The Toronto World.

NO 83 YONGE-STREET, TORONTO

A One Cent Morning Paper.

HAMILTON OFFICE—J. Riach, Royal Hotel.

SUBSCRIPTIONS.

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" " by the month	20
Daily (Sundays included) by the year	5 00
" " " by the month	45

The Baptist Clergy Interrogate Rev. D. J. Macdonnell.

We are glad to observe that The World is not the only one to appreciate consistency. Nay, we find some of the clergymen of Toronto themselves appreciate the beautiful jewel. The Canadian Baptist, for instance, representing the Baptist clergy, thinks Consistency is an ornament to be preferred to sapphires and polished diamonds. We think so to, and it is because we think so highly of Consistency that we have occasionally offered a few words of advice to the Rev. D. J. Macdonnell in regard to the virtue. We hope the rev. gentleman will pardon us and The Canadian Baptist for trying to keep him straight. But how he does wander! We have prepared a short catechism for him, and the clerical editor of The Baptist agrees with us in thinking it would do the rev. gentleman a world of good were he to take kindly to the same and answer the questions. The World calls on the Rev. D. J. to answer this conundrum: Why he favors Sunday parades and denounces Sunday cars? If you look in another column you will observe that the editor of The Canadian Baptist asks the rev. gentleman the same question.

It May Not Take Six Hours to Make Buffalo Then.

Speaking of the often talked-of new bridge over the Niagara River The Railroad Gazette has this: A press despatch says that "a new bridge will span the Niagara River where the old railroad suspension bridge now stands, within a year." This may be true or may not be. The fact is the Grand Trunk Railway Company on the one side and the Niagara Falls Suspension Bridge companies on the other side are considering the matter, and it is true that Mr. Buck, engineer for the bridge companies, and Mr. Hobson, engineer for the Grand Trunk, have recently visited the ground for conference. It is rather hard to see why either of these gentlemen should need to go on the ground in order to help them in arriving at conclusions, for both of them must know every bush and stone; still it is probably a convenient place to meet. We will venture a prediction that a bridge will be built within a few years, but not that it will be built within one or two years, nor would we venture to predict whether or not it will be built by the bridge companies or by the Grand Trunk itself.

TRADE TOPICS.

There is a decline in the rates of exchange in New York, showing that money can be employed as profitably at home as on the other side.

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"The movement inaugurated some years ago for shorter credits is a good one, and should not be dropped," was the remark of a leading merchant yesterday. "I should like to see business done on the 30 and 60-day principle, and think it quite feasible in Canada."

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One of our leading butchers made the statement yesterday that "the condition of cattle offering for sale is exceptionally poor this season. Butchers are in need of first-class stock, but very few can be had. Choice cattle will bring as much in this market to-day as they ever would, but we cannot get them."

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"There is a good demand at present for really choice qualities of barley, with sales at 41 cents east," said a dealer yesterday. "In some sections the crop has been especially good the past season, and the best qualities can be sold easily for domestic, as well as for foreign requirements."

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The business failures in the Dominion this week, according to R. G. Dun & Co., were 35, as against 41 last week. There is a falling off in those reported in Ontario, the total in this province being only 13, as against 21 last week. There were 10 in Quebec, 4 in Nova Scotia, 4 in New Brunswick, 1 in Manitoba and 3 in British Columbia.

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Mr. E. B. Osler, who lately returned from Britain, says that the British capitalist is very timid just now. "He will not invest except in gilt-edged securities," said Mr. Osler. This is reflected in the amount of money invested in new commercial enterprises. During 45 weeks of this year the amount invested in new companies is only £42,470,000 and if the same proportion prevails until the end of the year the amount for 1893 will be about £54,854,000. Last year the total amount was £81,147,000, in 1891 £104,594,000 and in 1889 £189,000,000.

He Has Vouchsafed No Answer.

[From the Canadian Baptist.]

The Toronto World, which keeps a sharp lookout for real or fancied inconsistencies of Christians, and especially of Christian ministers, made a pretty keen point a week or two ago against Rev. D. J. Macdonnell, who was one of the strongest and most influential opponents of Sunday street cars for Toronto, but who preached to the soldiers on the occasion of the great Sunday review. The World says:

"The reverend gentleman is of course aware of the great amount of Sunday labor involved in last Sunday's review. What with brushing clothes, burnishing brass buttons, cleaning boots and comparing effects in front of a mirror, together with the time consumed in the review, very little of the day was left for religious purposes, the time the men were in church excepted. In addition to this, the review set the whole city agoz. It was a grand field day for the godly and ungodly alike. Many children deserted the Sunday schools to see the soldiers. People who spent the day following the men felt tired and did not go to church at night. The review had an appreciable effect on church and Sunday school attendance.

We do not know whether Mr. Macdonnell has vouchsafed any answer, but it is not easy to understand how one having strict views in regard to the sanctity of the Sabbath can encourage these military displays on that day.

Alleged Burglary.

Mrs. Burns, 86 Dunn-avenue, reported to the police yesterday morning that her house had been burglarized and two old copper coins stolen. She said they had entered by the kitchen window. Investigation showed that nothing save the two coins was missing and that the alleged burglars had left the window fastened with a catch and the door locked on the inside.

The Cold Has Come.

You must have a warm overcoat, you can get one ready to put on equal to ordered work at the great Oak Hall, clothing store, at prices to meet the pocket. Their stock is unequalled in the Dominion, the goods are manufactured expressly for themselves and the greatest attention is paid to style and finish of every garment. Give them a call.

MUNICIPAL AFFAIRS.

The City Over-Assessed—High Salaries Leave no Money to Employ Laborers—30 Mills Next Year.

It has frequently been urged in these columns that the city, as a whole, is over-assessed and instances have been given of properties in York-street, Queen-street, Bellevue-avenue, etc., sold recently at prices from 20 to 40 per cent. below their assessed value. The report of the Assessment Commissioner on the Upper Canada College grounds is a startling confirmation of this statement from an unexpected quarter. It looks strange to see the head of this important department acknowledge that the standard for assessment purposes in this case is 25 per cent. higher than for purchasing purposes. It has been urged that if all are over-assessed equally it does no harm. This is not true. An inflated assessment allows an inflated debt and fosters every kind of extravagance. Mr. Maugham has incurred a serious responsibility by the management of his department. He should never have permitted his subordinates to follow the wild speculation of the last few years as a guide in their valuations. He will now have the mortification of seeing a decreased valuation for some years notwithstanding the vigorous fight he makes against nearly every appellant before the Court of Revision. Instead of trying to remedy the mischief he has done he seems to consider it a personal slight that anyone should appeal against his department's ipse dixit and resents it accordingly.

The high taxation is doing more harm to our city than people have any conception of. Those who think only real estate speculators suffer make a great mistake. Why are so many houses vacant? Why are the stores doing no business? Because the men who occupied the houses and traded at the stores have left the city for want of employment. And why cannot they find employment here? Is it because our streets are paved and all public improvements completed? Not at all. It is because after paying the interest on our enormous debt and nearly a million dollars a year in salaries, there is nothing left to hire the men who occupy the houses, who pay the baker, who pay the butcher and trade at the stores. When other citizens in every position of life are obliged to accept very much reduced incomes, it seems unaccountable that our City Engineer should have selected this year as an opportune time to make substantial increases in the wages of his staff. There seems no good reason why city employes should be exempt from sharing the burdens of the day. In good times salaries were invariably increased, and until times improve and the rate of taxation comes down a temporary reduction should be made all round. Ald. Saunders proposed to begin with the Mayor's salary and gave notice of motion to reduce it to $2000, but does not appear to have followed it up.

Mayoralty and aldermanic candidates will shortly be round looking for votes with the usual general promise of economy. Electors should not allow themselves to be fooled by this old chestnut. Unless a candidate states clearly and distinctly where and how he proposes to be economical, what salaries he is prepared to reduce and where an unnecessary expenditure can be cut off don't vote for him. With the present rate of expenditure continued next year there is every probability of the rate being 20 mills.

The exercise of the initiative for local improvements should no longer be permitted. It is time enough to make new roads when asked for by those who have to pay for them. The right to impose these burthensome taxes at the wish of a city official, often against the wishes of the ratepayers, should not be tolerated. It would be a proper pledge to ask candidates to vote for the repeal of this power.

Toronto can scarcely claim to be in a prosperous condition at present. A continuance of, or increase in the present high taxation, will seriously retard a return to prosperity; with a reduction of the rate to 14 mills and a determined stand against any further increase in the city debt, Toronto may soon be expected to surmount the present depression. The remedy will be in the hands of the ratepayers next January if they know how to use it.

J. ENOCH THOMPSON.

WANT STEEL RAILS MADE FREE.

Electric Railway Men Urge the Government to Put Rails on the Free List.

OTTAWA, Nov. 24.—A big electric railway delegation representing Toronto, Hamilton, London, Montreal, Peterboro and Ottawa waited on the Government to-day in regard to the duty now charged on steel rails used for electric street railways.

Montreal was represented by William McKenzie, C. G. Cunningham and D. Girouard, M.P. Toronto was represented by Nicol Kingsmill, Robert Jaffray and Mr. Coatsworth, M.P. Hamilton was represented by J. B. Griffith, Edward Martin, F. W. Fearman, J. Tuckett and Alex McKay, M.P. London by F. W. Hellmuth. Ottawa by Sir James Grant, J. W. McRae and W. Y. Soper.

The interview took place in the Premier's office, there being present besides Sir John Thompson, Sir Adolphe Caron, Hon. George Foster, Mr. Daly and Controller Wallace. The delegation asked that steel rails used for electric street railways, over 25 pounds, be admitted free of duty, the same as rails for steam railways. In the meantime $6 per ton duty is charged for rails for street railways. When the tariff was arranged there was no such thing as electric railways in cities and no provisions made for them. Now, electric street railways are charged duty for the same kind of rails, which are used in the same city by other railroads, or which are run by steam and which are admitted free. This, the electric companies hold, is discrimination, and they want to be placed on the same footing as the C.P.R., G.T.R. and other railway companies. Mr. Kingsmill spoke for Toronto, Mr. Girouard, Mr. Cunningham and Mr. McKenzie for Montreal, Ed. Martin for Hamilton, Mr. Hellmuth for London, Mr. Marks for Port Arthur, Mr. Jaffray for Peterboro, Mr. McRae for Ottawa and Dr. Coventry for Windsor. The Ministers, after they heard what delegates had to say, said that they would take the whole matter into consideration. After the interview, Messrs. Ahren & Soper showed the delegates the working of the Ottawa electric street system.

Toronto Junction.

At the meeting of the Board of Works a motion was passed that the committee could not build a sidewalk in Dundas-street to Humberside-avenue. The committee will ask for an appropriation of $1000. The committee will not entertain the claim made by the Fairview-avenue people for damages claimed to have been done by the grading contractors. The Town Engineer was instructed to reduce his staff. Several claims were referred to the solicitor and engineer for them to report on——A cheque for $342.52 for John Brown for land required for the Weston-road improvement.——A buggy was wrecked opposite Douglas' carriage by a kicking horse driven by two boys. Fortunately they were not hurt.——Rev. Robert Hamilton delivered a farewell address to his congregation at a social held in the residence of Mr. J. J. Gartshore.

Its Rare Dainty Flavor

and freedom from all objectionable features make it a favorite with all pipe smokers. Good judges say that the aroma and nicely-blended flavor of the Student's Mixture Tobacco make it superior to any in the market.

The Toronto Sunday World will be for sale on the streets at 9 o'clock to-night.

EX-TREASURER JOHN A. HARDEE

OF INDIANA.

Since the discovery of natural gas in Indiana the state has made such commercial strides as have seldom, if ever, been witnessed since the foundation of the Republic. From being an agricultural district it has, as if by magic, sprung into a manufacturing centre.

Aside from becoming a great commercial centre the Hoosier State can also boast of many brainy statesmen and distinguished authors. Within her borders reside such men as Ex-President Harrison, Daniel W. Voorhees, the present leader in the United States Senate, and General Lew Wallace, statesman, politician and the most popular author of his time.

Among other prominent men of the state we would mention John A. Hardee, the financier and politician, a man known throughout the length and breadth of the state, and one who numbers his friends by the thousands. Mr. Hardee has of late been unfit for business duties owing to poor health engendered by weak nerves and a general sinking of the whole system. After having tried every known remedy without benefit, and suffering years of bodily pain and mental discouragement, he was induced to try the great South American nervine tonic. To-day he enjoys perfect health, and his gratitude may be judged by the following letter:

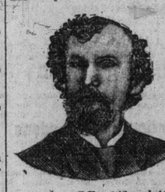
"I desire to say to you and the public that I have suffered for many years with a very serious disease of the stomach and nerves. I tried every medicine I could hear of, but nothing did me any appreciable good. I was advised to try South American Nervine, and since using several bottles of it I must say I am indeed surprised at its wonderful powers to cure the stomach and general nervous system. If everyone knew the value of this remedy as I do you would not be able to supply the demand. I do not lose an opportunity of recommending it to my friends.

"JOHN A. HARDEE,
"Crawfordsville, Ind."

South American Nervine is as harmless as the purest milk and pleasant to the taste. It is a powerful nerve food and will give relief in one day in all cases of nervous disease, stomach trouble and general failing health.

DR. S. H. McCULLY,

SPECIALIST.



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CALL ON OR WRITE DR. McCULLY. 6

"THERE'S MANY A SLIP," ETC.

Policeman Fogarty—It's jist about my toime for a few roasted chisnuts!

"They do be good an' hot, too."

"—!!—!—***?**—!"

STORYETTES.

Grave and Gay, Epigrammatic and Otherwise.

In a small village in the south of Scotland, an elder in the parish church was one day reproving an old woman, who was rather the worse for liquor, by saying: "Sarah, don't you know that you should fly from the tempter? Sarah (not too well pleased)—Flee yersel', Elder—Oh, Sarah, I have flown. Sarah—Awell, I think ye'll be nane the waur o' anither flutter.

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Mr. Choate, having arrived at the old-sighted age, did not recognize it, or did not wish to commence the use of glasses. In pleading a cause he had difficulty in seeing his notes, and, in order properly to decipher his manuscript, kept holding his paper farther and farther off. On one occasion this so annoyed the Judge that he at last burst out with: "Mr. Choate, I would advise you to get one of two things, either a pair of tongs or a pair of spectacles."

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Senator Blackburn has the prejudice against being taken for an Indianian which seems inherent in all native-born Kentuckians, says the Atlanta Constitution. While coming to Congress several sessions ago, he was approached in the Pullman coach by a New Yorker, who, after bowing politely to him, said: "Is not this Senator Blackburn, of Indiana?" The Kentuckian sprang from his seat, and, glaring at his interlocutor, replied angrily: "No, sir, by ——. The reaso I look so bad is I have been sick."

Linseed Oil Takes a Drop.

A reduction of 1 1-2 cents in the price of linseed oil is announced, and quotations now are: 58 1-2c to 60 1-2c for raw and 61 1-2c to 63 1-2c for boiled. The cut was made to meet the prices of United States dealers on the borders.

To-night's Toronto Sunday World will be brimful of news.

A Long Chase.

There were two wanderers from the land of the Harp and the Shamrock, and chance had led them into this part Massachusetts. They were on foot. One of them could not read at all; the other could read only sufficiently well to be proud of airing his accomplishments before his companion. Their journeyings had brought them into the neighborhood of Manchester-by-the Sea.

Presently they encountered a sign post. Mike stopped to read it and Pat stopped to hear him.

Now the sign was very simple and it said, "Manchester, Seven Miles," but it seemed to bother Mike and he looked puzzled. Pat waited until his patience gave out.

"What does it say?" he demanded.

"Mon-chased-her," returned Mike slowly.

"Mon chased her siven moiles."

Pat picked up his bundle in disgust.

"Sure," he remarked, "if he wanted her that bad Oi hope to Hivin he got her."

At the Manicure's.

The manicure with the golden hair was bending over the hand of a new customer.

"Do you want your hand bleached?" she asked.

"Yes."

She applied the bleach, using more than the ordinary quantity upon the thumb and forefinger of the right hand. After working for about five minutes she stopped and said:

"It is always difficult to remove nicotine with the first application."

"Wh-a-a-t?" gasped the society girl, elevating her eyebrows. "Nicotine? What do you mean?"

"The cigarettes, you know," replied the manicure; "it's perfectly awful how they stain the fingers, ain't it?" and she smiled a smile that even the society girl couldn't resist. That made them friends, and they fell to discussing the different brands of cigarettes. And when the job was done the society girl whispered:

"What'll take the stain off?"

"Use lemon juice—I do—we all do."

"Thanks."—New York Herald.

A Busy Editor.

The stranger walked into the anteroom of the editorial office of a wild western newspaper and the office boy stopped him.

"I want to see the editor," said the visitor.

"Does yer want to lick him?" asked the boy.

"Of course not," was the astonished reply.

"Does yer want him ter lick you?"

"Hardly," and the visitor smiled.

"Well, then, yer can't see him," said the boy, blocking the way. "He's kep' so busy seein' people that wants ter lick him, or that he wants ter lick, he ain't got no time ter see anybody else. Good mornin'," and the boy bowed the visitor out.

One for Bridget.

An Irish girl, who was a servant to a lady, was complimented by her before company on the elaborate ornamentation of a large pie at dinner.

"Why, Bridget, you are quite an artist. How did you manage to do this so beautifully?" she inquired, thinking to rally her for the company's sake.

"Indade it was meself that did it, mum," said Biddy, with a malicious grin. "Isn't it purty, mum? I did it with your false tayth, mum."—Roseleaf.

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Children's Capes,
Fur Ruffs, all kinds.
Seal Manties Altered.
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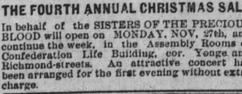
What You May Be.

You may be a great grandfather, a grandfather, a father or son, a great grandmother, a grandmother, a mother or daughter, yet no year will pass over your head without you being at some period a sufferer from a cough or cold. It comes only too readily, but unfortunately for many, does not disappear as easily. Very many shortened careers have resulted from a neglected cold. But few of us know our own constitution or the strength of the vital organs upon which it depends. The person who has weak lungs will wisely use Hallamore's Expectorant, and the person who doesn't want them will avert such a weakness by its judicious use.



THE FOURTH ANNUAL CHRISTMAS SALE

In behalf of the SISTERS OF THE PRECIOUS BLOOD will open on MONDAY, NOV. 27th, and continue the week, in the Assembly Rooms of Confederation Life Building, cor. Yonge and Richmond-streets. An attractive concert has been arranged for the first evening without extra charge.

Song and Speech at the Pavilion.

The program of the Canadian Temperance League for their Pavilion meeting to-morrow afternoon is a strong one, both in point of speech-making and musical service. Rev. M. W. Chase of Ogdensburg, N.Y., who is spoken of as a speaker who moves his audience at will, will deliver the address of the afternoon, whilst special musical selections are to be rendered by the Harmonic Male Quartet.

For nearly fifty years Ayer's Sarsaparilla has led the van of blood medicines.

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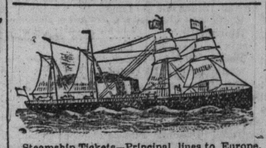

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	From Portland.	From Halifax.
NUMIDIAN (Christmas boat)	Dec. 7	Dec. 9
MONGOLIAN	" 21	" 23
LAURENTIAN	Jan. 4	Jan. 6

Cabin Rates of Passage—By Parisian, $50, $60, $70; by other steamers, $45 and $50. Second cabin $30, extra accommodation $35, steerage $24.

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NEW YORK AND GLASGOW
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	From New York.
STATE OF CALIFORNIA	10 a.m., Dec. 7
STATE OF NEBRASKA	3 p.m., Dec. 21

Cabin passage, Single, $40 and upward, return, $80 and upward, according to location of berth. Second Cabin $30, Steerage at lowest through rates.

For tickets and information apply to H. BOUALIER, Gen. Passenger Agent Allan Line and Allan State Line, 1 King-street west, Toronto. 26

Intercolonial Railway.

On and after Monday, the 11th September, 1893, through express passenger trains will run daily (Sunday excepted) as follows:

Leave Toronto by Grand Trunk Railway		20.15
Leave Toronto by Canadian Pacific Railway	21.10	8.30
Leave Montreal by Grand Trunk Railway from Bonaventure-street Depot		7.45
Leave Montreal by Canadian Pacific Railway from Windsor-street Depot		20.40
Leave Montreal by Canadian Pacific Railway from Dalhousie-square Depot	22.30	
Leave Levis	14.40	
Arrive River Du Loup	18.05	
do. Trois Pistoles	19.05	
do. Rimouski	20.41	
do. Ste. Flavie	21.15	
do. Campbellton	24.45	
do. Dalhousie	1.35	
do. Bathurst	2.47	
do. Newcastle	4.05	
do. Moncton	6.30	16.35
do. St. John	10.30	13.40
do. Halifax	15.30	23.30

The buffet sleeping car and other cars of express train leaving Montreal at 7.45 o'clock run through to Halifax without change. The trains to Halifax and St. John run through to their destination on Sundays.

The trains of the Intercolonial Railway are heated by steam from the locomotive, and those between Montreal and Halifax, via Levis, are lighted by electricity.

All trains are run by eastern standard time.

For tickets and all information in regard to passenger fares, rates of freight, train arrangements, etc., apply to

N. WEATHERSTON,
Western Freight and Passenger Agent,
93 Rossin House Block, York-street, Toronto.
D. POTTINGER, General Manager.

Railway Office, Moncton, N.B., 8th Sept., 1893

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LIMITED

First Steamer for Lake Superior

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At 10 p.m. Tuesday, 16th Inst.

(Calling next day at GODERICH and KINCARDINE) for SAULT, FORT ARTHUR, FORT WILLIAM and DULUTH, making direct connections for all points in MANITOBA and the NORTHWEST, also KOOTENAY and all BRITISH COLUMBIA and PACIFIC COAST points.

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CANADIAN PACIFIC RY.

On and After Sunday, November 19,

Trains will leave Toronto (Union Station) as follows:

EAST.

†8.45 a.m. *9.00 p.m.	Express for Peterboro, Ottawa, Montreal and all points east.
†6.00 p.m.	Local for Havelock.

WEST.

*7.40 a.m. 7.00 p.m.	For Detroit, Chicago and all points West.
4.00 p.m.	Local for London.

NORTH.

7.40 a.m. 4.00 p.m.	Elora, Fergus, Brampton, Teeswater, Harriston, Mt. Forest, Wingham, etc.
7.55 a.m. 5.25 p.m.	For Orangeville, Shelburne, Owen Sound, Harriston, Mt. Forest, Wingham,
10.15 p.m.	North Bay, Sudbury, Sault Ste. Marie, Marquette, St. Paul, Bismarck, Duluth, Pt. Arthur, Winnipeg, etc.

*Daily. All other trains daily, except Sunday. †Trains leave North Toronto Station at 9.05 a.m., 2.15 p.m., 5.15 p.m., connecting, respectively, at Leaside Junction with these trains from Toronto Union for all Eastern points.

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