

THE CITY NEWSBOY

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BAD RAILWAY SMASH

Seven Bodies Taken From the Wreck—One Man Went Crazy and Shot Himself After the Impact. New York, Oct. 5.—A despatch from Orange City, Kan., says a railroad wreck occurred yesterday on the Santa Fe Railway, six miles north of this station. Seven bodies have been recovered from the wreck, and it is feared other victims are buried beneath the debris. One passenger, William Becker of Los Angeles, Cal., en route to Chicago, seemed to have been the driver of a car full of people took his own life. The dead are: William Becker, Los Angeles, Cal.; Eugene Strum, Topeka, Kan.; William McKenna, a tramp; three tramps, names unknown, all of whom were riding on the baggage car. Among those injured is Miss Emma Maxwell, an editor on the Brening Telegram, Colorado Springs.

EMIGRANTS FROM THE OLD LAND

London, Oct. 5.—(Telegram cable)—The official returns just issued give the number of emigrants for Canada from British ports during September as follows: English 1489, Scotch 202, Irish 126, foreigners 451. For the same period in 1895 the numbers were respectively 2310, 171, 156 and 864. For the nine months ended Sept. 30 the figures are: English 10,942, Scotch 1,408, Irish 801, foreigners 615, and of unknown nationality 44. For the same period in 1895 the returns were respectively: 12,548, 1,270, 997, 454 and 51.

WATSON STAYS IN

He Says He'll Not Head on the Block Sooner Than Make Way for Sewall. Atlanta, Ga., Oct. 5.—Tom Watson emphatically declines to retire from the ticket in favor of Mr. Sewall. He said: "I'd lay my head on the block before I'd retire from the race to make way for a plutocrat, a bondholder, or a national banker, during the present time. Like Mr. Sewall, if Mr. Sewall is willing to get off the ticket I believe that even now there is a chance to elect nothing for Mr. Bryan and could at once make a tour together, and inside of ten days we might restore thousands of votes. There will be nothing for Mr. Sewall to do but to resign. If he wishes to see Mr. Bryan elected he will retire now."

A WORD FOR TURKEY

The German Ambassador Pays a Little-Respected Consideration to Armenia. Berlin, Oct. 5.—The Lokal Anzeiger has an interview with Baron von Saurma-Jelitch, the German Ambassador to Turkey. The Baron declares that the Armenians are unjustifiable and impracticable. They have great freedom in religion and trade and are very prosperous. They have no quarrel with anybody, but they have plundered Turkey for centuries and are users and dishonest dealers. They were only along their rebellion of entering the rebellion, that is not distinguishing the innocent from the guilty. In reality there were only thousands Armenians. The leaders of the revolutionists were mainly ambitious students who had imbibed revolutionary ideas at Geneva. Among the victims who were killed in August barely 10 per cent were Armenians. Turkey is not a country such massacres lead. Constantinople is now on the eve of a serious economic crisis.

SHOT IN THE EYE

Two St. Thomas Boys Got Within Range of the Guns at a Pigeon Shoot. St. Thomas, Oct. 5.—On Saturday Lorne Black and Lawrence Fulton, two young boys, went over to Lyrna to hunt to watch a change shooting contest. The lads played themselves in what they considered a safe position on a bridge overlooking the match. Unfortunately, during the match one of the birds circled round and flew over the bridge. The marksmen shot at the bird, and Lawrence Fulton struck the boys' eyes. One of the pellets entered young Fulton's eye just above the eyeball and others struck the eye, but Black is not badly hurt.

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ST. CATHARINES AND RETURN ONLY 50 CTS. SATURDAY, OCT. 10TH

By the STEAMER EMPIRESS OF INDIA. 1-14 Hours in St. Catharines. Home by 9:30. Tickets at Wharf Office. \$5.00

NIAGARA FALLS LINE Str. Empress of India

Daily at 8:30 p.m. from Geddes' Wharf for St. Catharines, Niagara Falls, Buffalo, Rochester, New York and all points East. Tickets at all G. W. R. and Empress ticket offices and on wharf.

NIAGARA RIVER LINE Niagara Navigation Co.

SINGLE TRIPS Commencing Monday, OCT. 5th, Steamer "CHICORA" Will leave Yonge-street Wharf at 2 p.m. for NIAGARA, LEWISTON, QUEENSTON, Arrives Toronto 1 p.m. Last Trip of Season—SATURDAY, OCTOBER 10th. JOHN BOY, Manager.

STEAMER LAKESIDE

Daily from Yonge-street Wharf, east side, at 8:40 p.m. for St. Catharines, connecting at Port Dalhousie with trains for all points on the Welland division, Niagara Falls, Buffalo, Rochester, New York and points east. Tickets at C.P.R. office, corner King and Yonge-streets, all principal offices and on wharf. D. MILLOY & CO., Agents.

Tickets to Europe. Montreal and New York Lines

R. M. MELVILLE. Corner Toronto and Adelaide-streets, Toronto. Telephone, 2018.

Beaver Line to Europe

Leave Montreal. Caribbe City - Sept. 16 daylight. Lake Huron - Oct. 23. Ontario - Oct. 30. For passage apply to R. M. Melville, corner Adelaide and Toronto-streets; Barlow Campbell, 72 Yonge-street; H. W. Heath, 100 Yonge-street; W. G. Heath, 100 York-street. For freight and passage apply to J. S. Sharp, 78 Yonge-street. W. CAMPBELL, Gen. Manager, Montreal.

TICKETS TO EUROPE

at Extremely Low Rates via MONTREAL and NEW YORK LINES. Excursion Tickets now on sale to all Winter Resorts. You will save money by giving us a call. S. J. SHARP, 78 Yonge-st. Tel. 1930.

WHITE STAR LINE

NEW YORK TO LIVERPOOL, CALLING AT QUEENSTOWN. SS. Britannia - Oct. 14, noon. SS. Majestic - Oct. 21, noon. SS. Germanic - Oct. 28, noon. SS. Teutonic - Nov. 4, noon. Superior second cabin accommodation on Teutonic and Majestic. Winter rates are now in force. CHAS. A. PIPON, General Agent for Ontario, 8 King-street east, Toronto.

ALLAN LINE

ROYAL MAIL STEAMSHIPS, LIVERPOOL. Montreal, Quebec. Nunidia - Oct. 10, Oct. 17, Oct. 24, Oct. 31. Parisian - Oct. 10, Oct. 17, Oct. 24, Oct. 31. Mongolian - Oct. 24, Oct. 31, Nov. 7, Nov. 14. Passengers can embark at Montreal the previous evening after 7 p.m. The Mongolian and Nunidia will not stop at Rimouski or Monville. New York to Glasgow—State of California, Oct. 2, State of Nebraska, Oct. 10 and Nov. 13.

RATES OF PASSAGE

First cabin Derby and Liverpool, \$52.50 and upwards; return \$100 and upwards; second cabin Liverpool, Derby, London, \$33 and 30.25. Steerage, Liverpool, Derby, London, \$12 and 10.25, at lowest rates, everything found. H. BOURLIER, Gen. Pass. Agent Allan Line and Allan State Line, 4 King-street West, Toronto.

GRAND TRUNK RAILWAY SYSTEM

Leave Union Station. 9.05 a.m. Leave Hamilton. 10.15 a.m. Arrive Buffalo (N.Y.C.) 12.30 p.m. Leave Buffalo (N.Y.C.) 6.15 p.m. Arrive Hamilton. 8.40 p.m. Arrive Toronto. 9.50 p.m.

GOLD IN BRITISH COLUMBIA

Take the CANADIAN PACIFIC RY. TO REVELSTOCK, KASLO, NELSON, NAKOP, SLOCAN, ROBSON, BOSSLAND TRAIL. And all Points in KOOTENAY and CARIBOO. Full information from any Canadian Pacific Railway Agent. C. E. MOPHRESON, 1 King-street East, Toronto. For Pamphlet "Gold in Kootenay and Cariboo"

OUR DRINKING WATER

ALD. PRESTON GIVES NOTICE OF AN APPEAL TO THE PEOPLE—"WHAT THE PEOPLE SAY GOES."

An Able Dissertation upon the Question.

A COMPLETE COMPARISON OF THE GRAVITATION AND PUMPING SYSTEMS.

Macdonald Claims a Contract for Water Supply Will Ensure the Speedy and Successful Completion of the Whole Enterprise—Statistics of Prices in Foreign Cities—A formidable Array of Actuaries' Figures by Arthur Harvey—Gravitation Said to Be Many Millions of Dollars Cheaper Than Pumping.

Sir—At yesterday's meeting of the City Council Ald. Preston gave notice that he will move that: "Whereas this council received a communication from the Georgian Bay Ship Canal and Power Aqueduct Company, bearing date the 5th day of May, 1896, offering to supply this corporation with water on the terms therein stated. "And whereas this council recognizes the right of every municipal elector to a voice in determining the final solution of this most important of all municipal questions, namely, the domestic water supply. "And whereas, this council also recognizes the fitness and ability of the people to deliver an intelligent and final verdict in relation to this or any other question of public policy. "Therefore be it resolved that the electors be asked on the first Monday in January next to pronounce by ballot for or against the acceptance of the general policy indicated by said offer, upon the understanding that, in the event of the people approving of the said policy, this council reserve the fullest liberty to provide all necessary safeguards and details of any nature whatsoever in the public interest in respect of the proposed agreement."

This brings the water supply question again to the front—we all hope this time for final settlement. To that end let every side of the question be thoroughly discussed, and let every public man and journalist reserve judgment until all that can be said on either side has been respectfully heard and well considered. In opening up the case let me say that the gravitationists accept Mr. Mansergh's report as a finality; that is, we accept his specific findings, not his irrelevant general remarks. It is well to have some authority from which there can be no appeal, and the advocates of Lake Ontario as a source of supply might as well attempt to paint the lily as to seek to "add a cubit" to the report of the costly English expert. It is impossible to argue from premises that every one will accept, but the people generally will agree that the first and greatest consideration is absolute purity and the abundance of the supply; the next is municipal control of water supply must be under the control of the officers and representatives of the people from the remotest intake to the water taps in every dwelling. The third consideration is cost. With this understanding, let us proceed. When the conduit pipe across the bay arose to the surface in the summer of 1885, the people of Toronto were thrown into a state of excitement and consternation. The primitive watering carts and the operation of distributing domestic water to the houses of the people. In the then state of public feeling it was determined to pay Mr. James Mansergh, C.E. (of London, England), \$15,000 for a report upon all possible sources of water supply for Toronto. The public excitement that followed the publication of Mr. Mansergh's report has now entirely subsided, and the press and public are now in a position to deal with the whole question in a more deliberate and neutral spirit. Mr. Mansergh's report is a complete vindication and corroboration of the position contended for in connection with power development and water supply by gravitation. The gravitationists have always contended that Lake Simcoe water was at least equal if not superior to Lake Ontario water. Mr. Mansergh endorses that position most completely in the following words: "On the question of quality, nothing more need be said than to repeat in a sentence that if the Simcoe water is dealt with as I have just described, and if Ontario water—drawn from the present intake—is filtered, both of them, as delivered to consumers, will be high-class waters of unimpeachable character, with practically nothing to choose between them."

THE FURBER WATER. In other words, Mr. Mansergh says that Lake Simcoe water unfiltered is equal to Lake Ontario water after filtration. This is in harmony with the finding of Messrs. Hering & Gray, which cost the city about \$10,000 in 1891.

Gray all agree that Lake Simcoe water is superior to Lake Ontario water, but they recommend the latter SOLELY ON ACCOUNT OF THE GREAT COST OF PROCURING A SUPPLY FROM THE FORMER SOURCE. Mansergh makes the cost of carrying out the Lake Simcoe plan (on account of capital) to be \$12,000,000. In order to get Mr. Mansergh to report this fabulous sum as the probable cost (so that he could condemn it), the Yonge-street route was adopted, which, according to the report, entails 34 miles of tunnelling. Had Mr. Mansergh adopted a route by way of Peterboro or Hamilton he could have made the cost \$50,000,000 or even more. The route approved by Hering & Gray and adopted by the Aqueduct Company only involves a tunnel or open cut of seven miles, against Mr. Mansergh's 34 miles. The Hering & Gray route, at an estimated cost of \$12,000,000 by allowing a trifle of \$1,500,000 for engineering expenses. Presumably he is under the impression Toronto is going to employ a hundred Manserghs, at \$15,000 each. That certainly would consume the million and a half allowed for engineering expenses. Presumably he is under the impression Toronto is going to employ a hundred Manserghs, at \$15,000 each. That certainly would consume the million and a half allowed for engineering expenses. Presumably he is under the impression Toronto is going to employ a hundred Manserghs, at \$15,000 each. That certainly would consume the million and a half allowed for engineering expenses.

Another item of advantage that would accrue to the people by reason of a supply from the North would be greatly reduced fire insurance rates owing to the practically infinitesimal fire insurance rates, and we have an annual saving of \$165,000, which ought to be included in column No. 7 of Mr. Harvey's table. Including these two items the citizens would during the 50 years save a total of \$10,889,029 by procuring a supply from the Company as against Mansergh's Plan. If the saving thus shown should be invested each half year at 4 per cent, the value of the enterprise which interest compounded half yearly would be over \$35,000,000 at the expiration of the proposed contract. The contract of the above basis would give the Company a minimum revenue of \$21,000 per annum, a sum nearly sufficient to pay the interest on \$5,500,000, at four per cent; this sum would increase with Toronto's growth, it would be greatly augmented in the immediate future by reason of similar contracts with many other local municipalities from the same source, without any further expenditure, except for the making of connections with the Company's works.

MANSENGER'S REPORT ON THE WATER FROM HIS PRESENT INTAKE, TO BE UNLIMITED FOR THE CITY OF TORONTO. 1. He further declared that Lake Simcoe water after the later is filtered. 2. He further declared that Lake Simcoe water after the later is filtered. 3. According to Mr. Mansergh, own figures, Lake Ontario water will cost Toronto over two and a half cents per 100 gallons, or 25¢ per 100 gallons, if his recommendations be adopted.

And yet the Company offers to supply the city reservoirs with Lake Simcoe water at the rate of TWO CENTS per 100 gallons for the first thirty millions, and ONE CENT per 100 for all over thirty millions per day. ADVANTAGES OF GRAVITATION. 1. The adoption of the Gravitation system would give the people an abundant supply of water for all purposes. 2. The purity of the supply would be beyond question. 3. It would tend to promote the cleanliness, health and beauty of the city. 4. It would obviate the necessity of a trunk sewer. 5. It would greatly reduce fire insurance rates, and the same absolute pressure that could be procured in no other way. 6. The danger of the System breaking down would be reduced to a minimum. 7. It would add value to all public and private property. 8. It would tend to promote the cleanliness, health and beauty of the city. 9. Under the proposed agreement the City would exercise the same absolute supervision and control over the entire water supply system that it does now. 10. The citizens of Toronto would have the cheapest water supply system in the world. The following is from an editorial in The Toronto World of October 1st, 1896: "At the annual meeting of the British Institute of Public Health, which this year met in the city on the Clyde, the Lord Provost made this statement of Glasgow's advance in sanitation: "In 1847 Glasgow had a population of 230,470, and a death rate annually of 56 persons out of each 1000. In 1883 the population was 687,800 and the death rate only 22 per 1000. This great change was due entirely to sanitation—to the introduction of pure water, to improved drainage, to rebuilding the slum districts, to opening fresh hospitals, to parks and playgrounds for children, and to cleaner streets."

In the matter of pure water supply Glasgow's corporation a few years ago made a notable achievement in bringing to the city the sparkling, pure and cold waters of Loch Katrine, 'caught in cloudland,' and conveyed to Glasgow, 34 miles away, by an aqueduct of pipes and tunnels. The entire cost of this undertaking was less than \$4,000,000, and as a result the city now gets its water at a cost of about a penny for every 570 gallons of water."

From this it appears that even in Glasgow the rates are six cents for 1137 gallons, or over five cents per thousand gallons. RATES IN OTHER CITIES. Here is a list of water rates in various cities that may prove of great interest to the public just now. The meter rate for water per 1000 gallons is as follows in the several cities specified: Per 1,000 gallons. Chicago..... 40 Cents. Burlington, Vt..... 40 Cambridge, Mass..... 20 Cincinnati..... 15 Columbus, Ohio..... 20 Detroit..... 20 Fall River, Mass..... 30 Holyoke, Mass..... 15 Lawrence..... 30 Lowell..... 30 Marshalltown, Iowa..... 40 Ottawa, Iowa..... 30 New Albany..... 15 Newark, N.J..... 15 Portland, Me..... 20 Providence, R.I..... 30 St. Paul, Minn..... 50 Syracuse, N.Y..... 40 These cities are all in the United States, and therefore the word gallon, which means United States gallon, contains but eight pounds, while the Canadian or Imperial gallon contains ten pounds; therefore, one Imperial gallon equal to one and a quarter of the United States gallons. The meter rate for Toronto is fifteen cents per 100 Imperial gallons, or off for prompt payment, making the net rate twelve cents per 100 Imperial gallons, or a fraction over ten and one-half cents per 1000 United States gallons. If Toronto were to be supplied by gravitation from the north there is no good reason why our rate should be more than half the Chicago rate, which is only eight cents per 1000 gallons, the lowest rate by far of any city in the United States. By accepting the Company's offer Toronto could deliver water to the people even below the Chicago rate, giving Toronto the unique and blessed distinction of possessing the cheapest water supply system in the world.

To sum up the whole subject, there are but three vital points to be considered in relation to domestic water supply. The first is the purity and volume of the supply. We must have water of undoubted purity and an abundant supply at any cost. Lake Simcoe meets the demand both in respect of purity and unlimited quantity. The second feature is municipal control. The Company's offer meets this demand most fully. The third vital phase is the question of cost in this respect the choice of the people is confined to the Company's offer and Mr. Mansergh's plan. The latter is sufficient to determine the result. The Company's offer is many millions of dollars better than the other. There are many other considerations involved, such as greater fire pressure, of sewer flushing, but the Lake Simcoe plan in every phase of the question much better than the alternative, but such a contract as is proposed would be of

INVESTABLE VALUE to the company at this early stage of its great enterprise. It would form a basis of credit that would enable the Company to proceed with all the works on that that could not otherwise do. This would mean that hundreds, yes, thousands, of our citizens and their children would escape the terrible conditions that follow the enforced idleness of

THE BREAD-WINNERS. It would mean that millions of dollars of private capital would be put in immediate circulation and Toronto and vicinity would at once be in a similar condition with many other local municipalities from the same source, without any further expenditure, except for the making of connections with the Company's works.

Let the Company and the people have the legitimate advantage that would immediately flow from a declaration of policy by the people on this question. Give enterprise a chance. Give the Company a chance. Give Toronto a chance. E. A. MACDONALD.

PASSENGER TRAFFIC. DOMINION ROYAL MAIL STEAMSHIPS Liverpool Service.

Steamer From Montreal S.S. SCOTSMAN.....Sept. 19 S.S. OTTOMAN....." 26 S.S. LABRADOR....." 30 S.S. ANGILOMAN....." 10 Montreal to London and Liverpool—Cabin, \$32.50 to \$80; second cabin, \$20; steerage, \$14 and \$16. Midship saloons, electric light, spacious promenade decks. King and Yonge-streets. General Agents, Montreal.

WEHRL'S BRUSHES ARE THE BEST. FACTORY BRUSHES

Of all kinds manufactured. Quotations on Application. THE WEHRL BRUSH MFG. CO. OF TORONTO, LIMITED, 134 BAY-STREET. DYEING AND CLEANING Faded Suits and Overcoats Require to be dyed. This is the best possible way to SAVE MONEY—that is if you have your work done at the right house. Stockwell, Henderson & Co. have the name in Toronto. Phone us of late orders at any of our three stores—103 King-street West, 229 Yonge-street and 772 Yonge-street. We pay expressage one way on orders from a distance. NERVOUS DEBILITY. Exhausting vital drains (the effects of early debility) is to be submitted to Mr. Arthur Harvey, the well-known actuary. Mr. Harvey was requested to give the result of a comparison between the Company's offer and the plan recommended by Mr. Mansergh after a most complete analysis of the two schemes. The following is the gist of the report of the eminent expert:

Saving in the initial stage by adopting Mr. Mansergh's plan.

Table with 2 columns: Year, Saving in the initial stage by adopting Mr. Mansergh's plan. 1899.....\$1,107,184 1900.....33,184 1901.....31,511 1902.....16,229 1903.....14,876 1904.....12,455 1905.....10,608 1906.....10,608 1907.....10,608 1908.....10,608 1909.....10,608 1910.....10,608 1911.....10,608 1912.....10,608 1913.....10,608 1914.....10,608 1915.....10,608 1916.....10,608 1917.....10,608 1918.....10,608 1919.....10,608 1920.....10,608

Saving in the later stage by contracting with the Aqueduct Co.

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And yet the Company offers to supply the city reservoirs with Lake Simcoe water at the rate of TWO CENTS per 100 gallons for the first thirty millions, and ONE CENT per 100 for all over thirty millions per day. ADVANTAGES OF GRAVITATION. 1. The adoption of the Gravitation system would give the people an abundant supply of water for all purposes. 2. The purity of the supply would be beyond question. 3. It would tend to promote the cleanliness, health and beauty of the city. 4. It would obviate the necessity of a trunk sewer. 5. It would greatly reduce fire insurance rates, and the same absolute pressure that could be procured in no other way. 6. The danger of the System breaking down would be reduced to a minimum. 7. It would add value to all public and private property. 8. It would tend to promote the cleanliness, health and beauty of the city. 9. Under the proposed agreement the City would exercise the same absolute supervision and control over the entire water supply system that it does now. 10. The citizens of Toronto would have the cheapest water supply system in the world. The following is from an editorial in The Toronto World of October 1st, 1896: "At the annual meeting of the British Institute of Public Health, which this year met in the city on the Clyde, the Lord Provost made this statement of Glasgow's advance in sanitation: "In 1847 Glasgow had a population of 230,470, and a death rate annually of 56 persons out of each 1000. In 1883 the population was 687,800 and the death rate only 22 per 1000. This great change was due entirely to sanitation—to the introduction of pure water, to improved drainage, to rebuilding the slum districts, to opening fresh hospitals, to parks and playgrounds for children, and to cleaner streets."

In the matter of pure water supply Glasgow's corporation a few years ago made a notable achievement in bringing to the city the sparkling, pure and cold waters of Loch Katrine, 'caught in cloudland,' and conveyed to Glasgow, 34 miles away, by an aqueduct of pipes and tunnels. The entire cost of this undertaking was less than \$4,000,000, and as a result the city now gets its water at a cost of about a penny for every 570 gallons of water."

From this it appears that even in Glasgow the rates are six cents for 1137 gallons, or over five cents per thousand gallons. RATES IN OTHER CITIES. Here is a list of water rates in various cities that may prove of great interest to the public just now. The meter rate for water per 1000 gallons is as follows in the several cities specified: Per 1,000 gallons. Chicago..... 40 Cents. Burlington, Vt..... 40 Cambridge, Mass..... 20 Cincinnati..... 15 Columbus, Ohio..... 20 Detroit..... 20 Fall River, Mass..... 30 Holyoke, Mass..... 15 Lawrence..... 30 Lowell..... 30 Marshalltown, Iowa..... 40 Ottawa, Iowa..... 30 New Albany..... 15 Newark, N.J..... 15 Portland, Me..... 20 Providence, R.I..... 30 St. Paul, Minn..... 50 Syracuse, N.Y..... 40 These cities are all in the United States, and therefore the word gallon, which means United States gallon, contains but eight pounds, while the Canadian or Imperial gallon contains ten pounds; therefore, one Imperial gallon equal to one and a quarter of the United States gallons. The meter rate for Toronto is fifteen cents per 100 Imperial gallons, or off for prompt payment, making the net rate twelve cents per 100 Imperial gallons, or a fraction over ten and one-half cents per 1000 United States gallons. If Toronto were to be supplied by gravitation from the north there is no good reason why our rate should be more than half the Chicago rate, which is only eight cents per 1000 gallons, the lowest rate by far of any city in the United States. By accepting the Company's offer Toronto could deliver water to the people even below the Chicago rate, giving Toronto the unique and blessed distinction of possessing the cheapest water supply system in the world.

To sum up the whole subject, there are but three vital points to be considered in relation to domestic water supply. The first is the purity and volume of the supply. We must have water of undoubted purity and an abundant supply at any cost. Lake Simcoe meets the demand both in respect of purity and unlimited quantity. The second feature is municipal control. The Company's offer meets this demand most fully. The third vital phase is the question of cost in this respect the choice of the people is confined to the Company's offer and Mr. Mansergh's plan. The latter is sufficient to determine the result. The Company's offer is many millions of dollars better than the other. There are many other considerations involved, such as greater fire pressure, of sewer flushing, but the Lake Simcoe plan in every phase of the question much better than the alternative, but such a contract as is proposed would be of

INVESTABLE VALUE to the company at this early stage of its great enterprise. It would form a basis of credit that would enable the Company to proceed with all the works on that that could not otherwise do. This would mean that hundreds, yes, thousands, of our citizens and their children would escape the terrible conditions that follow the enforced idleness of

THE BREAD-WINNERS. It would mean that millions of dollars of private capital would be put in immediate circulation and Toronto and vicinity would at once be in a similar condition with many other local municipalities from the same source, without any further expenditure, except for the making of connections with the Company's works.

Let the Company and the people have the legitimate advantage that would immediately flow from a declaration of policy by the people on this question. Give enterprise a chance. Give the Company a chance. Give Toronto a chance. E. A. MACDONALD.

PASSENGER TRAFFIC. DOMINION ROYAL MAIL STEAMSHIPS Liverpool Service.

Steamer From Montreal S.S. SCOTSMAN.....Sept. 19 S.S. OTTOMAN....." 26 S.S. LABRADOR....." 30 S.S. ANGILOMAN....." 10 Montreal to London and Liverpool—Cabin, \$32.50 to \$80; second cabin, \$20; steerage, \$14 and \$16. Midship saloons, electric light, spacious promenade decks. King and Yonge-streets. General Agents, Montreal.