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FOR SALE.
Doty engine and boiler,
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nning order; has not cost
ar for repairs; guaranteed
ery respect. Now working
orld pressroom. Can be de-
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EIGHTH YEAR — SATURDAY MORNING, JULY 30, 1887 — EIGHT PAGES. — PRICE ONE CENT.

## THREE SCHEMES READY.

*SUPT. HAMILTON'S REPORT ON INCREASING THE WATER SUPPLY.*

**All Things Considered—The Conduit Pipe, New Engines, New Mains, Reservoir on Wells' Hill and the Mimico Scheme—Details of the Cost of Each—The Matter Ready for the Citizens' Consideration.**

The different proposals for the enlargement of our waterworks system have been elaborated into a report which will be presented to the committee on Monday. Through the kindness of Superintendent Hamilton The World is enabled to place the salient features of the report before its readers this morning. The statement will be read with great interest as indicating what the approximate cost of placing the water system in proper order will be, as well as the steps proposed to be taken to effect that object.

**The New Conduit Pipe.**

The first proposition, being the first necessity, is for a new conduit pipe across the Bay. The estimated cost of this is as follows: For a 4-ft. pipe:

| | |
|---|---|
| 10,000 ft. cast iron pipe | $140,000 |
| Rock excavation, 2650 cu. yds | 13,250 |
| Dredging 3000 yds | 600 |
| Preparing shore crib and connections | 2,000 |
| Sand dredging through Island | 20,000 |
| Tank and connections at engine house | 10,000 |
| Laying 10,000 ft. of pipe | 50,000 |
| | $235,850 |

The cost for a 5-foot pipe, which is also contemplated, would be the same in all particulars, except the cost of the pipe itself, which is $40,000 more, or $276,000 in all. The cost of a steel 5-foot pipe would be $246,000, but there is a question about the durability of steel for this purpose, and cast iron will probably be used.

The above expenditure will provide for the supply to the pumping house of: if a 4-foot pipe is laid, of 43,000,000 gallons daily; if a 5-foot pipe is laid, of 56,000,000 gallons daily. We have a pumping capacity of 22,000,000 gallons daily, considerably more than enough to supply the present needs of the city, especially if the general use of metres is adopted, and for present purposes the extension of the system might stop with the new conduit pipe, were it not for two things, viz., the insecurity of our pumping engines, and the great growth of the city westward, making another point of distribution necessary.

**New Pumping Engines.**

The next question then to be considered is larger pumping power. At present we have two Worthington and the big Canadian engines. The small Worthington is guaranteed to pump 4,000,000 gallons of water per day. Recently when the big engine was broken down and the water in the reservoir was lowering this machine made an average of 4,817,784 gallons per day. The larger Worthington is guaranteed to pump 8,000,000 gallons per day, and at the time mentioned above made a record of 8,802,689 gallons. This larger engine needs overhauling very badly. The big engine was supposed to pump 15,000,000 gallons on a pinch and 12,000,000 as ordinary times. It is doubtful if 10,000,000 gallons daily can safely be got out of her. Another engine is therefore a necessity, and one proposition is to take out the small Worthington and put in a 12,000,000 gallon Worthington engine in its place, and then continuing the pumping mains along Front-street west and making direct connections in that way. The cost then would stand as follows:

| | |
|---|---|
| 5-ft. conduit pipe | $280,000 |
| New engine | 125,000 |
| Mains, etc | 25,000 |
| | $430,000 |

Those figures represent the very cheapest means of promptly increasing our water supply, giving us about 30,000,000 gallons daily. The trouble with the scheme is that it is not workable. The small engine would have to come out at once, while the new one was being put in. The second engine needs overhauling badly, and the big one cannot be depended upon. If either broke down the other could not supply the city. That seems to be the fatal defect in Mr. Bonstead's scheme as outlined above. Another defect is that it makes no provision for a reserve store for the western part of the city at all, leaving that section at all times with a low pressure and always the first to be cut off in case of a disaster to the supplying forces.

**A New Reservoir.**

Here then comes in the question of a reservoir, and two sites have been suggested—one on Scarboro Heights and one on Wells' Hill. The Superintendent's report on this subject is as follows:

In accordance with the instructions of the committee T. J. McMinn, the Assistant Engineer, and myself visited Scarboro Heights in reference to the proposed reservoir, but did not find it suitable. In the first place, it is only 210 feet high from the level of the lake—less than our present reservoir—and, in the second place, the high lands are composed almost entirely of sand and coarse gravel and would make a far better filtering basin than a reservoir. It would also be a very expensive place to build a reservoir. All the city, etc., would have to be brought a long distance. The next day we visited the high lands north of Bathurst-street and found a very good locality corner of St. Clair-avenue and the Vaughan-road, consisting of thirty acres. The City Engineer, Mr. C. Sproat, also visited this locality and says that it is the most desirable locality.

**Cost of This Scheme.**

It may be conceded, possibly, that if a new reservoir be built at all the site on Wells' Hill will be chosen. If that site be taken, the result that can be obtained as compared with the present res rvoir will be as follows: Elevation of water surface, 295 feet, present reservoir, 216 feet; area of water surface, 19½ acres, present reservoir, 9½ acres; contents, 100,000,000 gallons, present reservoir, 33,000,000 gallons. The greatest length of this proposed reservoir at the water line would be 1700 feet, greatest width 495 feet, length of embankment 4600 feet, depth from 15 to 25 feet, and the total cost will approximate $150,000, exclusive of the cost of the land, which may probably be put at $20,000.

But it may not be considered necessary to construct so large a reservoir and it is estimated that a basin the size of the present reservoir can be constructed for $80,000. Chairman Boustead's alternative scheme then is to leave the present engine house and pumps as they are and build a new house along side with two 8,000,000 gallon engines, running a 3-ft. main to the reservoir. The cost of this scheme would then be:

| | |
|---|---|
| New conduit pipe | $280,000 |
| 20,000 feet of main to new reservoir | 200,000 |
| Engines and boilers | 90,000 |
| Reservoir | 80,000 |
| Boiler and engine house | 40,000 |
| Foundation for engines | 8,000 |
| Wharf extension | 12,000 |
| | $710,000 |
| 10 per cent. for contingencies | 71,000 |
| | $781,000 |

If the large reservoir be built $120,000 will have to be added, bringing the total up to $901,000, not including the cost of the ground and right of way. This would give a daily pumping capacity of 38,000,000 gallons daily.

**The Mimico Scheme.**

To this Superintendent Hamilton proposes the alternative scheme of a station at Mimico Point. On the subject his own words had better be used. He says:

There is also another scheme that I think it would be well to consider before deciding upon a plan, and that is the erection of an independent plant on a point of land beyond the Humber Bay about on a line with the Light House Point on the Island. It is a well-known fact that the waters of the Humber Bay are very muddy and discolored in the spring and fall, caused by the muddy discharges from the Humber and other rivers in the vicinity. And if the pumping plant was placed on the shores of this bay the conduit pipe would have to be so much longer to reach the clear water of the lake to ensure good water at all times. The only trouble with the Mimico scheme is that the engineering difficulties on a direct line along Bloor-street to this point are very great, as that the pipe would have to run direct north from the point of land to Dundas-street, thence easterly to the proposed reservoir. This will undoubtedly call for a very large expenditure of money but while it does so the advantages are also great, and it will materially assist in a settlement of the sewerage difficulties, for the two systems cannot altogether be separated owing to the general situation of the city.

If the pumping station was situated at the point mentioned above, five miles west of Yonge-street, and the sewerage system divided, say all north of Queen-street to run east to the Don and conveyed thence to the deep water of the Lake at the east of the city; then all the sewerage south of the line of Queen-street would be conveyed out to the deep waters of the Bay. The two systems being so far separated there would not be any danger of contaminating the water that would then supply the city. The engine house, etc., could be so planned that additional plant could be added as required without destroying the look of the place. As I said before, this is going to incur a very large expense, but I think the end justifies the means, and as something will have to be done at once to increase the supply of water, I would advise the appointment of a special committee to visit the different places mentioned, when they will be able to judge for themselves, and report accordingly.

**Details of This Scheme.**

This station would act as an auxiliary station, and could be increased from time to time as circumstances demanded, we would then have no trouble in supplying all that section lying to the north of Bloor-street, and west of the present city limits as far west as Lambton.

The cost of the Mimico scheme is estimated as follows:

| | |
|---|---|
| Oak pipe into lake 2000 ft | $50,000 |
| Iron-lined tank | 10,000 |
| Buildings | 40,000 |
| Break water along front | 10,000 |
| Engines and boilers (16,000,000 gallons capacity) | 90,000 |
| | $200,000 |
| 3-ft. main to reservoir, 47,000 feet (complete) | 570,000 |
| | $770,000 |
| Add 10 per cent. for contingencies | 77,000 |
| | $847,000 |

with cost of the reservoir to be added. And with the cost of the conduit pipe across the Bay also to be added, as the intention is to continue to utilize the existing apparatus. This would bring the total cost of the Mimico scheme up to the following:

| | |
|---|---|
| Scheme as above | $847,000 |
| Reservoir | 180,000 |
| Conduit pipe | 230,000 |
| | $1,307,000 |

or $120,000 less if the small reservoir be used.

**The Way It Stands.**

We have therefore in the report the schemes outlined. The first a patching up of the present system not at all likely to prove workable, costing $430,000; the extension of the present system with new conduit pipe, two new engines, new mains and reservoir coming about $1,000,000, and the Mimico scheme costing $1,300,000. To these might be added Mr. Frank Turner's scheme of getting water out of the Humber bay about which an estimate of the cost has not yet been made, and the scheme to get water by gravitation from the country to the north, estimated as follows: for 25,000,000 gallons daily, cost $686,320; for 33,500,000 gallons daily, cost $966,280; for 56,000,000 gallons daily, cost $1,535,450. This supply would be in addition to the amount that can now be pumped without a new conduit pipe.

These schemes as outlined above should have the careful attention of all citizens. An estimate should be made of the cost of Mr. Turner's scheme to see how it will compare with the others. The members of the Waterworks Committee should be fully prepared for the situation when they meet on Monday, and any outsider having "views" should be promptly on hand. All possible haste is necessary.

*A WOEFUL MEETING.*

**The Murderer of Preller Has an Interview With His Father.**

ST. LOUIS, July 29.—Samuel N. Brooks of Hyde, Eng., yesterday visited his condemned son in the city jail. The meeting was very affecting. Maxwell almost collapsed at the sight of his father, and when he recovered sufficiently to carry on a conversation an interview began that did not terminate for two hours. Maxwell frequently shed tears, while his father's bowed head told of the agony in his heart. The execution is set for Aug. 26, and in the interval the father will make every effort to secure a stay.

*SMASH-UP NEAR PITTSBURG.*

**One Man Killed and Several Wounded in a Collision on the B. & O.**

PITTSBURG, July 29.—Express train No. 4, west bound, on the Baltimore and Ohio Railroad, due in this city at 6.50 this morning, dashed into the first section of the west bound freight train No. 51, standing on the main track at West Newton, 32 miles east of this city. Fireman Orbin of the freight train was instantly killed and Engineer Gilland fatally hurt. A number of the passengers were more or less injured by the concussion; none, however, were dangerously hurt.

**Charged With Being a Poisoner.**

LONDON, July 29.—Dr. Cross, a wealthy retired army surgeon and a well known member of society in Ireland, has been arrested in Cork on the charge of having murdered his wife by gradual poisoning. The wife's remains were exhumed five weeks after the interment and upon an analysis signs of poisoning were found. Dr. Cross married his family governess a fortnight after his wife's death.

**Contested Election Cases.**

HALIFAX, N.S., July 29.—The preliminary objections in the Colchester, Cumberland, Queens, Shelburne and Victoria election petitions will be argued before the Supreme Court in Halifax on Aug. 10. The trial of the Yarmouth petition begins at Yarmouth next Tuesday.

**A Riot at Limerick.**

LIMERICK, July 29.—Seven men have been arrested for participating in the riot yesterday of the striking dockmen against the imported Waterford laborers. Four policemen and many civilians were injured during the riot. The Mayor declares he will call troops to the aid of the police if the rioting is renewed.

**A Carving Competition.**

PLAINSBORO, N.J., July 29.—A gang of Italians employed by the Pennsylvania Railway, living in shanties on the outskirts of the town, were gambling last evening when a quarrel arose. Seven of them were mortally wounded by being cut with knives and stilettos.

**Gladstone at the Theatre.**

LONDON, July 29.—Mr. Gladstone last night attended the performance given by Sarah Bernhardt at the Lyceum Theatre. A great cheer was given as the Grand Old Man entered. This angered the Conservatives present and they hissed until Mr. Gladstone retired to the royal box.

*CHAT ACROSS THE CABLE.*

In April next the Shah of Persia will start on a six months' tour of the industrial centres of Europe.

A fire at Liedeterke in Brabant yesterday destroyed thirty-three houses, depriving 200 persons of their homes.

One million pounds of naptha were burned in the fire in the naptha storehouses at Balachna, Russia.

The Spanish Government has abolished the Cuban and Porto Rican export duties on sugar, spirits and honey.

France will join the sugar bounties conference on condition that the program shall be previously formulated.

The Queen has refused to accept the resignation of Lord Charles Beresford as Junior Lord of the Admiralty.

Daniel Sheehan, a nephew of Mr. Sheehan, M. P. for Kerry, has been arrested at Kerry under the Crimes Act for assaulting bailiffs.

A despatch from Berne says: Pursuant to the new spirit monopoly law the Government has purchased alcohol sufficient for the whole country for one year's consumption.

The steamer Teanor, while discharging her cargo on Monday night at Bremen hooled over, and two parts being open several feet of water entered the vessel. The vessel was righted after several hours' pumping.

John Bright has written a letter advising the electors of the Bridgetown Division of Glasgow to vote for Evelyn Ashley, Conservative, who is running against Sir George Trevelyn, the Liberal candidate, in the contest for the vacant seat in Parliament for that district.

## PARISH PRIEST PARADIS.

*HE IS CHARGED BY A LUMBER COMPANY WITH STEALING LOGS.*

**He is Also Accused of Having Forged a Name on a Check—The Accused Brought to Trial at Hull—The Hearing Postponed Until Monday.**

OTTAWA, July 29.—Quite a sensation has been caused by the arrest of Rev. Father Pardis, O.M.I., parish priest at Montserf, near the River Desert, Ottawa County, on a charge made by Gilmour & Co., of removing the firm's marks from their logs, remarking the logs and selling them, and on another charge, that of forgery, made by J. R. Tremblay of Montserf. The first charge was tried before Recorder Champagne in Hull this morning and postponed until Monday and the second will be up for hearing before Recorder Prentiss of Aylmer.

The facts of the cases are rather intricate. With regard to the charge of altering the mark of Gilmour & Co., and selling their timber, it seems to arise from a dispute between the Gilmours and Father Paradis as to the extent of the Gilmour limits. Father Paradis last year took up for colonization purposes several lots in the sixth range of Egan Township, Ottawa County, he cut timber on these in the way of colonization work and the clearing of the land. Messrs. Gilmour & Company, believing the lots were on their forest reserve, applied to the Quebec Government for a cancellation of the lots taken by the priest. Notice is said to have been given by the Government that the grant would be cancelled in sixty days, but before the expiration of the sixty days there was a change of government in Quebec, and the new Mercier Government cancelled the cancellation. Father Paradis continued his operations and took action against Gilmour & Co. by injunction to restrain them from cutting and making logs on the disputed lots; and during the month of April last he is alleged to have removed the trade mark from some 1200 logs belonging to Gilmour & Co. and cut by them on their limits, not on the disputed lots, and to have replaced their mark with another.

Father Paradis states that the logs he sold were all cut on the lots disputed by Gilmour & Co., and which he claims were indisputably the property of the colonization company.

With regard to the charge of forgery, it is based upon Father Paradis having endorsed the name of Major White of Aylmonde on a cheque for some payment in connection with the disputed lots. Father Paradis does not deny the endorsation, and says he had full authority to use Mr. White's name.

*FATAL FIRE AT CHICAGO.*

**Several Lives Lost in the Burning of an Archer-avenue Bakery.**

CHICAGO, July 29.—At 2.40 o'clock this morning fire was discovered in the bakery of Chris. Heffen on Archer-avenue. Shortly after 3 o'clock it was discovered that a number of people living in the building were either dead or dying from the effects of the smoke and flames. The firemen and police hurried into the building, and soon began bringing out unconscious bodies, until eleven people had been removed. Maria Trugo, aged two years, was dead.

The four surviving Trugo children were almost suffocated, and their recovery is doubtful. Nelson Trugo attempted to save his wife and 2-year-old baby out of the second story window. Captain Cowan of truck H attempted to rescue them, but a sudden outburst of smoke enveloped them and the captain, woman and child fell in the flames below. The captain is terribly burned and is thought to be fatally injured. The mother died a few minutes later.

**A Horrible Spectacle.**

The story of the attempted rescue of Mrs. Trugo and her babe, as described in later accounts, is one of peculiar horror and pathos. The police and firemen had rescued her husband and four eldest children but she was in some manner, readily ascribable to the confusion of the moment, neglected and left with her two year old baby Mary. The poor woman rushed to the window and a fireman saw her and plunging back through the smoke he returned to her chamber. All escape from the rear with such a burden as a woman and a child was impossible. He thought of the bed cord and, tearing it out, bound the woman and her baby with it and pushed them through the window. He paid out the rope until from the heat and smoke he was ready to fall to the floor, when he fastened the upper end to the bedpost and fled.

For thus accomplishing his gallant purpose, he had but too surely compassed the destruction of those he sought to save. His rope was too short and instead of dropping the woman and child to the ground, or within reach of those below, he had suspended them in front of the first floor window from which fire poured. She swung there, ten or twelve feet from the ground, writhing, shrieking and struggling as the fire swept off her garments and cooked and broiled alive the unfortunate victims. By a most singular fatality the flames which were destroying her left the rope intact. It became a necessity, if not to save the woman to at least remove the revolting sight. This duty was assumed by Capt. Wm. A. Cowan, of truck No. 8. Seizing a ladder he threw it up to the blazing window and with an ax mounted and stood on its blazing rung. He deliberately entered the flames, and as they encircled him from helmet to boots he struck at the rope. He could not see the rope and struck with an inaccurate aim once, twice. As the clothing fell from him he struck in vain. At the third stroke the blade cut the rope. Simultaneously the burning ladder broke and the three blazing human beings fell to the ground. The baby was already dead, the mother died a few hours later and the captain lies in his home in death agonies.

Two bakers, Essen and Ansbetcher, who are believed to be responsible for the neglect which caused the fire, have been arrested. The police say the pair became drowsy from drink, and instead of watching the stove fell into a stupor from which they only awoke when they and the tenants were at the mercy of the flames.

**Alive Bollard sells seven Stonewall Jacksons or Heroes for 25 cents; also 10-cent El Padres for 5 cents.** 136

*TO BE TRIED FOR MURDER.*

**Nettle, the Welland Farmer Who Killed Stevens, Taken in Charge by the Crown.**

WELLAND, July 29.—At the instance of the Crown, Peter Nettle, liberated by a coroner's jury at Fort Erie yesterday, will be brought before Police Magistrate Hill at Niagara Falls and given a hearing on a charge of murder. If sufficient evidence be obtained, Crown Attorney Raymond will ask that Nettle be committed for trial at the October Assizes.

**The Failures for the Week.**

NEW YORK, July 29.—The business failures throughout the country during the last seven days number for the United States 162, for Canada 22, a total of 184, as compared with a total of 172 last week, 179 the week previous to the last week, 192 for the corresponding week of last year.

**Business Will Go Right Along.**

NEW YORK, July 29.—President John Taylor, of the Mormon Church, having died a few days ago, Wilfred Woodruff, as President of the Twelve Apostles, has become President of the Church, the organization thus continuing without interruption.

**Diamonds.**

Cash paid for second-hand diamonds, rubies, sapphires and other precious stones. Diamonds bought and sold on commission. Wolfe Bros. & Co., 3 Leader-lane, Toronto. 46

*OUR OWN COUNTRY.*

**Items of Interest Received by Mail and Wire.**

Guelph is to have a lacrosse tournament on Aug. 17 and 18.

Lambton County Council has granted $1239.99 to be used in the enforcement of the Scott Act.

The Winnipeg Board of Trade has issued a pamphlet appealing to the people of Canada against the railway policy of the Government.

*UP GOES THE PRICE OF COAL.*

**The City Dealers Advance Rates to Stand Off Customers.**

The coal men are busy fixing their prices for August, which, as fixed, will probably rule for the balance of the summer season. To understand how this is done it may be as well to state that the coal men have a combination known as "The Western Anthracite Association," which includes all the large coal dealers in the United States and Canada. The association appoints an Executive Committee, which meets monthly in New York and regulates prices as well as performs other duties.

For instance—and this is of some importance as bearing on the tariff question—the prices at the April meeting in 1886 for stove and nut at Suspension Bridge were fixed at $4.25 per ton. The Americans made advances monthly during the year, totalling about a dollar, the price at the end of the season being $5.75. The Toronto dealers only increased once during the season, that being the fall advance of 50c. per ton.

At this year's April meeting the price of stove and nut was fixed at $4.75 per ton, an increase of 50 cents per ton over last year's opening prices, while grate was placed at $4.30 and egg at $4.40. This, it will be observed, was prior to any announcement regarding the tariff. Grate was further advanced 10 cents per ton on June 1, and for July prices the following circular was received:

A meeting of the Western Anthracite Committee was held in New York on Wednesday, June 29. After a general discussion as to the condition of the trade the committee recommended: That the price of grate and egg sizes be advanced 10 cents per gross ton to all points named in the circular book, including Buffalo, f.o.b. and for car shipments. They further recommended: That the prices on cars and from yards for Chicago and other Lake Michigan receiving ports, and also the receiving ports at the head of Lake Superior be made $5.75 for grate and egg and $6 for stove and chestnut per net ton for July delivery. Adjourned to meet at the Fifth-avenue Hotel, New York, on Thursday, July 28.

From the above it will be seen that grate and egg were both advanced 10 cents a ton for July delivery. Stove and nut still ruled at $4.75, or in other words at the opening price of last year, plus the amount of the tariff repealed. The meeting to fix August prices was held in New York on Thursday, and the action may best be judged from the following telegram sent from Buffalo to the Toronto dealers:

BUFFALO, July 28.

Prices advance 25 cents gross all sizes.

J. J. MCWILLIAMS.

At a meeting of the coal trade branch of the Board of Trade, held yesterday afternoon, it was decided to increase the price of coal by 50 cents per ton. An advertisement to this effect appears in to-day's issue of The World. This increase, however, only applies to those who get the coal on credit, cash customers will be allowed a discount of 50 cents per ton. The dealers have adopted this method to induce the customers to have cash transactions.

*THE CITY AND HON. FRANK.*

**What a Works Sub-committee Proposes About Street Railway Matters.**

The sub-committee of the Board of Works appointed to consider the matter of the Street Railway Company's relations with the city and the dispute between these corporations have adopted a report, which will be submitted to the board at its next meeting. There were present Ald. Shaw, Jones and Carlyle (St. Thos.), Mr. Shepley, representing the street railway, and the City Solicitor. The dispute has always been as to whether one or the other corporation was responsible for repairs, etc.

The sub-committee's proposal is that the city should assume the entire control of the roadway, making all repairs and charging the company rent for the road. Then there would be no dispute as to which was the corporation that should take care of the roadway. This is the finding of the committee, and a copy is now in the hands of the Street Railway Company for their consideration. This is the report:

1. The Street Railway Company shall pay to the city the amount expended for repairs already done by the city upon the portions of the streets occupied by the Street Railway Company's tracks.

2. Also whatever money the city has paid or is liable for by reason of the non-repair of these streets.

3. The company to pay all debentures outstanding or to be issued for pavements constructed under the Mimico agreement between the city and the company.

4. When a reconstruction or renewal is necessary on any roadway occupied by the Street Railway, the Street Railway Company are assessed, the company shall be allowed for all material on the roadway under reconstruction that can be used on the work.

6. The city to construct, reconstruct, renew, maintain and keep in repair at its own cost the pavements on the portions of all streets at present occupied or that may be occupied by the Street Railway Company with their tracks. A yearly rental to be charged by the city for the use of the said streets, the amount of such rental to be agreed upon by the parties or, failing agreement, to be fixed by arbitration.

The length of cedar block on Yonge-street and stone between Front and King, for which debentures have been issued is 11.65 miles double line and 20 single. The length of cedar block roadway completed on which no debentures have been issued is 2.15 miles double and .26 single. The cedar block, cobble and stone roadways lately completed or now under construction is 4.68 miles, double lines, while the macadamized streets measure 3.83 miles double and 1.20 miles single.

*THE SUCCULENT MELON.*

**Is it a Fruit or a Vegetable?—A Custom House Decision.**

"Is the succulent melon a fruit or a vegetable?"

It became necessary the other day to decide this point at the Custom House, where a quantity of these articles were being cleared. The duty on fruit is 25 per cent. That on vegetables is 20 per cent. If a melon is a fruit, then it is subject to the former duty; if a vegetable, to the latter. A decision was telegraphed yesterday from the department at Ottawa to the effect that a melon is a vegetable.

The dictionaries and encyclopedias in The World office are unanimous in calling the melon a fruit.

Webster defines it as "the fruit of a cucurbitaceous plant, which is eaten raw."

Appleton's American Cyclopædia defines the melon as "the common name for fruits of vines of the *cucurbitaceæ* or gourd family."

Will some botanist enlighten a few of our fruiterers, who are anxious to know on what principle the Government arrived at its decision?

*AN ATTEMPT AT SUICIDE.*

**A Man 83 Years Old Cuts His Throat with a Razor.**

LONDON, July 27.—A sad affair occurred on the Cedar Swamp Line recently, when Mr. John Bruin, sr., attempted to take his own life by cutting his throat. The old man, who is 83 years old and lives with his son, went back to the bush in the afternoon, ostensibly on his way to Granton, and while there cut a deep gash in his throat with a razor which he had taken with him. The cut not being deep enough to wound the blood vessels he was unsuccessful in his object, and after a time returned to the house. The old man has been for some time past somewhat deranged in mind, and, tiring of life, took this method of getting rid of his supposed troubles. At last accounts there were good prospects of his recovery.

**Music at Beaumaris.**

BEAUMARIS, Muskoka, July 28.—A grand concert was given here Wednesday night by several American and Canadian ladies and gentlemen. Among those who took part were Dr. and Mrs. Belles, Mrs. Gordon, Mr. Hanna, Pennsylvania; Misses Wilkes, Miss Stovin, Miss Blanche Lockhart and Mrs. Logan, Toronto, and the American Camp Glee Club. The success of this concert was due to Miss Andrews of Belleville and Ald. Ritchie of Toronto.

**Fire at Rimouski.**

FATHER POINT, July 28.—A fire broke out in a store and dwelling house at Rimouski Town owned by Samuel Allard and occupied by Mrs. Fortin as a grocery store. Inside of an hour the buildings and out-houses were consumed. Loss about $3000.

**Read "David Copperfield."**

*Editor World:* What is the origin of the expression "Barkis is willing?" FERGUSON.

## THE CONTEST IN RENFREW

*THE BATTLE IS PARTICULARLY HOT AND GETTING HOTTER.*

**Mr. McIntyre Will not Take a Personal Part in the Campaign—Notices in The Gazette—The Gilchrist Scholarship to be Withdrawn.**

OTTAWA, July 29.—Hugh Ryan, contractor for the Red River Valley Railway, arrived here from Winnipeg this morning, and went west on the midday train. He reports that everything with regard to the road is progressing satisfactorily, and says it will be surely completed early in October.

The contest in South Renfrew waxes warmer and both sides claim to be a little ahead at present and will continue so until Tuesday night, when one side will discover it is a little behind. The county is fairly alive with speakers on both sides. Meetings are being held in two or three places every night and dead loads of campaign literature are being thrown broadcast over the unfortunate electors. The Renfrew Mercury, Liberal, has come out as a daily during the campaign, and among the campaign circulars are lithographed fac similes of the telegraphed message of Hon. Alex. Mackenzie to Mr. McIntyre, congratulating him on his acceptance of the Liberal nomination. This certifies to Mr. McIntyre's eligibility as a Liberal.

Each side charges the other with using money freely, and The Eganville Enterprise of to-day makes the following square charge. "Just as we were going to press we were approached by a supporter of Mr. McIntyre and offered any amount of printing and advertising from the Mowat Government if we would support that party."

Mr. McIntyre will take no personal part in the contest, as he is now in British Columbia, not having started on the return journey as reported. The principal meeting of the campaign takes place this evening at Arnprior, when all the principal speakers will be present. Renfrew has never had a more exciting contest, both sides going into it as a matter of life and death.

Lieut.-Col. Holmes of Victoria, B.C., has returned to this city for the purpose of completing business with the Militia Department relating to the organization of "C" Battery of Artillery on the Pacific coast.

To-morrow's official Gazette will contain the following appointments:

James E. Robertson, barrister, of Osgoode Hall, to be Deputy Judge of the County of York until Sept. 10.

Patrick O'Toole of Louisburg, N.S., and Robert Kirkpatrick of St. Stephen, N.B., to be sub-collectors of customs.

Lieut.-Col. Herchmer and Wm. Hardmer to be Commissioners of Police under the Preservation of the Peace Act.

A circular despatch from the Colonial Office will be published tomorrow containing the prospectus of the proposed Centennial Exhibition at Melbourne, Australia, next year. Also a circular despatch containing copies of Imperial Order-in-Council under the Foreign Jurisdiction Acts, relating to the Ottoman Empire, China, Japan and Corea, Siam, Zanzibar and West Africa.

On the recommendation of the Minister of Justice an Order-in-Council has been passed amending the regulations made under the Naturalization Act of 1881. The amendment refers to the Northwest Territories only and provides for oaths being taken before and certificates of naturalization issued by the Judges of the Supreme Court and a record of naturalization kept by the Clerks of the Supreme Court.

A despatch will be published to-morrow giving notice that the Gilchrist Trust has decided to withdraw the Gilchrist Scholarship, heretofore open to competition, from Nova Scotia, New Brunswick and Prince Edward Island.

The Valliant Company of Toronto gives notice of application for incorporation by letters patent, capital $100,000. This company gave notice about a month ago. This second notice is given because it is decided to reduce the capital from $400,000 to $100,000.

An order-in-council has been passed amending one of March 3 last with reference to the close season for lobster fishing, by extending for the present year only the fishing season in the Counties of Guysboro, Richmond, Cape Breton and Victoria, Province of Nova Scotia, until Aug. 15.

Notice is given of changes in the lights at Pentanguishene and St. Mary's Canal.

Letters patent of incorporation have been granted to the High River Horse Company and the Sarnia Tug and Transit Company.

The annual general meeting of the Winnipeg and Hudson Bay Railway and Steamship Company will be held at Winnipeg on Sept. 1 next.

The Quebec Legislature will probably meet in November or early in December.

*THE ST. THOMAS DISASTER.*

**Another Witness of Opinion That Donnelly Was Drunk.**

ST. THOMAS, July 29.—The evidence at the inquest to-night was dull and unimportant.

George J. Nunn testified that he believed from the actions of Engineer Donnelly at Port Stanley on July 15 that he was drunk.

The evidence of Michigan Central Railway Engineer Isaac Dryell was to the effect that if Donnelly tested his air brakes a quarter of a mile from the semaphore, as sworn to by the witness who rode in the cab, he should have whistled for brakes sooner than he did.

G. W. Babbitt testified with respect to the Michigan Central Railway plan of signaling, etc., at the diamond.

The evidence of Station Agent Stewart was to the effect that the air brakes were working satisfactorily when Donnelly's train went to Port Stanley on the morning of July 15.

The inquest was adjourned until Monday night.

*BOULANGER WANTS BLOOD.*

**The Soldier Does Not Relish Criticism and Challenges Mr. Ferry.**

PARIS, July 29.—Gen. Boulanger's seconds, Count Dillon and Gen. Faverette, have left Clermont Ferrand with a challenge to ex-Premier Ferry to fight a duel.

**A Case for the Hangman.**

OTTAWA, July 29.—A case of rape by a prominent citizen on a little girl 12 years old is reported and, it is said, will be before the courts in a few days. It is said that the girl was enticed into an unoccupied house on Monday night and outraged.

**The Rosamond Off on a Cruise.**

The true little steam launch Rosamond left the Lorne-street slip at 3 o'clock yesterday afternoon for a ten days' cruise to Charlotte, the Islands, Alexandria Bay and the South Shore. Mr. Josh G. Beard, very sultry and enthusiastic, headed a party of bon vivants who went down to the wharf to see the little cruise off. There were on board: Commodore J. E. Mitchell, Captain J. T. Matthews, Purser S. W. Downey, Steward W. A. Bradshaw, Dave Roberts, W. H. Black, D. S. Barclay, J. G. Dixon, and a full line of hot weather comforts. The Condor, T.Y.C., will follow in the Rosamond's wake this morning.

**The Mail's Platform and Position.**

Yesterday the streets of Toronto were deluged with cards on which was printed the alleged platform and position of The Toronto Mail. The card said:

THE PLATFORM OF THE TORONTO MAIL.
The Great Independent Canadian Newspaper.
Loyalty to Britain, but Loyalty also to Canada.
Religious Equality for all. Ecclesiastical Privileges for none.
Protection to Native Industry.
Prohibition of the Liquor Traffic throughout the Dominion.
Manhood Suffrage for all who can read and write.
Senate Reform.
Liberal Aid to Education, and for the encouragement of Scientific Farming.

**An Interview With the Weather Clerk.**

During an interview with the Clerk of the Weather he refused to in any way reduce the present intense heat unless a petition was signed by a certain percentage of the citizens of Toronto, as he thought the weather was not at all unreasonable, though probably the feminine community felt the more, and especially those who were engaged preserving fruit, though they had the satisfaction of having obtained big bargains in preserving kettles and jars at Strathern's great house-furnishing depot, 170 Yonge-street. x

*THE ST. THOMAS DISASTER.*

**Insurance Companies Claim that the Grand Trunk Railway Is Responsible.**

The recent railway catastrophe at St. Thomas has brought on quite an agitation, to say the least, between the various insurance companies and the Grand Trunk Railway. It will be remembered that when the accident occurred the burning of the cars caused the explosion of two oil tanks and the flames spread to adjoining buildings, eight or ten of which were destroyed, including stores, cement works and a lumber factory.

The companies interested in these buildings number eight and they are: The Western, British American, Commercial Union, Northern Guardian, London Assurance, Phœnix, Waterloo and Mutual. While they have to pay the losses they claim that the Grand Trunk Railway should recoup them, and that the company is undoubtedly liable because of negligence on the part of its servants. They have asked for "recoupment," if the word may be allowed, and have been told that if they have an appraisement made the matter will be considered and the great corporation will be ready to talk business.

Accordingly representatives of the companies met yesterday in the Commercial