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A GREAT NOVEL
The Rebel Queen
BY
WALTER BESANT
At All Bookstores. 246

THIRTEENTH YEAR — SATURDAY MORNING, AUGUST 19 1893 — ONE CENT.

A BUSINESS MEETING.

Messrs. McCabe and Jaffray Show Their Hand.

ASK AN INCREASED MILEAGE

In Addition to the Increased Percentages

IF THE CARS ARE RUN ON SUNDAY.

The Company's Agreement With the Labor Men.

Last Night's Meeting at the Pavilion, Instead of Being a Discussion on the Desirability of Sunday Cars From a Business Standpoint, Twisted Into an Attack Upon the Street Railway Company—A Lengthy "Opinion" From Assistant City Solicitor Caswell, in Which He Says Nothing—Messrs. George Bertram and W. R. Brock Give Weighty Reasons Why the Cars Should Run on Sunday—The World Repeats That Labor is Satisfied.

The meeting called by the opponents of a Sunday car service in the Pavilion last evening was packed to the doors. The advertised object of convening the meeting was to discuss the question of Sunday cars from a business standpoint, but this phase of the question was hardly touched upon at all—in fact, very little was said about Sunday cars by the promoters of the meeting.

Nearly every anti-car speaker monopolized his entire time in attacking the street railway company.

At times the meeting was most disorderly, and on at least two occasions parties were guilty of rowdyism of the most reprehensible kind. At some of the previous meetings of the campaign both sides have been sinners in this respect. Last night the antis had a monopoly of the hoodlumism.

These gentlemen occupied seats on the platform: Messrs. Joseph Tait, M.L.A., W. R. Brock, Joshua Osterhout, Principal Kirkland, Rev. William Muir, Thomas Bawden, William Boddy, Malcolm Gibbs, John K. Macdonald, Dr. Barrick, Goldwin Smith, W. McCabe, F. S. Spence, John Hallam, R. Reynolds, W. Laidlaw, Q.C., William McKenzie, R. C. Steele, E. M. Murphy, Hugh Blain, W. F. Maclean, M.P., Henry O'Hara, Rev. James Henderson, Rev. Dr. Withrow, John T. Moore, Rufus Skinner, Rev. Stuart Acheson, W. S. Blackstock, Edward Meek, Rev. Dr. Sims, Nichol Kingsmill, Q.C., George H. Bertram, E. W. D. Butler, William McLeish, J. Carlyle, A. Nairn, T. Woodbridge.

Mr. McCabe's Resolution.

Mayor Fleming opened the meeting, after which Mr. W. McCabe, seconded by Mr. Robert Jaffray, moved this resolution:

1. That in the absence of a satisfactory agreement binding the Toronto Street Railway Company and banning the Sunday service under the original agreement with said company, including control and regulation by the City Engineer and council, percentages on receipts and an equitable addition to the mileage allowances, it is in the opinion of this meeting against the interests of the city for any citizen, whether in favor of a Sunday car service or not, to vote on Aug. 26 for handing over the Sunday car franchise to the street railway company irrevocably for a period of 28 years without such service being clearly under the control of the City Engineer and council and without such rights of the city and safeguards of the public interests being first secured by the City Council.

2. That in the opinion of this meeting it is a matter of regret that the question of the Sunday street car franchise does not come before the citizens in the shape of a well-considered bylaw authorizing the council to negotiate with the Street Railway Company for such Sunday service as might from time to time be deemed expedient, and on such terms as might be financially just to the city, and also that the question is not submitted at a time when the voting can be surrounded by the regular safeguards.

3. That the effect of the proposed change upon the vested rights of a large number of our citizens, as well as upon the employed of the company, as to the hours and days of labor has not been clearly defined and understood so as to guard against injustice and hardships being inflicted upon them and their families, and that inasmuch as the rights and interests of these respected fellow-citizens are not properly safeguarded, we call upon the electors to vote against the introduction of Sunday cars.

After hearing the motion, Mr. W. F. Maclean rose and said: "As that resolution contains certain allegations against the Street Railway Company, it is only fair that if representatives of the company are present they shall be given an opportunity of replying to the statements contained in the resolution." [Hear, hear.]

The Mayor then invited any representatives of the company present to ascend the platform, and amid cheers President McKenzie and Solicitor Laidlaw, who were in the audience, stepped forward.

His Reason for the Faith That Is In Him.

Mr. McCabe then explained the reasons why he fathered the resolution published above. He claimed that all the conditions, restrictions and limitations of the original agreement with the Street Railway Company with respect to the week-day service would be absent in the Sunday service, and that the company would only be compelled to serve such portions of the city as it saw fit. The company might, if it chose, charge double rates on Sunday if the service did not prove a paying one—there was nothing to regulate the fares to be charged. The speaker quoted the opinion of City Solicitor Biggar as voiced by The Globe that no satisfactory agreement could be arrived at which would sufficiently protect the employed of the company.

In seconding the resolution Mr. Robert Jaffray said he was present as a ratepayer and taxpayer. [A Voice: "So are we."] He then launched into an attack upon the street railway company and said: "I don't care how much you are in favor of street cars on Sunday, as citizens of Toronto. I claim that until there is a clear and distinct agreement between the street railway company and the council you, as citizens, should be found shoulder to shoulder on Aug. 26 opposing the granting of this franchise." Mr. Jaffray was repeatedly interrupted.

The Street Railway Company's Solicitor.

Mr. W. Laidlaw, solicitor of the Street Railway Company, said the resolution which had been read by the chairman purported to be a legal document, but he thought it would have been more courteous and fair in Messrs. McCabe and Jaffray to have ascertained the facts of the agreement entered into between the city and the railway company and submitted to the Trades and Labor Council before formulating any such statements.

Mr. Laidlaw then reviewed the conditions under which the council had granted the franchise to the present street railway company conditions which apply equally on Sunday as any other day of the week. [Cheers and hisses.] When Mr. McCabe and Mr. Jaffray alleged that the conditions governing the franchise did not apply to Sunday they stated what was not true—what was neither warranted in law nor in fact.

Fully seven minutes was lost at this stage of the discussion by interruptions, which were loud and long continued.

Continuing, Mr. Laidlaw said that in order that there should be no mistake about the matter, and to satisfy even Mr. McCabe and Mr. Jaffray, an agreement had been prepared for submission to the city and the Trades and Labor Council stating over the seal of the corporation that all the conditions governing the street railway company on week-days would be equally applicable to the company on Sundays. The Mayor, the Engineer and the Solicitor know, as everybody who reads the agreement well knows, that these conditions are as binding on Sunday as on week-days. There is not a single lawyer in this city who will say otherwise. The whole position of the street railway company in its recent disputes with the city has been vindicated by the action of the City Council last week in giving them exactly what they asked from the beginning. There is not a city in America where a company has taken hold of a franchise and supplied a better service than here. Don't run away with the idea that distant parts of the city will not be served. The Engineer has the same power to regulate the service on Sundays as on every other day of the week. Why not discuss the merits of Sunday cars? What has the street railway company to do with the question? [Hear, hear.] Six thousand petitioners have asked for the cars—a majority are in favor of them, and as business men this meeting should be anxious to secure the increased percentages which would accrue on Sunday. Mr. Laidlaw concluded amid yells, hoots and cries of "No, no."

The Mayor Had An Alleged Opinion Handy.

After the pandemonium had subsided the Mayor said he emphatically dissented from what the speaker had said. Then he sprang upon the meeting a letter from Assistant City Soliciter Caswell, admitting that in doing so he was taking those on the other side at a disadvantage. This is the letter:

Your letter of to-day's date received, enclosing the following questions and asking my answers thereto to-day: 1. "What sections of the agreement of Sept. 1, 1891, between the city and the Toronto Street Railway Company, convey the franchise of running Sunday cars to the company?"

Answer—I do not think there is any clause in the agreement expressly conveying the franchise or right of running Sunday cars to the company.

2. "If the vote on Aug. 26 under section 40 of said agreement is in favor of the cars of said company running on Sunday, what section of said agreement, if any, brings them under the control of the City Engineer and Council?"

Answer—The vote on the question of Sunday street cars is not strictly under section 40 of the conditions annexed to the agreement, because that condition is practically put an end to by section 5 of the act, whereby the company is incorporated, which prohibits the running of street cars on Sunday, but the said section permits the company to do any act which is not a violation of the Lord's Day Act if and when such act shall have been approved of by the citizens, by a vote taken on the question, as provided by the said agreements. This vote on the Sunday street cars, as I understand it, is being taken on the assumption that the running of street cars is not a contravention of the Lord's Day Act, and as this fact by no means clear, it may be necessary to have this point settled in the courts after the vote is taken, should it result in favor of the Sunday street cars. There is no express authority bringing the control of cars operated upon Sunday under the City Engineer and council. It is a debateable question whether the present agreement is intended to cover a Sunday service or not. I am afraid that most of the conditions do not apply to such a service, and that a new agreement on that subject is necessary.

3. "If the vote on Aug. 26 be in favor of the company running its cars on Sunday, will such service be subject to all the terms, conditions and penalties of the original agreement?"

Answer—I think not; as my previous answer indicated, a new agreement on this subject will be necessary.

4. "Will the city be entitled to the percentages on the Sunday receipts as forming part of the gross receipts of the company?"

Answer—It may be strongly argued that section 16 of the agreement applies to enable the city to collect a percentage upon all the gross receipts of the company, but as I believe none of the clauses of the agreement are intended to apply to Sunday street cars it is not perfectly clear that the city could recover the percentage upon the Sunday receipts if the company refuse to pay the same.

5. "Will the city be entitled to a pro rata increase in the mileage, and, if not, why? That is to say, what section or part of the agreement controls in this regard?"

Answer—As the agreement at present reads it is doubtful the city could collect more than $800 per mile under the clause as to mileage.

The letter was received with cheers and hisses. A man from the audience rushed upon the platform and struck an attitude of defiance, but he was promptly escorted to a rear seat.

Prof. Smith Favors a Limited Service.

Prof. Goldwin Smith said:

I have not one word to say against the street railway company. Their service is of immense benefit to the city. The cars are well run, the employes are courteous, and I admire the power that can carry on such an undertaking. But it is no disparagement to say that there ought to be an agreement regulating the service. I am on the fence, I am for a restricted service on Sunday afternoons in summer. I wish workingmen and clerks to get to the country and to enjoy the trees and the green grass. But I will go no further. I cannot vote for a franchise irrevocably without limitations. It would be better if the vote were not taken on Aug. 26, but at the municipal elections, under a definite agreement and with all the regular safeguards.

Dr. Barrick stated that the council in submitting the question to popular vote on Aug. 26 had surrendered the rights of the city.

Wild Disorder Reigned.

A gang of antis had evidently gone to the meeting for the express purpose of howling down Mr. W. F. Maclean, and when he stepped forward they began a fusilade of catcalls, shouts, cane-rapping and howls. But the attempt failed. The speaker patiently waited until order was restored. He pointed out that the meeting was supposed to have been called to discuss the question from a business standpoint, and he claimed Sunday cars would be conducive to the business interests of Toronto. Wherever a city had grown to any considerable dimensions Sunday cars have, for business reasons and for the advantage of the commercial interests, been established. Isn't it a fact that travelers avoid this city on Sunday because there are no cars? [Cries of "Yes" and "No."] Isn't it a fact that less tourists come to the city than would otherwise be the case. [Hear, hear.] Isn't it better to pay 4 cents for a ticket than to pay $2 for a coupe? That's the one business argument. Business men want it and workingmen want it. [A voice: "Not on Sunday."] Yes, thousands of men are waiting and only too glad to work on Sunday. [Cries of dissent and cheers.] We want more producers and less dictation.

"Isn't it a fact," concluded Mr. Maclean, "that Montreal is gradually getting ahead of Toronto because of the greater liberty and freedom enjoyed by its citizens?" It is only a year or two ago since W. H. Howland, then Mayor, wanted to have the police instructed to arrest every hackman who went to the Union Station on Sunday who could not show a telegram from some incoming traveler conveying instructions to meet him. And this opposition is but another attempt to prevent the expansion of the city.

Mr. Moore of Moore Park.

Mr. John T. Moore said the only travelers who shunned Toronto on Sunday were those who not only missed the Sunday street cars but who missed the Sunday theatre and the open Sunday saloon. Mr. Moore had only got this far when he struck the same snag that he struck at the Yorkville meeting the other night. For two minutes every effort to make himself heard proved abortive. Taking advantage of the disturbance a number of boys on the roof at the west end of the building showered down a volley of leaves sunflowers, etc., upon the heads of those occupying seats on the platform. As a result the Mayor ordered the roof cleared.

When order was restored Mr. Moore said that the granting of the Sunday franchise to the street railway company meant the gift of $2,750,000 to that company, a sum sufficient to acquire 2520 acres of additional park land for the city—[a voice: "Including Moore Park"].

Mr. Moore would have been speaking yet had not time been called.

Mr. George Bertram received an ovation. He characterized the demand for an additional agreement as embodied in the resolution as peculiarly rich coming from the very men who waited upon the council only a few days ago protesting against any additional agreement being made with the street railway company. [Cheers.] As for City Solicitor Caswell's opinion it contained too many "perhaps" and too many "maybe's" to be worth anything. Why didn't the promoters of this meeting go to the Street Railway Co. and ask what regulations they desired. No attempt was made when the matter was under discussion by the council to point out this alleged lack of proper regulations. Amidst cheers, Mr. Bertram said it was unfair and unreasonable that such insinuations should be made use of, as that all people with redness and whose breaths smelt of bars were opposed to Sunday cars. Those making use of them had better look a little nearer home.

During Mr. Bertram's speech, one of the boys on the roof of the building allowed his hat to drop off. It alighted on a gas chandelier and immediately took fire. There was a slight attempt to raise a panic, but it was promptly suppressed by a man in the gallery dousing the glim. A few minutes after one of the glass globes came toppling down and alighted on the head of an anti who had been interrupting the speakers on the opposite side all evening. The result was the wrecking of the globe.

Mr. Hugh Blain opposed the Sunday car service as a business man because proper safeguards didn't surround the vote.

President McKenzie.

President McKenzie of the Street Railway Company here delivered a short address. While not making any pretensions to being better than his neighbors, he objected to the manner in which he had been painted so blackly the past few weeks. [Hear, hear.] Continuing, Mr. McKenzie said:

All I ask is fair play. [Cheers.] I entered into an agreement with my partners to tender for the franchise under conditions which were so strict that several companies declined to tender. Since securing the franchise the company has tried its best to live up to that agreement, and I defy any man in the City of Toronto to say in any one particular where we have violated that agreement. Speakers have said to-night that we are attempting to violate and ride over the agreement. Mr. Blain says he does not consider the interest of the city property safeguarded. Can I as president bind the Toronto Street Railway Company? If I can, and I think that I can, I am prepared to sign an agreement that the regulations which apply to week days shall apply to Sundays. I want to live up to my agreement, and I don't know that I ever stood before a public assemblage before. I was brought up in the backwoods, and you may think it is pleasant to me to be reviled and blackguarded from platform to platform and misrepresented in the public press as I have been the past few weeks. I am willing to place my record alongside that of any gentleman on this platform to-night.

A voice: "Give us Sunday cars, Mr. McKenzie."

I have nothing to do with Sunday cars. I am there to defend myself from the base insinuations that have been made against me. I want to do everything that is fair with the city of Toronto and carry out my agreements as best I can.

Mr. Mackenzie was heard with out interruption and resumed his seat amidst applause.

What the Company Agrees To.

After Mr. Joseph Tait, M.L.A., had cracked a number of jokes "from a business point of view" and threatened to report to his employer a man who interrupte d him,

Nicoll Kingsmill, Q.C., said that the agreement between the city and the street railway company could bear no other possible construction than that it applied equally to Sunday as Monday. No lawyer could hold any other opinion. Mr. Caswell does not give a contrary view in his long and diffuse statements. True, there is nothing in the agreement that expressly says so, but the whole tenor of the agreement is to that effect. He read this agreement which which the company had come to with the city and the Trades and Labor Council as follows:

This indenture made (in triplicate) the 18th day of August, A.D. 1893. Between the Toronto Street Railway Company, hereinafter called "the Company" of the first part, the corporation of the city of Toronto of the second part;

And the ratepayers (present and future) of the company, represented by a committee composed of James H. Walkace, W. J. Steven, Alfred Aldridge, Frank W. McCollum, Samuel Irwin, Edgar F. Mann and Daniel Wheatley, all of the city of Toronto, who were appointed at a public meeting of the employes, hereinafter called "The Employes" of the third part;

Whereas the following condition is incorporated in and forms part of the agreement between the company and the corporation for the sale of the street railway franchise to the company, namely:

Condition 40. No car shall be run on the Lord's Day until a Sunday service has been approved of by the citizens by a vote taken on the question.

And whereas a vote of the citizens has been appointed to be taken by the City Clerk on the 26th day of August, inst., on the question of running street cars on Sunday;

And whereas the following resolution was passed by the City Council on the 17th day of July last, namely:

"That whereas no assurance has been given this council that the employes of the Toronto Street Railway Company shall not be required to work seven days every week in the event of running cars on Sunday, be it therefore resolved that before a vote of the citizens be taken on this question the Toronto Railway Company enter into an agreement with the corporation that none of their employes shall be required or permitted to work more than six days in any one week, and that the rules of the council be dispensed with so far as they relate to this motion."

And whereas the said resolution was accepted by the company;

Now, therefore, this indenture witnesseth that the company, in consideration of the premises and also in consideration of the said corporation having submitted the question of running the cars on Sunday to a vote of the citizens on the 26th of August, instant, do for themselves, their successors and assigns covenant, promise and agree with the said corporation, their successors and assigns:

1. That the said company, their successors and assigns will not require any employe to work in the service of the company on Sunday against his will.

2. That the said company, their successors and assigns will not require or permit any employe of the company to work in the service of the company more than ten hours per day, or six days or 60 hours per week of seven consecutive days.

3. And whereas the company allege that in carrying out the conditions of the agreement between the company and the corporation for the car service there might be an occasional violation of the letter of the said obligation "not to require or permit any employe to work more than the said limited number of hours," and that such violation might arise from need of increased car service during the period of the Industrial Exhibition or on holidays or other similar occasions, or from storms, accidents, breakages, interruption of the electric or other power, delays or other causes beyond the reasonable control of the company, and that the company should, in equity, be relieved from the payment of a penalty for any such violation.

It is therefore understood, declared and agreed by and between the said parties:

4. That if "an employe shall be required or permitted to work more than the limited number of hours per week of seven consecutive days," and a written and signed complaint shall be lodged with the Mayor of the city within 30 days after, it may happen that there has been a wilful or negligent violation by the company, or any of its officers, of the spirit and meaning of the said obligation, the matter of the said complaint may be referred by the corporation to any judge of the County Court of the County of York, who may as arbitrator after two clear days' notice to the company hear and determine the same, under the powers contained in the 43rd condition of the said agreement and under this clause, and if in the opinion of the said judge there has been a wilful or negligent violation of the spirit and meaning of the said obligation without good and sufficient cause or excuse, and that a penalty ought under the circumstances to be imposed on the company as hereinafter mentioned, it shall be lawful for the said judge, and he is hereby authorized and empowered, to order and adjudge that the company shall pay to the corporation any sum of money in his discretion not more than one hundred dollars as and for a liquidated penalty for any such violation.

And that the time and pay books of the company shall be open for inspection at all reasonable times upon application by any person duly authorized in writing by the Mayor or the chairman of the Executive Committee of the City Council to examine the same.

And that the word "week" in this agreement shall consist of seven consecutive days, to commence on any day in a calendar week.

5. And the company doth covenant, promise and agree with the corporation as aforesaid, that they will pay to the corporation any sum and sums of money which may become payable by them under any arbitration and order of the judge aforesaid.

6. And it is further declared and agreed by and between the company and the corporation and in the act of parliament and the schedules incorporated therewith, inclusive of the payment of the percentage on the gross receipts on Sunday under the ninth condition of the agreement are all valid, binding and operative conditions between the corporation and the company on every day of the week, inclusive of Sunday;

7. And that in the event of a Sunday car service being approved of by the citizens by the said vote to be taken on the question the company shall reduce speed and run the Sunday car service at a slow rate, and shall not ring bells or gongs while passing the churches on the line of the railway during the hours of worship, unless it shall be necessary to do so to warn persons on the street of danger;

8. And that these presents may be adopted by the corporation and executed at any time within six months and either before or after taking of the said vote;

And it is hereby understood, declared and agreed by and between the company and the employes:

9. That the company will regulate the service of the employes and intervals of rest so that every employe shall have the privilege of attending divine service once every Sunday and that every employe shall have the privilege of rest the whole of every alternate Sunday, and that the said regulation is acceptable to the said committee.

In witness whereof the company and the corporation have hereto set their respective official seals under the hand of the proper officer and the said committee have hereto set their hand and seals.

J. C. Gracie, Sec. of the Toronto Street Railway Co. — Wm. McKenzie, Pres. of the Toronto Street Ry.

Continuing, Mr. Kingsmill defied any one to point out a single instance where the street railway company had not lived up to its contract, although there was not another street railway contract so hard to live up to in America.

Mr. W. R. Brock's Strong Words.

Mr. W. R. Brock was received with cheers. He said:

I am thoroughly in favor of a Sunday car service. Every city in whatever country that wants to be prosperous must be progressive. What sufficed 20 years ago will not do now. If Toronto is to grow it must have Sunday cars. As a business man largely interested in the welfare of Toronto I say such a service is most desirable. The present company are running the road admirably, and the audience can clearly see through the romance that has been talked about to-night. Any man who says those favoring Sunday cars are trying to degrade the city talks clap trap and nonsense. There is no fear of the men working seven days for six days pay. The trouble is there are hundreds of men in the city who want to get work and can't get it.

Want an Additional Percentage.

Mr. McCabe then came forward and asked if Mr. Laidlaw was prepared to guarantee on behalf of President McKenzie, who had left the meeting, that the city would receive an equitable addition to the mileage allowance in addition to increased percentage allowance.

Mr. Nicol Kingsmill, the senior counsel of the street railway company, stepped forward to answer the question, but the audience wanted Mr. Laidlaw. For five minutes the hall was a perfect Babel of sounds. Neither the Mayor nor Ald. Hallam, who valiantly came to his assistance, could restore order. During the melee Ald. Hallam jumped to the front and called out: "I can give you the answer: the company won't do it."

Eventually Mr. Kingsmill secured a hearing and said:

That is a question that has to be considered by the directors of the company, and if they take my advice they will certainly answer "No."

A perfect storm of hisses and cheers greeted this remark.

Mr. Laidlaw stepped forward and said: The agreement now provides for an $800 mileage allowance. These men now ask that a new agreement be made.

Mr. McCabe: We do not claim anything but what is right under the agreement, but we are perfectly willing to refer the question to arbitrators, two to be appointed by us, two by the company and the fifth by the Board of Trade, and leave the question to them for settlement.

After Messrs. N. W. Rowell and J. J. Maclaren had each delivered a few remarks from "the business standpoint," the resolution of Mr. McCabe was put to the meeting, which had considerably thinned out, and was carried by a large majority.

For Trades and Labor report see Page 2.

The Star Twinkles.

The Evening Star, that bright, crisp, newsy paper, will resume publication to-day with the major part of the old staff at their places. It comes into the field again on a first-class basis, and its management says it is here to stay and to carve out a place. It will, its people promise, be a better paper than before, determined to make itself indispensable to the people of this city. Newspaper circles are on the qui vive to see what it will be like.

It starts with a feature which will surely commend it, for Mr. J. W. Bengough is to be the cartoonist. No one should miss seeing his cartoon today, for it treats of Sunday cars. advt

Bicyclists use Adams' Tutti Frutti. It keeps the mouth moist and allays thirst. Take no worthless substitute.

The Medical Health Officer Says So.

Dr. Sheard, the Medical Health Officer, says there is no danger of cholera coming to Toronto. We are so very glad to hear it, and would say if the people keep on drinking "Sprudel" in the future as they have in the past six months, there would be very little chance of it making much progress here if it did come. Cholera won't bother Sprudel. Its Water drinkers much, for it is bottled at the spring, and it is the only mineral water on this continent and sold in Canada that is.

I. A. A. A. Sports at Centre Island.

Grand Scottish Concert in Victoria Hall to-night.

Cheap Excursion to Cobourg.

Tickets by Garden City to Foresters' fete at Cobourg and back next Monday, $1; lady and gent, $1.50; children, 50c. Leaves Milloy's wharf 6 a.m., calling at Whitby at 8, Oshawa 8.30, Bowmanville 9.15, Port Hope 11, reaching Cobourg about 12. One-way ticket to or from any port 50c. Returning leaves Cobourg 6 p.m. Grand chance to visit country friends. Foresters, go by this boat.

Island Amateur Aquatic sports at Centre Island.

I. A. A. A. Sports at Centre Island.

London Street Cries.

In the streets of old London you hear many peculiar cries. The "Ole clo" man, the "ca' meat" vendor, the "milk 'o' dis" penser, or the street comic singer with his strange rendition of "I Am a Perfect Cure," all tend to amuse the average Londoner. In Toronto the great cry is "Howell's cut rate shoe parlors," 542 Queen-street west. Boots and shoes at "cut rate" prices.

Island Amateur Aquatic sports at Centre Island.

I. A. A. A. Sports at Centre Island.

Ten Hours in Buffalo.

Toronto Division No. 2 U.R. Knights of Pythias will conduct an excursion to Buffalo, Niagara Falls and St. Catharines on Civic Holiday, by Garden City, leaving here at 8 a.m. Returning leaving Buffalo at 10 p.m., giving ten hours in Buffalo. 4636

Island Amateur Aquatic sports at Centre Island.

I. A. A. A. Sports at Centre Island.

Island Amateur Aquatic sports at Centre Island.

I. A. A. A. Sports at Centre Island.

As a tonic, Microbe Killer has no equal in the world.

Don't miss the Scottish Concert to-night.

Enlarged Veins.

Seamless elastic stockings for varicose veins and special goods in this line for rheumatic people. Only to be had at Charles Cluthe, 134 King-street west, opposite Rossin House, Toronto. 6

"Taylor's Double Parma Violet."

Double Parma Violet Perfume, delicate and lasting."

"Try Double Parma Violet."

"Use Double Parma Violet."

1892, "The Cream of the Havana Crop

"La Cadena" and "La Flora" brands of cigars are undoubtedly superior in quality and considerably lower in price than any brand imported. Prejudiced smokers will not admit this to be the case. The connoisseur knows it. S. Davis & Sons, Montreal. 136

A most distressing ailment is toothache, a sure and instant cure is Gibbons' Toothache Gum. 246

"Try Double Parma Violet."

THE EXPERIMENTAL FARM.

DETAILED REPORT OF THE COMMISSION OF INQUIRY.

Why the Resignations of the Professor of Agriculture and the Assistant Chemist Were Asked For—Dr. Mills Is a Much Persecuted Man According to the Commission.

The World exclusively announced yesterday the finding of Messrs. John Winchester, John Watterworth and J. S. Pearce, the commission of enquiry appointed to investigate the charges as to the management of the Ontario Agricultural College and Experimental Farm. The report of the commission has been handed to the Government. It is a voluminous document. In it the commissioners state that the charges of the assistant resident master, Mr. E. L. Hunt, respecting the harmony of the staff of the officers and college prior to 1888 resulted mainly from the efforts of Mr. Hunt to poison the minds of officers and students against the president of the college, Dr. Mills.

With reference to the lack of harmony alleged to have been caused by President Mills towards Prof. Shaw, your commissioners are of opinion that the evidence establishes that wherever lack of harmony existed it was at first caused by Prof. Shaw's actions towards the President. The cause of the lack of harmony was in the opinion of your commissioners not attributable to Dr. Mills, but to Prof. Shaw.

In our opinion the attempt made to defame and damage the good name of the president has utterly failed.

We are of opinion that the president has on certain occasions acted harshly in speaking to students, and possibly to some members of the staff, but the circumstances under which he did so evidently required stern discipline.

With reference to the instances of lack of harmony given by Prof. Shaw, first, letters against the President, and second those against the Minister of Agriculture, the evidence fully establishes the fact that Prof. Shaw had no ground for complaint whatever. We are of opinion that the real difficulty with Prof. Shaw was his desire to obtain full control of the Agricultural Department, without assuming the responsibility to the minister, the president or any other officer. He persistently refused to be guided by the president, or to submit in any way to his authority from the day of his appointment up to the present time. The president acted within his authority given him in the bylaws in the instances mentioned.

Respecting the assistance for work in his office, your commissioners are of opinion that, while doing as much work as an ordinary editor (for which he received at least $900 a year in addition to his annual salary from the Government, and without the knowledge of the minister or members of the Government, or the President of the College), it ill became Prof. Shaw to complain of over-work in the performance of his official duties under the circumstances.

As to charging Prof. Shaw with being responsible for large over-expenditure, the evidence fully establishes that ever since his appointment the expenditure in his special department has exceeded the estimates.

Poisoned the Minds of Students.

As to the conduct of Prof. Shaw, your commissioners cannot condemn him too severely. We are of opinion that he has systematically poisoned the minds of students from the date of assuming his duties up to the time of this investigation against the president of the college and the minister for the time being. His opportunities for so doing were facilitated, as he himself stated, by his working with the students in the fields and on the roads.

He won the confidence of the students in many ways, some by giving them employment at the expense of the Government, drivers, others by showing an interest in their welfare, and then mentioning his grievances, giving them to understand that he was a much-abused man, and that he was unable to do for them and the farm as much as he would like, because his powers were being curtailed by the minister and the president, who were oppressing and hampering him in the discharge of his duties.

He has in this way shown a very marked and deplorable want of loyalty towards the minister and the president as well as towards the institution, and has done much to bring about the present feeling of uneasiness and unrest among the students and ex-students, he invariably making them believe that he was a victim and the minister and the president the oppressors.

Your commissioners have set forth in this regard certain facts that were proven against Prof. Shaw: First, the purchase of his own cattle after his appointment in the name of his servant, and without the knowledge or consent of the Minister or the President, and in direct violation of the bylaws of the institution.

A Discrepancy in the Accounts.

We also find that he was guilty of gross neglect in not keeping a proper account of traveling expenses during the month of January, 1893, whilst on a tour in connection with Farmers' Institute meetings. We are of opinion that he received the sum of at least $30 over and above the actual expenses incurred and paid out by him for the delegation during this tour. His explanations as to the discrepancy in the accounts were most unsatisfactory, and fail to account for the overcharges.

The Assistant Chemist.

With reference to H. B. Sharman, the assistant chemist, we find that he had unduly interested himself in connection with the student movement against the assistant resident master, Mr. McCrae. It appears that he consulted with them from time to time, and apparently encouraged them in their actions. He also alleged in the presence of students that the president was an untruthful man. He informed Prof. Shuttleworth that the president was a liar. He obtained from one of the students a register containing the names and addresses of ex-students, and without the knowledge or consent of the president forwarded it to Mr. Morgan of Strathroy, an ex-student, for the purpose of helping him to communicate with the ex-students to enlist their sympathies in the agitation for an investigation of the college. He stated to at least two of the students that they should keep the matter quiet and not inform the president of what he had done.

His acts in connection with both matters were, in the opinion of your commissioners, such as would lead to disloyalty among the students and influence them to dishonorable acts, especially as it was shown by one of the students that he advised them to recommend a student being called on behalf of Mr. McCrae during the investigation into that trouble, believing, as he stated, that such student would give evidence detrimental to Mr. McCrae.

The Farm Foreman Also.

With respect to Mr. Johnston E. Story, the farm foreman, your commissioners are of opinion that he has been active in connection with Prof. Shaw for some years in poisoning the minds of students against the minister and the president. He reported every little circumstance that came to his knowledge to Prof. Shaw that he considered would occasion discord between Prof. Shaw and the minister, the president or any officer of the institution.

We are also of opinion that he has not as farm foreman attended to his duties in looking after student labor and the regular farm labor as required of him and that the large expenditure for labor has been largely owing to his laxity in overseeing his work.

As a result of the report of the commission Prof. Sharman has resigned and Prof. Shaw's resignation has been asked for.

Island Amateur Aquatic sports at Centre Island.

"Clear Havana Cigars."

La Cadena," and "La Flora." Insist upon having these brands. 136

"Use Double Parma Violet."

THE SUNDAY CAR ISSUE.

The fight is now getting hot. The anti-Sunday car people, finding that they had the worst of the argument, are resorting to obstruction, to hoodlum tactics, and to an elaborate attempt to confuse the public mind.

Last night's so-called "business meeting" was in this line. It was made up principally of what may be described as the Sunday school element tinctured with hoodlum tactics. They only wished to hear such "business arguments" as were presented to them by those opposed to Sunday cars. They were delighted to hoot and jeer men like Mr. Brock, Mr. Bertram and Mr. Kingsmill because they expressed views and opinions they did not wish to hear. These anti-Sunday car people saw for the first time the president of the company, Mr. William McKenzie, and they were surprised to behold a man who has succeeded in life by his own powers and application and whose record as a business man or as a member of a corporation has not one broken pledge or one violation of any agreement to which he has put his hand. They had expected to behold a wild beast. And yet Mr. McKenzie's manly speech did more for Sunday cars and to maintain his reputation as a business man of honor and veracity than all the jeers and hootings will do to deprive the people of Toronto of Sunday cars.

These Sunday school people shouted for the poor workingman. They wailed over his woes, and especially over the poor carman.

And all the while the workingman was holding his own meeting, accepting the company's terms, and the poor and beslobbered carman had already expressed himself satisfied with the provisions made in his favor.

But the real issue was not the issue raised last night, but simply is: Are the citizens of Toronto, who enjoy an excellent service six days a week, to have the same excellent service on Sunday? They see other cities having such a service, and they wish to know why they are to be denied the same convenience.

The anti-Sunday car men have been howling for the agreement in all its letter and its spirit. But last night they showed their hand and shouted *for something additional* which the agreement does not give them; and they make this shout in order to defeat Sunday cars.

But the people, the workingmen, the business men, the ordinary citizen, know that they have the best known treatment in the way of a six-day service on this continent, and they desire the same advantages on the seventh day; and the Street Railway Company are willing to concede them, but Messrs. Fleming, Maclaren, Moore, McCabe, Jaffray, Tait and others, for some reason that the public are not yet seized of, desire to prevent them, if possible, from enjoying.

But their efforts will prove futile. Sunday cars will run in Toronto a week from to-morrow.

The Refugees.

Dr. A. Conan Doyle's characters, whether historical or imaginary, are so instinct with the breath of life that they compel our credence—they are never puppets, but always creations. And then the action of the story is throughout so admirable, so masterly! The work of its kind. It is not every year, or even every decade, which produces one historical novel of such quality. For sale at John F. McKenna's, 30 Yonge-street, near King.

Outside the pages of "Monte Christo" there never were such hairbreadth escapes or such marvelous coincidences.

Mr. Conan Doyle has far surpassed himself in his new story, "The Refugees." The whole book is conceived in a fine spirit of romance.

Firritte's Body Found.

Undertaker Young last evening received word from his assistant, who had been searching for the body of Frank Firritte, drowned a few days ago at the junction of the Moon and Musquash Rivers, that the body had been recovered. The remains left Bracebridge last night and reached the Union Station at 6.30 this morning.

Cures Indigestion when all else fails. Adams' Pepsin Tutti Frutti. See that Tutti Frutti is on each five cent package.

That military tournament by the British troops should get a prominent notice in all our papers. It is something that will be permanently fixed in our memories, and no doubt all who see it will be delighted.

Others who don't go to see it but take advantage of the great sale of brussels carpets at the reduced price put upon them by C. F. Adams Company, 177 Yonge-street, will no doubt be equally delighted with their bargains. Just think of it, brussels carpet at 85c per yard, sewed and laid, and Brussels carpet and border for $1 per yard, sewed and laid, and that of a high-grade quality.

We be laughing at Wilton and Brussels carpets at away-down prices and a full assortment. Also a great variety of fine parlor suits, rug parlor suits, silk brocatelle parlor suits, silk tapestry, plush and haircloth. Full lines of oak and other dining suits, bedroom suits, fancy cabinet ware, etc.

All are welcome to look through the big store, 175-179 Yonge-street. C. F. Adams Company. C. S. Coryell, manager. 62

A splendid success is what everyone says of the new Cyclorama. See it now and save regrets. Admission 25 cents.

I. A. A. A. Sports at Centre Island.

Protection to the Family Without Cost.

The advantage of the tontine principle as applied to life insurance by the Equitable is that at ordinary life rates the assured receive back at the end of twenty years the total sum of the premiums paid in, compounded with interest. Insurance is thus supplied without a dollar of cost. For particulars apply to George Broughall, general manager, corner of King and Yonge.

His Scream Is Getting Husky.

It looks as if the American eagle had developed into an ordinary scarecrow so frightened have the people become over the financial situation. Notwithstanding the great depreciation of American currency quinn makes the announcement that he will still continue to take it at par for his three for a dollar black silk sox or any other article in the establishment.

Highland Fling, Seann Triubhas and Gille Calum at Scottish Concert to-night.

"Taylor's Double Parma Violet."

Worthy of Notice.

Within the past few years numerous new plans of insurance have been adopted by most of the leading life insurance companies, but the plan which is meeting with merited success is the Compound Investment Plan of the North American Life Assurance Company, Toronto. Write or make personal application to the Company respecting it. 246

D. J. MacLennan, dance artist, in Victoria Hall to-night.

"Use Taylor's Perfumes."

The Knights of Pythias will conduct an excursion to Detroit for Civic Holiday by C.P.R., going Saturday afternoon and Monday morning. Tickets good to return on any train leaving Detroit before 12 o'clock p.m. Thursday, Aug. 31, for $5 return fare. 463456

I. A. A. A. Sports at Centre Island.

Loans on Real Estate.

Owners of central properties can secure loans on most favorable terms by making personal application to