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The Toronto World.

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TENTH YEAR. THURSDAY MORNING AUGUST 15, 1889. PRICE ONE CENT.

A VIADUCT THE ONLY CURE

FOR THE C. P. R. AND ESPLANADE DIFFICULTY.

The Matter Discussed by the Citizens' Committee—What Rochester and New York Have—The Mayor Complimented—G. B. Smith Has Something to Say.

The newly organized Citizens Association met yesterday for the second time in the Board of Trade rooms to discuss the Esplanade and C.P.R. difficulty. The association since its last meeting in the City Council chamber has been doing a great deal of work in the way of obtaining information bearing directly on the question and in appointing the various committees necessary to the successful working of such an organization. All the speeches yesterday went to demonstrate that the only really satisfactory solution of the problem lies in the viaduct system. It was shown that the elevated track prevailed in most places with any claim to be called cities on the other side, and it worked with all-round satisfactory results.

Mr. W. R. Brock was in the chair promptly at 3.30. Beside him sat the energetic secretary, Mr. Avern Pardoe. Gathered around the room were the following representative citizens: Treasurer Hugh Scott and Hugh Blain, D. E. Thompson, R. W. Elliot, George Musson, J. Jackes, G. B. Smith, M.L.A., Robert Jaffray, P. Thompson, W. J. Gage, T. H. Monk, W. Davies, jr., J. D. Nasmith, William Lee, C. S. Gzowski, jr., J. M. Martin, Beverley Jones, John T. Small, W. K. McNaught, R. E. Walker, O. A. Howland, E. O'Keefe, W. H. Cross, Dr. A. Pattullo, Irving Walker, C. Clothe, Dr. Vernoy.

The Chairman's Views.

Chairman Brock opened the meeting by a brief address, in which he explained the reasons for which the Citizens Committee had been organized. He spoke principally upon the present difficulties connected with the C.P.R. and the city water front. He believed that the city in controlling the water front should also control her entrances by rail to it. The proposition the committee now had before them was the solution, the friendly solution, of the present difficulty. He had no doubt that if the big corporations were approached in the right way in the friendly manner indicated there would be none of that fight or difficulty which some people imagined might result.

In his opinion the viaduct scheme was the only true solution of the question. Rapid transit was necessary to a large city, and such rapid transit could not be obtained without a viaduct system. The delay of cattle in cattle trains under the present system was a potent reason why the enterprise he advocated should be adopted. He had received a great many letters from experts offering plans and suggestions, every one of them in the direction of a viaduct.

Naming the Committees.

Following Mr. Brock's speech the Nominating Committee reported recommending:

That the association be organized with a general committee not exceeding 100 members, from among whom be selected an Executive Committee not exceeding 25 members, and such other special committees as may be deemed necessary.

That the following be elected a general committee: W. R. Brock (chairman), Hon. J. C. Aikins, Dr. W. T. Aikins, John Armstrong, Frank Arnoldi, W. D. Beardmore, Hugh Blain, C. W. Bunting, E. Burke, John Cameron, John W. Carter, E. R. C. Clarkson, W. W. Copp, Barlow Cumberland, Robert Cuthbert, George Darby, William Davies, jr., R. W. Elliot, John F. Ellis, John Gait, R. Glocking, Edward G. Gurney, C. S. Gzowski, jr., W. M. Hall, S. R. Heakes, A. W. Holmes, O. A. Howland, A. S. Irving, Joseph Jackes, Alfred Jury, Robert Jaffray, Robert Jenkins, W. J. Davis, J. J. Kenny, E. F. Lee, H. S. Mara, W. Millichamp, William T. Murray, George Musson, John T. Moore, R. McClain, Andrew McCormack, Alan McDougall, W. K. McNaught, H. W. Nelson, H. S. Northrup, E. O'Keefe, Avern Pardoe, W. H. Parr, R. L. Patterson, Dr. A. Pattullo, Dr. H. A. Pyne, David Roberts, George M. Rose, Hugh Scott, E. E. Sheppard, Prof. Goldwin Smith, G. B. Smith, A. M. Smith, Joseph Simpson, J. Sims, D. E. Thompson, J. J. Threlkeld, R. E. Walker, J. H. Walker, R. Irvine Walker, Charles D. Warren, W. E. Wellington, Sir Adam Wilson and A. Wright.

Executive Committee: D. E. Thompson, chairman, Hon. J. C. Aikins, Frank Arnoldi, Hugh Blain, R. W. Elliot, John Gait, R. Glocking, Edward C. Gurney, C. S. Gzowski, jr., O. A. Howland, Robert Jaffray, H. S. Mara, Dr. R. A. Pyne, David Roberts, E. E. Sheppard, Joseph Simpson, J. Sims, R. E. Walker, Charles D. Warren, Sir Adam Wilson.

Committee on Plans and Construction: Hugh Blain (chairman), E. Burke, William Davies, jr., R. W. Elliot, John Gait, Andrew McCormack, Alan McDougall, David Roberts, D. E. Thompson.

Committee on Organization: Robert Jaffray (chairman), Robert Cuthbert, W. J. Davis, John T. Ellis, W. M. Hall, A. S. Irving, Alfred Jury, John T. Moore, W. K. McNaught, W. H. Parr, Avern Pardoe, J. J. Threlkeld.

Committee on Finance: Edward C Gurney, (chairman), John W. Carter, Barlow Cumberland, Joseph Jackes, E. O'Keefe, R. L. Patterson, Hugh Scott, G. B. Smith, W. E. Wellington.

This report was adopted.

It Is Disgrace ul.

Mr. D. E. Thompson spoke on the difficulty. Such a system as now prevailed in Toronto, he said, was disgraceful. In England a railway track was not allowed to be laid on a level through the smallest town. It must go either below or above the level. He cited railways in Rochester, New York and other American cities which were elevated. The need for such improvement in our own city was patent to everyone. The council felt that they could deal with this question only when the public were decided upon it. He believed a great deal of credit was due to Mayor Clarke because he had approached this difficulty with a view to a permanent and satisfactory settlement of it. It was fortunate that we had the engine to drive at this difficulty, and it was also fortunate that we had the brakes to stop that particular settlement before it was consummated.

Mr. Blain said he had made a great deal of enquiry in Rochester and had heard but one opinion expressed there and it was that the elevated system was most beneficial.

Mr. G. B. Smith, M.L.A., was called upon to speak. Other cities, he said, had carried out this enterprise, and there was no reason why Toronto should not have an elevated road all along her water front. He would accept no compromise.

The views of other gentlemen were also heard.

Fencing—Wrought Iron, cheap, handsome and durable. Frederic Nicholls, 63 to 69 Front-street west.

John Yuill Back in Town.

Mr. John Yuill of the suspended firm of Yuill & Harvey, box manufacturers, called at The World office last night and said he had returned to the city to meet his creditors, which he would do at Thompson & Sons' office to-morrow. He would not talk about the position of affairs until he met his creditors.

Mr. Yuill said the newspapers had given a great deal of prominence to his absence and he would be obliged if they gave similar prominence to his return. His partner, John Harvie, who has been facing the music ever since Yuill's absence, is in more hard luck. The man who jumped from the Mascotte, Tuesday afternoon and drowned himself was Mr. Harvie's brother-in-law.

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

To Be On Private View.

The association who inaugurated the heroic bronze statue of the late Col. Williams, M.P., have consented to have the statue on private view on the grounds of "The Palace," Front-street west, for a week, beginning to-day. Then the statue will be sent to Port Hope, placed in position. Sir John Macdonald will unveil it.

Watch Repairing.
High and medium grade watches properly put in order and fully guaranteed. A. Beeton, high grade watch specialist, opposite postoffice.

THE WELLAND CANAL.

Opening of the Investigation into the Charges Made by Senator McCallum.

ST. CATHARINES, Aug. 14.—The investigation into the management of the Welland Canal, resulting from the charges made by Senator McCallum of Stromness at the last session of the Dominion Parliament, was opened in one of the rooms of the Inland Revenue Office in this city before Mr. E. F. Wood, M.L.A., the Government Commissioner, at 11 a.m. to-day. W. F. Ellis, canal superintendent, with his counsel, J. C Rykert, M.P., was present, and also Senator McCallum. The afternoon was fully occupied in hearing the answers of H. H. Collier, collector of customs, to questions put by Senator McCallum regarding the returns of fines levied upon vessels passing through the canal for the past ten years. During the investigation it was discovered that a glaring mistake had been made by the Government printers in Ottawa in dating the entry contents of a blue book relating to the canals one year ahead, and the matter was only discovered by comparing the entries in the book with those of the collector. The answers of Mr. Collier to the questions of Senator McCallum regarding the payments of fines, etc., showed that all was correct and every cent received by the canal officials had been accounted for. The investigation was adjourned until 10 a.m. on Thursday.

I. O. O. F.

The Grand Lodge in Session at St. Catharines—Increase in Membership.

ST. CATHARINES, Aug. 14.—All day yesterday Oddfellow delegates came pouring in from all quarters of Ontario. The Grand Encampment, I.O.O.F., held a session Tuesday afternoon and were cordially welcomed in a few well chosen words by Bro. D. M. Walker, Chief Patriarch of Local Union Encampment No. 1. The reports of the officers were received showing the order to be in a healthy condition, the membership showing a good increase since last session.

The Grand Lodge, I.O.O.F., met at 9 a.m. to day. An address of welcome was read by N. G. Bro. Reilly of Union Lodge, St. Catharines, which was suitably replied to by G. M. Robinson, after which Mayor McIntyre welcomed the Grand Lodge on behalf of the people of St. Catharines. The Grand Master replied in felicitous terms. The new representatives were then introduced and instructed in the Grand Lodge degree.

The Grand Master and Grand Secretary read their annual addresses, showing that the order had materially prospered during the past year, the increase in membership being about 1000. The addresses were referred to the different committees.

GRAY COTTON MAKERS.

Meeting of the Dominion Association—A Two Weeks Shut-down Agreed Upon.

MONTREAL, Aug. 14.—The Dominion Gray Cotton Association met at the Windsor Hotel to-day, A. F. Gault presiding. The president's report considered the situation satisfactory. The inspector's report showed the entire stock on hand to be under 27,000 bales—or less than all the mills could produce in four weeks. It was resolved to close the mills for two weeks—the first and last in September—but those that preferred could work four days a week throughout the month. Prices were left unchanged, ranging up to 24½ cents.

These officers were elected and it was resolved to continue the association another year: A. F. Gault, president; J. H. Parks, vice-president; A. H. Plimsoll, secretary; W. Findlay, inspector.

A SOLDIER'S SUICIDE.

Private Joseph Hill of the West Riding Regiment Blows Out His Brains.

HALIFAX, Aug. 14.—A terrible suicide was committed at the military camp on MacNab's Island at 5.30 o'clock this morning, the victim being Private Joseph Hill of the West Riding Regiment. Hill was engaged as cook in the officers' mess on the island and last evening was placed under arrest for some petty offence, but was not put in confinement, being what is known as a "prisoner-at-large." This morning he took a loaded rifle, placed the muzzle in his mouth and pulled the tricker. The top of his head was blown off and the pieces scattered in various directions. The body was brought up to the city to-day. Hill was a young man.

Another Sealer Boarded.

VICTORIA, B.C., Aug. 14.—The James Hamilton Lewis of Seattle, a sealing schooner, arrived at Seattle last night from Behring Sea and reported that the Rush boarded her at sea, found no skins and let her go, warning her out of the sea. At the time she had 129 skins aboard, skilfully concealed.

It is imagined here that the search officer of the Rush is either a fool or intentionally blunders in searching for skins.

Her Excellency Surprised.

QUEBEC, Aug. 14.—Her Excellency Lady Stanley of Preston, accompanied by Mrs. W. M. McPherson, paid a visit to the Government immigration buildings on the Louise embankment yesterday. Her ladyship was agreeably surprised at the magnitude and perfection of the preparations made by the Dominion Government for the comfort and convenience of immigrants landing at Quebec.

Orphaned and Destitute.

QUEBEC, Aug. 14.—A laborer named Wilfred Desbiens, who was for three years a member of the garrison at the citadel, died on Friday last at Millevaches, where he had gone in hope of recovering his health. His wife, who remained in Quebec, died here on Monday. The three children thus find themselves orphaned and entirely destitute.

Winnipeg Wire Whispers.

WINNIPEG, Aug. 14.—John Joselyn of Broadview was killed by a passing engine this morning.

An old bachelor named James Colter, living near Deloraine, hanged himself to-day while deranged.

The Government crop bulletin to be issued to-morrow estimates the wheat yield at 14 bushels to the acre.

Death of Colonel Walker of London.

PASPEBIAC, Aug. 14.—Colonel Walker of London, Ont., who came with some friends two weeks ago to fish at Grand River, Que., was struck with paralysis on Aug. 8 and died this evening at Mr. J. Carberry's, Grand River. Mrs. and Miss Walker arrived this afternoon, but were too late to be recognized by the sufferer, who died about two hours after their arrival.

A Boston Boodler.

BOSTON, Aug. 14.—Herbert N. Cunningham, bookkeeper for Soley, Gay & Dorr, bankers and brokers, has been arrested on the charge of embezzling $5000.

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

Cincinnati's Sunday.

CINCINNATI, Aug. 14.—The Mayor has announced that Sunday baseball playing and theatricals in this city must be stopped.

NEWS OF THE OLD WORLD.

MISLEADING REPORTS ABOUT CRETAN ATROCITIES.

The Shah Contrasts the French and the English—The Independent Duke of Fife—Canada's Old Country Mails—The Imperial Federation Convention.

LONDON, Aug. 14.—Lord Salisbury, in letters to the Duke of Westminster, promises at the coming conference on the slave trade in Africa to take measures to repress the liquor traffic among the natives.

The Shah of Persia, upon being interviewed concerning his visit to this country, describes England as a strong party because she has no neighbors. When, he says, there is no need for an eye at the back of the head it is possible to advance without fear. The French and English appeared to him quite differently and made diverse impressions upon him. In the English crowds he was obliged to face eager curiosity, but this was mingled with a look of individual independence and energy. The French regarded him as an amusing sight—as something different from themselves and therefore to be treated and entertained with indifference. In England the people looked as if time is money; in France as if time is pleasure.

The official newspapers of Vienna warn Europe against the cry in Athens about Cretan atrocities. They declare that the telegrams sent broadcast about the massacre of Christians by the Mohammedans are lies. They assert that the Moslem minority in the island runs a far greater risk of massacre than the Christian majority.

The Duke of Fife declines to permit his wife, Princess Louise of Wales, to accept any share of the parliamentary grant to the royal family.

The Old Country Mails.

LONDON, Aug. 14.—The Cork Harbor Commissioners have unanimously petitioned the British Postmaster-General in support of the memorials of the Londonderry corporation and the Chamber of Commerce urging the Government to leave undisturbed the present mail arrangements whereby Moville is the present port of call for the Canadian mails. Dr. Kenny raised the question in the House of Commons last night. Postmaster-General Raikes, replying, said that the subject was one for the Canadian Government. The Imperial postoffice really had no voice in the matter.

Imperial Federation Convention.

LONDON, Aug. 14.—Howard Vincent has given up all intention of bringing Sir Charles Tupper's proposal for an Imperial Federation convention before the House of Commons this session. He has given notice of motion for the next session calling attention to Sir Charles Tupper's suggestion, and declaring that in the opinion of the House the convention should be summoned forthwith.

Sexton's Opened Letter.

LONDON, Aug. 14.—In the House of Commons last night, Postmaster-General Raikes said he believed the letter addressed by President Harrison to the Mayor of Dublin had been opened, but by whom and when he was unable to state. Mr. Sexton having refused to place the envelope in his hand, Mr. Sexton thereupon promised to produce the envelope.

The Spandau Sham Fight.

BERLIN, Aug. 14.—Emperor William and the Emperor of Austria left Berlin at 7.45 o'clock this morning for Spandau, where a sham fight took place. Four battalions of troops crossed the Havel River, which at this point is 450 metres wide, on a bridge constructed of ninety pontoons. The building of the bridge and the passage of the troops were accomplished in a remarkably short time. The battle took place on the heights south of Spandau. One division of the battalions used the new smokeless powder, while their opponents used the old style of powder. The contrast between the effects of the explosives was striking, the troops using the old powder being completely enveloped in smoke. The action ended in the western force being thrown back on Spandau. After the battle Emperor William called the officers together and criticized the operations. The two Emperors lunched in a tent on the field. They returned to Berlin this afternoon. In the afternoon Emperor William and his guest visited the Friedenskirche, where the Austrian Emperor laid a wreath upon the coffin of Emperor Frederick.

Bismarck's Opinion.

BERLIN, Aug. 14.—The North German Gazette (Prince Bismarck's organ), referring to the impending meeting of the German Colonial Company, says: Angry protests against the action of British officials are politically undesirable. England will eventually set matters right. If Germany had been consulted she might have pointed out weighty objections against the German Emin relief expedition. Germany would regret the expedition adopting political aims or encroaching on British interests. England's friendship is of more value to Germany than all the expedition could obtain on the Upper Nile. If Dr. Peters intends forcibly, or jointly with Emin Pasha, to seize a province secured to Turkey and Egypt by treaties, the entire prize will fall under the operation of the laws of the countries whose interests are prejudiced.

A Sentence Not Likely to be Carried Out.

PARIS, Aug. 14.—The Senate Court found Count Dillon and Henry Rochefort accomplices of Gen. Boulanger in a felonious attempt against the safety of the State. It also decided by a vote of 100 to 97 that the acts charged in the indictments against the accused in conjunction with the Presidential crisis in 1887 constituted a treasonable attempt.

Gen. Campenon, Senator for Neuilly-sur-Seine, argued that the charge of embezzlement made against Boulanger has been proven. M. LeRoyer, President of the Senate, and Margainen, Senator of the Department of Marine, argued that the Court was incompetent to try Gen Boulanger on charge of misappropriation of funds, and that charge must be referred to a court martial.

The Court found Gen. Boulanger guilty on the charge of embezzling public funds, and refused to allow that there were extenuating circumstances.

The Court then sentenced Gen. Boulanger, Count Dillon and Henri Rochefort to be deported to a fortified place.

After the announcement of the sentence the Court adjourned in order to frame the text of the decree of sentence which will be voted upon in secret session and read at a public sitting. The Republican groups of the Senate held a meeting and adopted resolutions requesting the Government to enforce the decree after the Court has dissolved, calling attention to the gravity of the absence of some of the ministers and demanding that steps be taken against all officials implicated in the case.

French Ironclads Sail for Crete.

TOULON, Aug. 14.—Three French ironclads and a despatch boat sailed hence today for Crete.

A BIG RAILWAY CONTRACT.

Messrs. Conmee & Middleton to Build Another Great Mining Road.

Mr. James Conmee, M.L.A., a railway contractor of some note, has been busying himself for the last year or more in promoting the railway interests of the country to the north of Lake Superior. He has succeeded, with others engaged in the enterprise, in getting one of his schemes in process of realization. The surveyed line of the Port Arthur, Duluth and Western Railway is 84 miles long and at its western terminus connects with the Duluth and Iron Range road. The two roads will give a direct land route from Port Arthur to Duluth. The Dominion Government has granted a subsidy of $3200 a mile toward the construction of the Port Arthur, Duluth and Western road and the Provincial Government has supplemented it with a subsidy of $3000 a mile. In addition to this the municipalities through which the line will run have granted bonuses amounting to $75,000. The projectors have concluded that this backing, with the subscribed capital of the company, is sufficient to ensure the successful construction and operation of the road.

The contract for constructing and equipping the road has been awarded to Messrs. Conmee & Middleton. The amount of the contract will foot up to about $1,500,000. Both of the contractors are experienced men, well able to handle a work of such dimensions. Mr. Conmee has done a large amount of construction on the Canadian Pacific and Mr. Middleton has been chief engineer on several of its divisions.

The principal traffic for the new road will come from the mines. It will touch all of the leading mines in the country which it traverses. It will also draw considerable mine traffic from across the border. One iron mine over the border is ready to contract for the carriage of 400,000 tons of ore annually from the place of production to Port Arthur, where it will be re-shipped by vessel to Cleveland.

Mr. Conmee says that construction is to be commenced at once and that 40 miles of the road will be built this year.

The News in Port Arthur.

PORT ARTHUR, Aug. 14.—There was considerable excitement and a great deal of satisfaction expressed around town when it became known that a telegram had been received from Toronto from Thomas Marks, President of the Port Arthur, Duluth and Western Railway, at the offices of the company here, stating that the contract for the construction of the road had been signed. The contract is made with G. H. Middleton, who is well known here as one of the former Government engineers on the C.P.R. between Port Arthur and Rat Portage, he being backed by strong Scotch capitalists. The telegram did not contain much information further than that the contract was signed and that the work would commence forthwith. All parties will leave Toronto on Saturday and be here on Monday. It is needless to add that everybody in the district will be rejoiced to know that at last work is to begin on the much needed railway and to be pushed right ahead. It can't be rushed too fast to suit the public and everyone concerned.

Work will start at once and thirty miles are to be ironed this fall and work on the bridges and getting out of ties, timber, etc., proceeded with all winter, provided certain concessions are made by the town, and West Fort William votes or agrees to vote her bonus at once. Sixty thousand dollars are being placed in the bank for the work, and everything is in good shape for the beginning and completion of the railway. The new road ought to prove a paying concern, when it is considered that hundreds of thousands of tons of American iron ore must naturally seek an outlet over this line through Port William and Port Arthur to the chief marts of the world for this product of Mother Nature. To all the mine owners and prospectors of mineral lands to be served by the new adjunct to successful working it means more wealth than can possibly be estimated.

BILLY SHEFFIELD'S REVENGE.

How Half a Dozen Hotel Chambermaids Will Get Into Court.

William Sheffield, commonly known as "English Billy," has been employed as a general utility young man at one of the leading hotels for some time. It lately became noised abroad that Billy had gotten one of the girls in the house into trouble, and for this alleged conduct unbecoming a gentleman he enlisted the bitter enmity of the entire phalanx of female "help" of the hostelry. Billy protested his innocence of having wronged the girl, but this did not go.

The chambermaids of the house formed themselves into a vigilance committee and decided to punish the ungallant Billy. When he was in bed asleep they descended upon him in a body with brooms and other weapons of war peculiar to the hotel chambermaid and gave him a sound beating.

But his troubles did not end here. He was discharged from the house. Then he besought himself how to get even with his female friends. He struck the novel plan of going straight to the Police Court and having everyone of them summoned for assault and battery. The summonses were served yesterday and the entire party are commanded to appear in court to-day. "Billy" stoutly maintained last evening that he never wronged the young woman in question, and he says that she herself could prove his innocence if she so desired.

THE CONTRACTORS ALL READY.

Mr. Elliott Wants to Go to Work at Once on the New Court House.

Mr. Elliott of Brantford, who by the way will celebrate his 67th birthday to-day, came to town yesterday and attached his signature to all the necessary documents for carrying out his contract on the new court house. President John McMillan, however, refused to sign on behalf of the city, saying that he would leave that for Mayor Clarke to do. Mr. Elliott and the other contractors are much annoyed at this delay, for they say they are ready to go to work at once. "I would have started on one contract to-morrow," said the Brantford man to The World last night just before he left for home, "if the city was ready and would hand us over the site." His firm's contract is for the stone, brick work and excavations, and amounts to over $331,500. Mr. Elliott stated further that he would not enter into any negotiation for material, etc., until the contract was signed by the Mayor or his legal representative, evidently remembering that there may be something after all in the old adage about a slip between the cup and the lip.

Mayor Clarke is expected to arrive in town before the present week is out. The Teutonic, with His Worship on board, arrived in New York last night.

LAWYER MCGREGOR ABSENT.

The Sheriff Has the Writ of Attachment, but the Barrister is Out of Town.

Mr. F. C. Moffatt, on behalf of his client, J. J. Pritchard, procured an order from Mr. Justice McMahon yesterday morning for a writ of attachment against Lawyer McGregor. The writ was placed in Deputy-Sheriff Severs' hands and arrangements were made to effect Mr. McGregor's arrest, but he has so far evaded apprehension.

A World reporter called at the Palmer House, where he boards, last night at 11 o'clock and asked to see Mr. McGregor. He was told that the gentleman was away and would not be back for several days. Mrs. McGregor refused to be seen at all.

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

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.

VIA THE EASTERN GAP!

THE PASSPORT MAKES THE LAKE THROUGH THE NEW CHANNEL.

The First Steamer to Pass Out in Nine Years—What the Remodeled Route Means to Toronto Shipping—Captain Murray at the Wheel.

Yesterday scored well in the onward march of Toronto's history. A new avenue was opened into her bay and a new waterway established from the east, which cannot but tend to an extraordinary degree to raise the port of Toronto from one of the best to the proud position of the best harbor in the chain of lakes. After years of fighting and continual struggling against adverse interests, the work of opening the Eastern Gap for lake traffic has been practically completed, and from this time henceforth and forever the shipping and lake traffic centreing in Toronto will have two instead of as heretofore but one means of ingress and egress.

Last year Ald. Davies moved in council that the Dominion Government be memorialized to deepen the Eastern Channel so that vessels of large draught might make the passage without let or hindrance. The resolution was carried unanimously, and was followed by one similar in its character passed by the Board of Trade. When Mayor Clarke visited Ottawa on other business he took care to impress upon the Government the necessity of the work being done and that quickly. The result was that the Ottawa authorities entered heartily into the scheme and tenders were called for the work. The plans embraced not only the dredging of the channel to the proper depth, 16 feet, but the construction of stone piers on each side 3000 feet in length and a guaranteed width of waterway of 350 feet. Groins were to be constructed at each end of the piers, and in fact the Government resolved to make the work a thoroughly permanent improvement.

The successful tenderers were the firm of Murray & Cleveland. Their tender amounted to some $400,000, at which figure they guaranteed to finish the work. Captain Murray took charge of the work and on June 1 had four dredges, the Hammell, Lincoln, No. 5 and Dominion at work dredging the channel to the required depth. It was not expected that with the best of effort large vessels could get through before the fall of next year, but Captain Murray's energy proved successful.

Yesterday for the first time in nine years a boat of the Ontario and Richelieu line was enabled to steam through the Eastern Gap straight for the lower ports instead of as before having to make a circuit of the Island. The Passport was the steamer chosen to make the trip, not that she draws less water than the rest of the line, but because she happened to be the boat of this particular fleet in port yesterday.

Mr. D. R. Wilkie, representing the Board of Trade, and Acting Judge Morson were the only gentlemen on board besides the reporters. Capt. Murray conned the boat through, giving the wheelmen directions how to steer and where to avoid the shelving bank of the channel. Immediately in front of the Passport sped the tug John Hunter. The heavy draught assured the following steamer that where it made the way the latter could safely travel. After ten minutes of breathless silence the lake was entered and the visitors acknowledged the feat by giving three cheers for Captain Murray for his skill in accomplishing his difficult task. The boat did not touch ground once. Of course until the channel is properly buoyed and other little matters attended to the wheelmen will have to keep a sharp lookout, but as matters at present stand all the Toronto boats, from the Cibola to the smallest one, can make headway through the new channel.

The advantages of the improvement will be incalculable to Toronto shipping. To steamers bound for the east it means a saving of fully three-quarters of an hour in time, and consequently in fuel. To sailing vessels it means an average of two hours. When matters are put to rights it is probable that not only will the boats of the Richelieu use the new channel but the Chicora and Cibola. To the latter it means a voyage across the lake shorter by 15 to 30 minutes. At present the channel is from 13 to 14 feet deep and 100 wide, and it is proposed to make it 350 feet wide and 16 feet deep before the job is completed. Some idea of the extent of the work may be gathered from the fact that since June 1 no less than 350,000 cubic yards of sand has been dredged out. Captain Murray, in addition to improving the channel, has constructed a wharf on the eastern point of the Island on the lake shore, which will accommodate even the Cibola. The new channel and accompanying piers will no doubt boom property in the East End in the vicinity of the work.

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

THE HAT IDENTIFIED.

James Jamieson Supposed to be the Man Who Jumped From the Mascotte.

Last night the man who ended his life by jumping from the Mascotte on Tuesday afternoon was identified. It will be recollected that the only clue he left behind him was a Christy stiff, on the band of which were written "George Broughall." About 10 o'clock last night a lady and two gentlemen called at Police Headquarters and asked to see the hat. The moment they saw it they burst into tears. The lady sobbed out: "Oh, my poor brother! He is in the Bay."

From the story told by Mr. John Harvie, the brother-in-law of the drowned man, it appears that the deceased's name was James Jamieson. He was a leather cutter by trade, aged 38, and boarded with his brother, John Jamieson, at 1380 Dufferin-street. He had been ailing for several months, but seemed to keep in excellent spirits. He was unable to work at his trade, and this fact weighed considerably on his mind. He left his brother's house about 9 o'clock on Tuesday morning, visited his brother-in-law's place of business in Sheppard-street at 1 p.m. and after a short chat bade him good-by, saying that he was going to look for work. This was the last his friends saw of him, and they believe that becoming despondent over his physical condition he thought it best to drown all cares in the waters of the Bay.

Esplanade Constable Williams spent all day dragging for the body without success.

Storage for merchandise, furniture, etc Special attention to forwarding. Frederic Nicholls, 63 to 69 Front-street west.

IN TORONTO AND PROVIDENCE.

An American Visitor Expresses His Opinion of Our Police Court.

Ex-Councilman Henry Mann of North Providence, Rhode Island, ex-police justice in the sixth judicial district of that state, returned to Buffalo yesterday after a visit to his brother, Edward C. Mann of The World staff. Mr. Mann took in the various public institutions of the city, which he acknowledged far outstripped his expectations. The method of administering police court justice somewhat surprised him. In Rhode Island the prisoner is allowed to be a witness in his own behalf, no matter what the crime, whereas here he has no say in the case except in civil matters and offences in which crime is not involved. However, after watching Police Magistrate Denison reel off half a dozen knotty cases in the course of half-an-hour, Mr. Mann came to the conclusion that the ends of justice were fairly well served in Toronto.

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

Advantages of minding your own business. Some are forever poking their nose into other people's business. It would be more to their advantage instead to use White's linen handkerchiefs (at 22 per doz., sold elsewhere at 25), conducing more to the happiness of everybody and the profit of A. White, 55 King-street west. Laundry in connection. Shirts ready made or to order.

TOPICS FROM THE CAPITAL.

A Big Increase in Fishing Licenses Under the Modus Vivendi.

OTTAWA, Aug. 14.—The Deputy Minister of Fisheries says that double the number of licenses under the *modus vivendi* have been issued this year as compared with last season. This is an admission on the part of the United States, so the department here thinks, that they were wrong in the position they took in the fishery question.

Mr. John White, ex-M.P., East Hastings, arrived here to-day. He will neither deny nor confirm the statement that he intends to run against Hon. Mackenzie Bowell at the next general election.

Mr. Peter White, M.P., was in the city to-day. He informed a correspondent that he attended two meetings in accordance with an invitation to give his reasons for his vote on the Jesuit Estates Bill. He received a good hearing, and whether he convinced the audiences as to the justness of his vote or not he cannot say, but they accepted his explanation without any dissent. Mr. White regrets that the Government did not refer the matter to the Supreme Court for its opinion.

Bishop Fallows of Chicago lectured here last night on the "Destiny of the English-Speaking People." He predicted the domination of the English-speaking people in the inevitable federation, organic and otherwise, between England, Canada, the United States and Australia.

The police are still without a clue as to the whereabouts of Cornellier, the absconding civil servant who was recently arrested for forging a Government check for $55.

To-morrow is Ottawa's civic holiday.

District Lodge I.O.L. No. 4 has decided to hold a great anti-Jesuit demonstration here on Nov. 5.

The contract for the completion of the Midland harbor works has been awarded. The tenders were opened on Aug. 8, when it was found that there were in all eight tenders. Mr. Robert Reed of Owen Sound was yesterday awarded the contract.

A nickel mine has been discovered upon Mr. Andrew McCormack's land in Sudbury station which is considered very valuable. The copper company now operating in the neighborhood have offered to sink a shaft to test the quality of the ore on condition that they have the option of purchase.

To-day the sale of E. B. Eddy's timber limits took place at the Russell House. The property offered for sale comprised about 1377 square miles of timber limits, with depots, farms, buildings, supplies, plant, etc. Some of the properties offered were exceedingly valuable, notably the water power, saw mill, splitter mill and filling room, at Hull, the cutting capacity of which is estimated at from 35,000,000 to 40,000,000 per season. About one-half of the Eddy limits only were disposed of. The bidding on the Eddy mills here only reached $185,000, and the property was accordingly withdrawn from sale. It is said the mills will be disposed of by private sale. The amount realized at the sale to-day is said to be about $170,000.

Word has reached here that James D. Leary will shortly build a timber raft in British Columbia and tow it to San Francisco. He was the builder of the two Joggins rafts.

AMBITIOUS CITY NOTES.

A Suit for Alleged Malicious Prosecution—A Cannibal Sent to Jail.

HAMILTON, Aug. 14.—Mrs. Elizabeth Moore, who was arrested at the instance of John O'Grady a few days ago on a charge of stealing a quantity of bedding, and who was acquitted, has brought suit against O'Grady to recover $2000 damages for malicious prosecution.

Young Jeffrey, who was kicked by a horse at Burlington yesterday, is a little better. He had his jaw broken, but the doctors have fixed it up and the lad is progressing as well as can be expected.

The plans for the public library building are now completed. Mr. Stewart, the architect, is now busy on the specifications.

Mrs. Hattie Smith of this city is vigorously prosecuting a search for her husband, who disappeared about two weeks ago.

Frederick Moyer, a young cigarmaker who chewed Saloonkeeper Henry Schadel's thumb yesterday, was to-day sent to jail for three months.

W. G. Davis, a carpenter, 24 years old, was this morning sentenced to the Central Prison for a year for stealing a silver watch and chain from Launcelot Wagstaff of Toronto.

Rev. Dr. Burnett died at Milton yesterday morning of inflammation of the bladder. He had only been sick a few days.

The Spectator's carnival number appeared to-day.

At last night's meeting of the Public Library Board the contract for books amounting to $8000 was awarded to Douglas & Co. of Toronto.

All arrangements were completed at last night's meeting of the Sociaties Parade Committee. There will be at least 5000 society men in the procession, mostly all uniformed.

The new track of the Hamilton Bicycle Club is completed.

FIRES OF A DAY.

A $15,000 Blaze at Windsor Mills, Que.—A Gotham Loss.

WINDSOR MILLS, Que., Aug. 14.—About 2 o'clock this morning the building owned by J. McCabe, on the first floor of which were the stores of Charon & Racicot and R. A. Cyr, also the postoffice, and the upper floor the residence of Dr. Tremblay, was burned to the ground. The tenants lost nearly everything. The insurances cannot be ascertained, but they only partly cover the loss of $15,000.

A Petrolea Machine Shop Burnt.

PETROLEA, Aug. 15.—At about 12.15 fire was discovered at Mackenzie & Sons' machine, shop which completely burned to the ground. The building was full of valuable machinery. The fire spread to the next building owned by Mr. George Sanson and damaged it badly.

A New York Loss.

NEW YORK, Aug. 14.—Fire at 72 Warren-street this morning caused a loss of $60,000. The Giles Lithographing Co's. establishment was damaged $30,000; E. P. Bullard, manufacturer of tools, $10,000; and the building, $20,000.

A Fatal Collapse.

CHICAGO, Aug. 14.—The Burton building, at the corner of Clinton and Van Buren-streets, which was gutted by fire some weeks ago, collapsed this morning. Joseph Hopp was killed and Nick Sever seriously injured.

Preparing for the Fall Trade.
W. Dineen of the firm of W. & D. Dineen, hatters and furriers, left yesterday for New York to make the usual selection for the fall season.

A Pointer for Montreal.

If Montreal will keep her eye on our dearly beloved sister city Hamilton next week, she may learn how properly to run a carnival The Hamiltonians are determined to eclipse even the grand show Paris is now making, and if our advice is taken and quinn's fifty cent neckties universally worn we think they will do it.

BIRTHS.

DEFOE—In this city, on the 13th inst., the wife of D. M. Defoe of a daughter.

A CALIFORNIA TRAGEDY.

EX-CHIEF JUSTICE TERRY SHOT THROUGH THE HEART.

The Slayer of Broderick Slaps Mr. Justice Field of the Federal Supreme Court in the Face and is Killed by a United States Deputy Marshal.

LATHROP, Cal., Aug. 14.—Upon the arrival of the southern overland train here at 7.20 this morning, United States Supreme Judge Stephen J. Field and Deputy United States Marshal David N