proposed extension of the conduit pipe out into the lake 350 feet south of the Bell Buoy into 60 feet of water would cost $10,000. The committee will recommend it to council.

For the Seaside.

See Van Every's advertisement in this issue giving rates for excursion trips to the seaside. Low rates are quoted for St. John, Halifax, Portland and other points.

Steamship Arrivals.

Date.	Name.	Reported at.	From.
July 15	Elbe	Southampton	New York
"	Holland	London	
"	Alaska	New York	Liverpool

The Allan royal mail steamship Parisian passed Heath Point at 5 p.m. Monday, due at Quebec at 6 a.m. Wednesday.

The Allan steamship Prussian, from Montreal for Glasgow, arrived out on Sunday and landed her live stock shipment of 495 oxen in good order.

People.

Gen. Boulanger's great ambition at present is to keep his popularity alive until after the Paris Exposition. And so he goes on dining for his country.

Ex-King Milan of Servia will take up a permanent residence in England or Scotland under the name of Count Takovo. He won't Takovo, however, a very good reputation.

The Princess Louise, granddaughter of Queen Victoria, will receive a vast number of magnificent wedding presents. The Rothschilds will give her a diamond and ruby necklace worth $20,000. The Shah of Persia will present her with a gift even more valuable. Her father will give her away.

It is announced that the Shah of Persia has in his retinue as he travels about Europe a handsome Circassian girl selected from his harem, whom he dresses in boy's clothes. She is described as a remarkably good-looking young girl, not in the least resembling the ordinary Circassian girl of commerce as exhibited in the dime museum.

What the Weather Will Be To-day.

In Ontario: Light to moderate winds, fine weather, stationary or higher temperature.

MAXIMUM TEMPERATURES YESTERDAY.

Qu'Appelle 90, Winnipeg 88, Toronto 74, Montreal 70, Halifax 76.

Frank Cayley Offers for Sale
a handsome detached residence in St. George-street, steam heated, containing 13 rooms, dining-room, drawing-room, library, etc., all modern conveniences, house well built, nice grounds.