PATENTS PROCURED
In Canada, Great Britain, United States and Foreign Countries.
PRELIMINARY ADVICE FREE
DONALD C. RIDOUT & CO.
Canada Life Building, Toronto. Established 1867

The Toronto World.

NEW NOVELS.
"THE HUNTING GIRL,"
—BY—
MRS. E. KENNARD,
Author of "Pretty Kitty Herrick," "Straight As a Die," Etc., Etc. At all book stores.

THIRTEENTH YEAR. TUESDAY MORNING, JULY 25 1893 ONE CENT.

LEFT TO THE PEOPLE

The Position of the Anglican Clergy

AS VOICED BY THE DEANERY.

Only 11 Out of 32 Condemn Sunday Cars.

REST SAY LET THE PEOPLE DECIDE

Strong Speeches Favorable to Running the Cars.

Bishop Sweatman Announces That the Resolution Passed is Not the Expression of the Deanery, But Only of Individual Members—Dr. Langtry Publicly States That He Partakes of Cold Dinners on the Sabbath Now—Canon DuMoulin's Strong Views in Support of Sunday Cars.

Members Rural-Decanal Chapter.....75
Number at meeting yesterday.....32
Voted against Sunday cars.....11
Voted in favor of Sunday cars.....6
Present, but did not vote.....15

These figures indicate more strongly than would columns of explanation the attitude of the members of the rural-deanal chapter of the Anglican Church with regard to Sunday cars. The resolution, which was carried by a majority of those who voted, but by a very small minority of those present, at an adjourned meeting of the deanery held at the Synod office yesterday, read:

That the running of the street cars on Sunday would, in the opinion of the rural deanery, necessitate the employment of a largely increased number of persons on the Lord's Day, thus making it painful quiet, lead to the increased neglect of its religious ordinances and to its gradual if not speedy secularization, and would, therefore, be a further interference with God's asserted right to the special dedication of a seventh part of our time to His service and of man's proclaimed right to a seventh day's rest.

Dr. Langtry (St. Luke's) moved the resolution and Rev. Anthony Hart (St. Mary's) seconded it. Of the 75 clergy composing the chapter 32 were present. Of this number 11 voted yea and 6 nay. The remaining 15 abstained from voting on the ground that the question of Sunday cars was one which should be left to the individual conscience of every citizen.

A Question of Individual Conscience, Says the Bishop.

On taking the chair His Lordship Bishop Sweatman announced that he had come to the meeting entirely in response to a request to be present. He had not called the meeting and he would have hesitated to do so had he been asked to call it. He confessed he had no great hopes of a resolution being adopted which would meet with any kind of unanimity. It was a question if any intelligent body of men such as this could be found to agree in regard to Sunday cars. He was not much in favor of submitting a question of this kind to the rural-deanal chapter. It was much like a political question. These had by mutual consent been ruled out of discussion. Whether or not we should have Sunday cars was a question which should be left to every man's individual conscience. However, as Sunday cars was not a political, but a somewhat religious question he supposed the clergy should express some opinion. Whatever resolution might be drafted could not go forth as an expression of the deanery as a whole. He was quite sure nothing said could go forth as an expression of the deanery, but only as the opinion of its individual members.

Canon Du Moulin Favors the Cars.

Secretary Roper said he had received a letter from Canon Du Moulin, the rector of St. James' Cathedral, strongly in favor of Sunday cars. It read:

I desire to record my vote in favor of the Sunday car service and against the resolution of Dr. Langtry, or any similar resolution. I trust the chairman may feel disposed to receive this, my written vote and most decided expression of opinion in favor of a Sunday car service.

Rural Dean Jones said he had received a letter from Rev. Henry G. Baldwin (Church of the Ascension), in which the latter wished to put on record his strenuous opposition to the running of the cars.

Rev. C. H. Inglis (St. Mark's, Parkdale), wrote that the resolution he had seconded at a previous meeting was stronger than he cared to subscribe to.

There being no more "pairs," as the Bishop put it, the members launched into a discussion of the question.

Rev. John Pearson (Holy Trinity) said as there were but 14 rectors of parishes present he failed to see how an expression of opinion of those present could be taken as voicing the feelings of the clergy of the Church of England. He did not think it advisable to have the matter even discussed. [Hear, hear.] He thought the meeting should not have been called unless at the request of the Bishop. Those who were absent should not speak on the matter.

Dean Jones thought, inasmuch as the question was one agitating the public mind, it was quite natural that the clergy should be asked to express an opinion thereupon. The meeting had been called for that purpose.

Rev. J. P. Lewis (Grace): If there is anyone our people look forward to for guidance it is to their clergy and their Bishop. To have no opinion on a matter of this kind is to my thinking a manifestation of pitiful weakness and unfaithfulness. This disposition to hand over the question to the people to vote upon without guidance or help is a grave mistake. Is that the prerogative of the Catholic Church? We are the teachers of the people, the leaders of the people. Shall we abdicate that leadership and step down on a question which so vitally involves the welfare of the people?

Dr. Langtry entirely concurred with the previous speaker, who had expressed his sentiments exactly. He did not think the slim attendance to-day was due to lack of interest, but owing to the fact that many of the clergy were absent fulfilling engagements made long before the Sunday car question was mooted. He had been blamed by the brethren for taking the initiative step at the last meeting. He confessed that he was somewhat ashamed and humiliated at the way so grave a subject had been treated. He did not blame the reporters for that, but the meeting took an altogether different turn from what he had contemplated. An informal meeting had been turned into one of a public character, and the utterances had gone forth as the deliberations of the deanery.

Rev. J. H. McCollum (St. Thomas) called Dr. Langtry to order. He thought he should discuss what was before the meeting instead of indulging in desultory talk.

Dean Jones submitted a resolution, which he had drawn up and which he said he had endeavored to make as comprehensive and inoffensive as possible. It would be a pity to launch out on a wide sea of discussion with regard to the sacredness of the day. There were extreme views held by both sides. Some, no doubt, thought the taking of the Sunday car vote was equivalent to asking whether the Decalog should be abrogated. The deanery should not discuss whether people are bound by the law of the Sabbath or not, but it should sympathize with the wholesome opinion held by our people with regard to the observance of the Sabbath, and should discountenance anything calculated to weaken their faith or relax their practice.

Ranged Themselves Against the Motion.

Rev. F. G. Plummer (St. Matthias) announced that he would not vote either way. He was willing to admit that he was on the fence. It was not a question on which the Deanery should express an opinion. If the question was to be discussed it should only be on religious grounds. Apart from the religious aspect he did not think any person cared for his opinion. Shall we define works of necessity and mercy? A few Sundays ago a clergyman had called him up by telephone. That was not a necessity, neither was it an act of mercy. Many clergymen use cabs on Sunday. These do not come under the range of the word necessity, but it may be a mercy to allow their use. [Laughter.] He also observed in The World this morning that as many men were employed at the motor house now to provide power for the electric lights and organs in churches as would be required for the proposed electric car service.

Rev. W. H. Clark (St. Barnabas, Doncaster) said he thought he had done his duty as a religious guide when he had instructed his people as to how the Lord's Day should be observed, but he would be exceeding his duty did he tell them whether to vote or not vote on the question of Sunday cars. It was for every man to decide that for himself.

Met With the Views of the Majority.

Rev. J. C. Roper (St. Thomas) agreed with the two preceding speakers that the question was one which should be left to each man's conscience. He suggested this manifesto:

That in the matter of the proposed Sunday street car service the clergy commend the following facts and conclusions to the consideration of the members of the Church of England in Toronto:

1. That the Lord's Day is in its origin, in its obligation and in the details of its observance distinct from the Jewish Sabbath. It is certain that in apostolic days and for many centuries afterwards the two were not identified in the Church of Christ.

2. That the origin of the observance of the Lord's Day is to be traced to the facts that our Saviour rose again from the dead on the first day of the week and that the apostles ever after observed that day as a sacred festival.

3. That the obligation to observe the day as a holy day is based upon the authority of the Holy Ghost—whom according to our Saviour's promise we believe to have been present with the apostles to inspire and to guide them. This obligation will have great weight with all who remember that it is from God the Holy Ghost acting through the same Apostle that we receive the New Testament itself.

4. That as to the details of the day's observance, the New Testament leaves the Christian conscience largely free. In the Apostles' time the chief duty of the day was the assembling together of the church for public worship of Christ. This duty Christian people are not free to neglect. The chief act of worship was the fulfilment of our Lord's command: "Do this in remembrance of me," in the breaking of bread. St. Paul connects also with the observance of the first day of the week an act of charity towards man, viz.: That each should on that day lay by as God had blessed him for the relief of the distressed.

5. That the Church of England in her public formularies does not curtail for her members this Gospel liberty. Her appointed Sunday services enforce the duty of public worship upon all. But in her explanation of the commandments of the first table under the head of our duty towards God no details of the observance of the day are laid down.

6. That nevertheless by setting the ten commandments in her liturgy and in her catechism and by acquiring a knowledge of them on the part of all who are to be confirmed the Church of England directs her members to control their liberties by those fundamental principles of conduct which, under the old covenant, were enforced by the direct command of God.

7. That in the Fourth Commandment two such fundamental principles are certainly contained. The first, that a certain portion of time—one day in seven—should be set apart for the service of God (keep holy, consecrate). The second, that upon this day there should be a suspension of the ordinary business of life.

From these facts we draw the following conclusion touching the particular matter which is now in debate:

1. That in forming a final decision on this side or on that of the question of the Sunday street car service members of the Church of England are bound to give first and chiefest thought to the honor, public acknowledgment and worship which is due to our adorable Redeemer upon His Holy Day. Will this be increased or will it be diminished by the proposed street car service?

2. That those who conscientiously oppose the running of cars on Sunday cannot charge those who conscientiously demand it with offence against the revealed will of God.

3. That members of the Church of England who demand this service are bound to determine whether the need of cheap transit for church-going, for visiting friends or the sick, or for legitimate recreation, now requires the surrender of that Sunday quietness in our city which we cannot but regard as a public and reverent acknowledgment of Almighty God and a source of restfulness for which thousands are thankful.

4. Lastly, we think that it should not be forgotten that in the matter of street car traffic the position of employers and employed is virtually reversed. The general public, which is largely made up of those who in other matters are employed, in this particular take the position of the employers of labor. We urge, therefore, that no man should cast his vote in favor of Sunday car service unless the labor which he thereby seeks to employ has guaranteed to it conditions which he would regard as sufficient to protect his own.

"I refuse," said Mr. Roper, "to force my opinion upon my people. I think this is the way we should present it. I can't decide whether or not Sunday cars should be run."

Sunday Cars a Necessity.

Rev. R. Harrison (St. Matthias) said his opinion respecting Sunday cars had not changed since he voted with the minority of seven in their favor when the question came before the deanery 18 months ago. If anything his position had been strengthened, since under existing circumstances it would not be necessary to use horses to any appreciable extent. While he would not yield to any one in his respect for the proper observance of the Christian Sabbath—the Sabbath expounded by our Lord and outlined in the second lesson read in all the Anglican churches last evening, he was pronouncedly in favor of the running of the cars. It was laid down clearly in that lesson what was the ideal Sabbath as God intended it from the beginning, not what the Pharisees held it to be. It was not then a violation of the Sabbath to walk in the fields, nor is now. It was not then sinful to pluck the ear of corn, nor would it be now. It was not then sinful to heal the sick, nor is it now. Whatever is for the physical well-being of man, whatever tends to cure or to help—anything and everything that is helpful in regard to his body or his mind, it is lawful to do on the Sabbath day. It seemed to him the question was one which should be left open to every voter in this city. The adoption of Sunday cars would do away with a good deal of labor which now takes place. I live on one of the quietest streets in the city. Yesterday I took note of the number of vehicles which passed along the street and they averaged one every three minutes. And I have no doubt it is the same on other streets. Thousands of horses are used in this city every Sunday by people attending upon old men and older women, by women driving alone, their carriages filled with children, seeking some kind of recreation, by sons taking their mothers to church. My idea is that the running of the cars would save the Sabbath from the greater desecration that now takes place.

Rev. C. E. Thompson, St. Mark's, Toronto Junction, wanted a stronger resolution than even Dr. Langtry's—in fact, he had prepared one, which was so strong in its language that he thought it would not be accepted. [Laughter.] He then read the resolution.

In moving the resolution, Mr. Thompson quoted a passage from Croft's "Sabbath for Man" (1885), in which Toronto, with its 120,000 inhabitants, was pointed out as the

(Continued on Second Page.)

FRANCE MAKES WAR ON SIAM

BUT SHE MAY YET COME INTO COLLISION WITH ENGLAND.

The French Have Notified the Powers That They Will Blockade the Coast—Siam is Ready to Fight—French Aggression is in Reality Aimed at England—The British Press Speaks Plainly.

PARIS, July 24.—The Government has notified the powers that it intends to establish a blockade of the Siamese coast without prejudice to the other measures that may be taken with the object of securing to France the guarantees to which she is entitled. A council of Ministers will be held to-morrow, President Carnot presiding, to decide what additional measures shall be taken to ensure the obtaining of the guarantees from Siam.

The French Government is making arrangements with another Government for the protection of French subjects in Siam.

The Blockade Effective on Thursday.

LONDON, July 24.—A despatch from Paris to The Central News states that the blockade of the Siamese coast will become effective on Thursday or Friday next.

Favre Leaves To-morrow.

M. Pavie, French Minister resident, has lowered the flag over his offices, and has notified the Siamese Government that he will leave the city to go aboard the French warship Inconstante on Wednesday. He has requested the Government to provide pilots to conduct the Lutin and Comete down the river. French subjects in Bangkok will be placed under the protection of the Dutch consul.

Ready for Action.

LONDON, July 24.—The Bangkok correspondent of The daily Chronicle telegraphs: "The Siamese warships, which are anchored about one mile from the French, are crowded with men ready for action. Their position is, in case the French commence hostilities, to steam down and ram the French gunboats, attempt to board them in force and attack the crews with fixed bayonets. The German gunboat Wolf has arrived."

France Will Also Open Military Operations.

PARIS, June 24.—The Liberte newspaper says that France will seize and hold Battamanbang and Angkor as guarantees that her demands will be satisfied. The Temps says that, besides the blockade, military operations will be opened shortly. The details of these operations are still undetermined. They will be settled at a Cabinet council within a day or to. Steps will be taken in Indo-China towards serious action immediately after the arrival of the battalion of the Foreign Legion.

The English in Bangkok Are Disgusted.

LONDON, July 24.—The Bangkok correspondent of The Times telegraphs: The irritation of the British colony is intense at the apathy of the Home Government.

Dufferin at His Post.

PARIS, July 24.—M. Develle, Minister of Foreign Affairs, had long conferences with Premier Dupuy yesterday. Only at the last minute was it decided to impart to the press Siam's reply and the Government's decision. It is stated M. Develle has notified Admiral Humann to proceed at once to declare the blockade.

The Soir says: "Siam concedes only the least important of the conditions put by France. Her resistance is due obviously to English influence. Develle would do well to speak clearly and firmly to Lord Dufferin."

French Papers Denounce England.

PARIS, July 24.—The Liberte says that the French gunboats probably will go down the river, shell and destroy the Paknam forts and then return to their positions before Bangkok, to bombard the palace. Some painful measure is necessary, adds this journal, for the preservation of France's prestige.

The majority of the Paris newspapers devote as much space to denunciations of England as to the matter at issue between France and Siam. England is reproached by them with supporting the Siamese in their opposition to France's just demands and with planning to give the Siamese secret aid when hostilities begin.

A despatch from Rome says that Italy has asked England to protect Italian subjects in Siam.

Striking at English Commerce.

LONDON, July 24.—The Times publishes an editorial which it is thought expresses the general English opinion of the merits of the Franco-Siamese dispute.

The Times says: "Siam's refusal to go beyond just and reasonable limits, or to concede territory to which France never put in an effective claim until the other day, is no excuse for a measure of hostility, ostensibly directed against the Siamese, but really striking against the commerce of England and other countries having commercial relations with Siam."

Aimed at England.

LONDON, July 24.—The Globe says: The flagrant French aggression is aimed at England—Siam is merely a pretext—hence the duty of the British Foreign Office is one of extraordinary difficulty. England's place in the situation is paramount. Firmness is necessary, for doubtless France is counting upon the feebleness of the British Counsels. She is not hungry for war nearer home than the Mekon River.

The St. James Gazette says: One thought conveyed by Siam's reply to the French ultimatum is that she has suffered enough humiliation for a small power that has been unfortunate enough to get in the way of a bigger one. But France has gone forth to grab and to extort her desires at the cannon's mouth. We can endure the pillage of Siam to the eighteenth parallel of latitude, but the pillage of Siam, China and Burmah to the twenty-third parallel is a different matter. We are afraid that Lord Rosebery, the British Foreign Minister, must let the Governments at Bangkok and Paris know that this is going a trifle too far. Such a check in the present temper of the French may have serious results."

The Absorbing Topic in the Lobbies.

LONDON, July 24.—The Franco-Siamese complications have been the one absorbing topic in the lobbies of the House of Commons to-day. The situation is regarded with apprehension by all parties, and the last news from Bangkok and Paris is read with as much anxiety as eagerness. On all sides regret is expressed that the British warships in Siamese waters were not reinforced a month ago as the British interests in Siam outnumber the French 100 to 1. This afternoon a council of ministers was summoned at the instance of Lord Roseberry, Secretary of State for Foreign Affairs, to meet in the Prime Minister's room of the House of Commons. The only subject discussed was the situation at Bangkok.

Comments in To-Day's London Papers.

LONDON, July 24.—The Times says editorially this morning: "England's main objection in the matter is making British and French possessions in Asia conterminous. If she so desired she might warn France of the dangers she is running by reminding her of the Tonquin fiasco."

The Standard leader on France and Siam contains this passage: "The terms that France is trying to impose on Siam would be undefendable in any court of international morality. The remarkable experience which we gained from the occupation of Tunis of the methods of French diplomacy for bids us to accept too confidingly the published program of the Qui d'Orsay.

It is the Earl of Rosebery's duty to tell France plainly that she is pledged to respect the independence of this buffer state. We cannot remain inactive in the face of France's preparations for contrary action."

Germany Hopes France Will Overreach Herself.

BERLIN, July 24.—The Tagliblatt says that Germany would be pleased should France's over-reaching spirit cause serious complication in Asia.

MURDERED BY CHOKING.

John Wilson, a Winnipeg Farmer, Enticed Into an Alleyway and Killed While Being Robbed.

WINNIPEG, Man., July 24.—The murder and robbery of Farmer John Wilson still causes excitement here.

Last night two tough characters named LeBlanc and George Riley were arrested and the former has made a full confession. This confession is at present withheld by the police, but it is learned they got a half-breed prostitute to entice Wilson into an alleyway, and then in the darkness pounced on him and choked him to death while going through his pockets.

THE PREMIER'S HOMECOMING

Will Probably Be Delayed Until the End of August.

OTTAWA, July 24.—Latest advices from Paris indicate that Sir John Thompson will not be able to return to Canada until towards the latter part of August.

Preparing for the Fancy Fair.

At a meeting of the Sergeants' mess of the Queen's Own Rifles held last night Staff-Sergeant Pearson, Sergeants Grey, Burns, Allum, Thompson, Woods, Color-Sergeants Cunningham and Barr were appointed a committee to assist in carrying out the proposed fancy fair and military reunion of the members and ex-members of the regiment, to be held this fall. The project, which had been discussed by the Canada, was outlined by Captain McGee and Lieutenant Wyatt and received with great enthusiasm.

A New Journal For Electricians and Engineers.

A feature of the July number of The Canadian Engineer is a department devoted ot electricity. John P. McKenna, 80 Yonge-street, near corner King. The new journal is winning good opinions everywhere and has evidently come to stay. Call for sample copies, 10c per month, $1 per year.

Going Somewhere Soon.

Going to the fair, going to the seaside, going to the Island, going anywhere this summer for travel, for sightseeing or for a genuine loaf and recreation one needs many a little necessary in seasonable wearing apparel, and the Golden Lion, King-street east, knows one's footwear wears better than might be thought—it's safe, anyway, to go there for the best assortment of summer suits, summer hats, summer collars, cuffs or shirts and shoes, and a nice travelling bag to pack them in. Try them this mid-summer sale time.

Van Every's New York $13.50 Return Excursions—$7.50 Single.

H. W. Van Every will issue tickets to New York on Tuesdays and Saturdays at $7.50, single rate, and $13.50 return. Rate from Toronto good for thirty days. There should be a rush now for Ocean Grove and all the sea shore resorts near New York. Call early and see Van at No. 1 Adelaide-street east. 246

The latest perfume, "Sweet Pea." 246

Local Jottings.

Dr. A. Soper of Windsor is at the Rossin.

The Grand Encampment of Oddfellows met in the city to-day.

Rev. W. C. Roberts of Corning, N.Y., is a recent arrival at the Queen's.

Mr. Herbert Stone and Mr. Ernest Long of Ontario-street are camping at Pettit's Point, Lake Scugog.

For European special excursions see R. M. Melville, general steamship agent, next General Postoffice, Toronto.

James Papineau, 41 Buchanan-street, was yesterday arrested at the instance of his wife for non-support.

Victoria Cole, a young girl from Belleville, without money or friends, was yesterday committed by Mr. Mercer for three months.

Augusta Clark of 58 Cowan was arrested on a warrant charging her with obstructing the police.

James and Henry Watt, two brothers, were arrested for feloniously wounding Edward McNamara of 484 Manning-avenue.

Mrs. Jane Lyle, St. James'-avenue, through Messrs. Mowat & Smythe, has issued a writ against Mrs. Hughes for trespass and slander.

Louisa Woods, a young nursemaid of 210 Wilton-avenue, was arrested last evening for stealing $10 from Louisa Graham, a boarder in the same house.

The picnic of the German Lutheran Church held Saturday last to Mountain View Park, Hamilton, was a very successful affair, largely attended and everybody thoroughly satisfied.

N. H. Neill and Peter McKeigh were the two boys who rescued Mr. Wilkinson and his near-house from an upset boat in the bay on Sunday.

The sergeants of the Royal Grenadiers evidently intend to make their excursion to Niagara Falls on August 18 a success. They have decided to take the full band of the regiment with them.

Mr. W. E. Meredith of Jacobs & Sparrow's Opera House in this city, and delegate of the Toronto Theatrical and Mechanical Association to the Grand Lodge now in session at Cleveland, Ohio, has been elected president of the same.

The Boys' Brigade, No. 4 Company, connected with St. Enoch's Presbyterian Church in Winchester-street, left on the Cibola yesterday morning in charge of the pastor, Rev. Mr. Young. They will encamp at Niagara-on-the-Lake.

John Sweeney, 117 Sackville-street, was yesterday fined $10 and costs or 20 days for giving a wrong name to P.C. Forest, who found defendant in Mrs. Wells' house, 174 Front-street east, when a raid for liquor was made on Sunday afternoon.

Minnie Hillman, Nellie Downs and Martha Young were arrested on Saturday night, charged with taking possession of a house, No. 13 Stonecutters'-lane, owned by Mr. W. B. Poulton, without the consent of the owner. A police constable caught them drinking beer on the premises. Martha Young was allowed to go to the Haven. The others were fined $1 and costs or 10 days.

The Select Knights of Canada excursion to-morrow to Niagara Falls and Queenston Heights ought to be well patronized. They have been fortunate, as the magnificent new steamer Chippewa will start her regular trips to-morrow, and with this steamer at their command and the pleasure of a trip over the now well-known "Whirlpool route" ought to bring out a large crowd. The Chippewa will make the 7 a.m. and 3 p.m. trips, and with the three boats running those going on the 3 o'clock boat will have a couple of hours at the Heights.

Dunforth Lodge, A.O.U.W., No. 256 held their annual picnic on Saturday at Victoria Park. It was one of the most successful and pleasant picnics they have ever held. Everything was carried on in a most orderly and pleasant manner and the outing was enjoyed by every person present. Prizes to the amount of $75 was contested for. Bro. R. Clark, lessee of the Park, assiduously looked after the wants of the children and families.

Jerusalem, the new Cyclorama, is attracting Toronto's best people, who are enthusiastic in its praise. See it to-day.

A THUG HIRED TO BLIND A MAN.

A Prince Edward Island Sensation in Connection With the Tunnel Assault Unearthed by Detectives.

MONTREAL, July 24.—The detectives recently sent down to investigate the tunnel assault and scandal at Prince Edward Island have returned with evidence showing that an attempt was made by a hired thug to stab A. W. Palmer, the young engineer of the tunnel, in the eyes and thus destroy his sight.

Palmer has persistently refused to certify to the accounts against the Government for work done in the tunnel boring operations in Northumberland Straits. After the assault the assailant was assisted to escape into an open boat. He has been shadowed, and is now located by detectives. Palmer's eyes were seriously injured, but the sight will not be destroyed.

The matter will be brought up in the House of Commons at Ottawa, and Conservatives allege that it can be proved that the engineer was assaulted because he would not agree to assist in robbing the Government of money by means of paying fictitious accounts.

BLOWN OUT OF HIS SHIP.

A British Vessel Badly Shaken Up by An Explosion at Sea.

BOSTON, July 24.—A letter from Capt. Reston of the British bark Waimea at Rio Janeiro says that while at sea on April 26 the steward and a seaman were cleaning up the lazaret. On a shelf were stored two boxes of blue lights and 25 pounds of powder in a copper canister. The boy in some manner set fire to the rockets, which ignited the powder in the canister, which exploded. The boy was blown through the two decks out into the ocean. He was lost.

Capt. Reston was thrown down by the shock, and his hair was burned off. He was blind for several days. The man at the wheel was badly shaken up, and one of the crew had his thigh dislocated and was sent to London by steamer.

HON. JUSTICE PATTERSON DEAD.

Heart Failure Caused His Death Yesterday Morning.

OTTAWA, July 24.—Hon. Christopher Salmon Patterson, Justice of Supreme Court, died at his residence here at 4 o'clock this morning. He had been on leave of absence from the Supreme Bench, not being well, but death was not expected. Heart failure was the cause of death. He leaves a widow and three sons—the eldest of whom, Dickson Patterson, is an artist, and the second a doctor in Buffalo, and the third a young lad at home, and a daughter—to mourn his loss. The daughter is married to George Hodgins, Toronto, who is superintendent of the western division of the C.P.R.

Hon. Christopher Salmon Patterson, Justice of the Supreme Court of Canada, whose death is announced to-day, was born in London, England, and educated at the Royal Academical Institute, Belfast, Ireland. He came to Canada in 1845 and was called to the bar in 1851. In 1874 he was appointed a Justice of the Court of Appeal, and in 1883 he was promoted to the Supreme Court.

DECOYED TO BUFFALO.

An Innocent Toronto Girl Rescued From Evil Hands.

BUFFALO, July 24.—Mrs. Agnes Mackinley, who came here from Toronto a week or so ago, was arrested last night by Detectives McCabe and Natter of the Third Precinct on a charge of bringing a pretty Toronto girl here and putting her into Ida Dawson's house of ill-fame in Vine-street. The girl is Jennie Smith, and she was found in the house by the detectives. When they called last night in search of a man who was wanted her appearance of innocence attracted their attention, and when they questioned her they found she had been led in the place only a few hours. In the course of her talk she told them Mrs. Mackinley sent her a ticket to come over from Toronto and told her she could make a lot of money taking care of a house for a lady. She did not know what kind of a house she was in until told by the detectives. She says Mrs. Mackinley was living in Toronto when she met her, about three weeks ago. The Smith girl was taken out and placed in the care of the police and Mrs. Mackinley was locked up. She will be indicted by the Grand Jury, and the chances are that it will be a long time before she returns to Toronto. The Smith girl will be sent back to her folks in Toronto as soon as the Mackinley case is disposed of.

Mrs. Agnes Mackinley was the keeper of various infamous resorts in Queen-street east, Stephanie-place and Bathurst-street, Toronto. Latterly she has fluctuated between Toronto and Buffalo.

A RECIPROCITY GHOST STORY

That England Will Be Represented at the Duluth Convention.

ST. PAUL, Minn., July 24.—It has been decided to hold the second International Reciprocity Convention at Duluth on Oct. 10. Letters have been received from leaders of the movement both in Canada and the United States expressing the hope that some practical step will be taken for establishing reciprocal relations between Canada and the United States. It is said that England will have representatives vested with authority at the convention. In this case very important results may be reached.

William Black's Wolfenberg.

The latest novel of William Black is a striking story of a trip through the Mediterranean. John P. McKenna, 80 Yonge-street, near corner King. It contains all the charm of description, of character painting and of graceful narrative, for which Mr. Black's former works have been distinguished.

Try Lotus Toilet Soap, the latest. 246

The Licenses Revoked.

The shop license of E. H. Hunter of East Toronto Village has been revoked. Judge McDougall held that the commissioners acted illegally in entertaining a supplementary petition, and that the first petition did not contain enough names. The court granted a stay of proceedings for two weeks to enable the defendant to apply for a prohibition.

Why suffer with toothache when Gibbons' Toothache Gum will afford instant relief? 246

Worthy of Notice.

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

Harry Webb always has Sprudel on ice at his Yonge-street restaurant. 5 cents per glass.

Use Taylor's White Hyacinthe. 246

City Hall Notes.

A sufficiently signed petition has been presented for a sidewalk on the north side of Marlboro-avenue from Yonge-street to the C.P.R. lands.

Mr. McNamee, in pursuance of his contract for the western section of the Ashbridge's Bay improvement, cut through the Government breakwater into Ashbridge's Bay yesterday afternoon.

The Court of Revision yesterday confirmed the assessments for cement sidewalks in Sherbourne-street from Wilton-avenue to Bloor-street and tamarac pavement and sidewalk in Scott-street from Front to Esplanade.

Building permits have been issued to the Toronto Incandescent Light Company to erect a large brick chimney at its works in Terauley-street, cost $5000; Greene & Greene, additional story to rear of Russell House, Yonge-street, cost $600; J. McIvor, brick addition to rear of 1458 and 1460 Queen-street west, cost $800; George Douglas, alterations and additions to 106 Manning-avenue, cost $1200.

Try Lotus Toilet Soap, the latest. 246

ANNUAL LEVY ON IRELAND

WILL BE ONE-THIRD OF HER TOTAL REVENUE.

The New Financial Clause of the Irish Bill Carried by a Majority of 35 on Application of the Closure—Hon. Mr. Goschen Warmly Attacks the Proposal.

LONDON, July 24.—The House of Commons, sitting as a committee of the whole on the Home Rule bill, discussed this evening Mr. Gladstone's new financial clause, which proposes that Ireland's contribution to the Imperial Exchequer shall be one-third of her total revenue for six years.

The speech of the evening was made by Mr. Goschen, Chancellor of the Exchequer in the last Salisbury Cabinet. For nearly two hours he analyzed and criticized Mr. Gladstone's financial program for Ireland. Nobody had ever contended seriously before this Home Rule bill was introduced, he said, that Ireland was overtaxed. The suggestion of the present proposal that the burden of indirect taxation ought to be reduced was ridiculous.

Salisbury and Ireland.

Mr. Goschen repudiated with considerable heat the charge that the last Salisbury Cabinet had given Ireland sops for conciliatory purposes.

It was untrue, he said, that troops were kept in Ireland to oppress the people. They were retained on Ireland soil simply because, from a military point of view, the disposition was convenient and expedient.

Shortly before midnight Chairman Mellor applied the closure to the debate and the clause in question was adopted by a vote of 226 to 191.

THE VICTORIA COURT-MARTIAL.

Rear-Admiral Markham to be Allowed to Examine the Witnesses.

VALETTA, Malta, July 24.—The court-martial investigating into the loss of the battleship Victoria resumed its sittings this morning. Rear-Admiral Markham was recalled. Sir Michael Culine-Seymour, who succeeded the late Vice-Admiral Sir George Tryon as commander-in-chief of the British Mediterranean squadron and who is president of the court-martial, informed Rear-Admiral Markham that as his conduct might be called into question the court would not object to his presence while the captains summoned at his request and others present at the time of the disaster gave their testimony. The president warned him, however, that he must not question the witnesses. He might submit to the court any questions he desired to ask.

WHERE IS JOHN M'FAUL?

He Disappeared from Home on Sunday Morning—Inquiries Fruitless.

Mr. John McFaul, 25 years of age, left his home, 78 Robert-street, Sunday morning at 8 o'clock and up to a late hour last night had not returned. His mother, who is a widow, is very much exercised over his disappearance and fears that he has met with some untoward fate. The young man is in comfortable circumstances and has lived with his mother since she came from England four years ago. He has not any bad habits, nor does he associate with any questionable characters. For the last two or three weeks he has been complaining of feeling unwell. He was subject to neuralgic attacks and the theory is advanced that he was suffering from one of those attacks when he left home. He was attired in his ordinary working clothes. He said he intended to go for a short walk. Last fall a brother of his died suddenly.

Never Seen Here Before.

"There's nothing new under the sun," you say. We will not dispute the assertion in so many words, but we will just ask you to pay a visit to the corner of King and Yonge-streets, where Dineen shows a large assortment of Ladies' Tourist Walking Hats. These goods arrived on Monday from the manufacturers. They are the latest products of the best makers and are certain to please the fair sex, or, at any rate, that large majority that delights in wearing pretty, becoming and appropriate hats.

These new goods are in felts, Scotch tweed, mixtures, serges, cheviots and other materials, and in checks, plain and fancy colors. They are particularly adapted for seaside and holiday wear, as well as for walking. See them this week at Dineens'. They've never been seen here before.

Wide-brimmed straw hats are all the rage for ladies. Another large shipment has been received at Dineens'. These new style hats are at specially low prices from now until the end of the month.

Another Grand Trunk Chicago Excursion.

World's Fair tourists will be delighted to hear that the Grand Trunk have made another cheap excursion to the World's Fair, a single fare rate of $12.45 for the return trip, good going any train Aug. 4 and 5, valid for return leaving Chicago on or before Aug. 14. Excursionists have a choice of six daily express trains, also a choice of going and returning by about ten different routes. Parlor and sleeping car accommodation can be reserved on any of the trains.

The latest perfume "Sweet Pea." 246

Twenty Minutes' Solid Fun.

Considering the threatening state of the weather a very large crowd was at Hanlan's last evening to see Napier and Marzelo in their highly amusing and meritorious performance on the horizontal bars. One continuous roar of laughter greeted them from the commencement to the conclusion of their act, and a gentleman was heard to remark that he had not laughed as much this season at anything he had seen at the Point. Mr. Waldron of the Grenadiers' Band is also to be congratulated on his selections of popular music rendered on the occasion. Performances will be given every afternoon and evening this week, weather permitting, Grenadiers' Band to-night.

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

Warner, the Alleged Swindler.

NEW YORK, July 24.—William B. Warner, who was arrested in Toronto on Thursday night, was in court to-day and his bail was fixed at $3000. The charge against him is of obtaining $2500 on a fraudulent chattel mortgage.

Try Taylor's "Special White Rose." 246

A Paradox Worth Understanding.

In Fire Insurance there is never any return unless there chance to be a fire.

In Life Assurance there must always be a return, because there is no chance about death—*it is sure to come.*

But that is not all. In Fire Insurance you must wait for a fire (which may never occur). In Life Assurance you need not wait for death (although it will certainly overtake you). At least, you need not wait if you assure with the Equitable Life and take a Tontine Dividend Policy. The Equitable Life is showing on its maturing policies this year a return of all premiums paid in and 5 per cent. interest as well.

Fetherstonhaugh & Co., patent solicitors and experts, Bank Commerce Building, Toronto.

THE RAILROAD MEN'S OUTING.

The Jolly Doings at Port Perry Yesterday—A Hearty Welcome—Complimentary Speeches—The Sports.

Division 344 of the Order of Railroad Conductors and Lodge 108, Brotherhood of Railway Trainmen, held their annual excursion and games at Port Perry yesterday.

At 8 o'clock yesterday morning nine coaches well-filled pulled out of the Union Station under the charge of Conductor Sellers and Brakemen E. Vanderwort and George Raeby. At East York a large contingent of excursionists was taken on board, and in fact at all stopping places along the route.

Many took advantage of the opportunity afforded by this excellent organization to visit one of the loveliest spots in Ontario. Port Perry is beautifully situated on the shores of Lake Scugog, noted for its exceptionally good fishing grounds.

When the train ran in the station a brass band played a jolly welcome. A large crowd was on the platform and cheered lustily.

After the inner man had been refreshed an adjournment to the Ontario Central Fair Grounds was the order of proceedings.

Complimentary Speeches.

Dr. Sangster, the eminent educationalist, on behalf of the citizens of Port Perry, read an address of welcome. He extended to the railroaders a hearty welcome, as no men in the country have a more arduous duty to perform. Millions of lives were placed unhesitatingly in their charge. He testified as to the great pleasure he had in meeting the brotherhood. He was heartily cheered.

Conductor Sellers, the chairman of the order, on behalf of the division 344, thanked the doctor and the citizens of Port Perry for their kind reception.

The Sports.

In the afternoon the following program was run off in good shape. The prizes were numerous and valuable and attracted many outsiders.

100 yards race, open—T. Humphrey 1, James Marie 2, C. Crews 3.

16 lb. shot, open—A. Stinson 1, G. Riley 2, J. Mack 3.

Fat man's race—R. Bird 1, W. Cook 2.

B. of R.T. race, 100 yds.—T. O'Neill 1, R. Cleverdon 2, George Riley 3.

Single ladies' race, 75 yds.—Miss Guy 1, Miss Nicholl 2, Miss Affholder 3.

Merchants of Port Perry race, 100 yds.—H. Blong 1, W. Rolph 2, J. Jewell 3.

Girls' race, 50 yds.—Nellie Bruce 1, Edith Allman 2, Maggie Bruce 3.

250 yds. race, open—T. Humphrey 1, J. Murphy 2, J. Cullins 3.

Running high jump, open—W.