The Toronto World.

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The Labor Difficulty Eliminated.

The Protestant clergymen of Toronto, almost exclusively, are responsible for the opposition that is continued against the proposal to run street cars on Sunday. If they take themselves out of the contest very little opposition will be visible.

The clergy ought to consider what this continued opposition is going to result in. Their antagonism to the innovation is based either on religious or on economic and humanitarian grounds.

It is generally admitted the religious argument is untenable. The clergymen themselves are divided on this point. Rev. D. J. Macdonnell himself will not undertake to tell his congregation that the sanctioning of running Sunday cars means the licensing of sin. He leaves it to his people as a matter which each one's conscience will decide. As to the running of Sunday cars, says he: "I do not expect that you will all think alike on this matter, though I wish it were so." If the running of cars on Sunday were a sin then Mr. Macdonnell could not afford to compromise with it in this way. Evidently the rev. gentleman does not place the running of cars on Sunday in the same category as the commandment against stealing. The fact of the matter is, that this question is not a religious one at all, and the majority of the clergy, either directly or by implication, admit it.

The religious feature being eliminated, only the economic and humanitarian arguments remain. Now, it is not customary for the clergy to involve the pulpit on economic or purely humanitarian questions. This question has now practically reduced itself to a settlement of the rights of labor. The greater part of Rev. Mr. Macdonnell's sermon of July 8 is devoted to the labor side of the argument. But we say that this question of labor is one which the clergy are not justified in fighting. They have, of course, a right to their opinions as independent citizens, but they make a mistake in arraying the pulpit against the people. The sphere of the pulpit is limited to religion. The rights of labor are fought out in another arena. The pulpit only degrades itself when it tackles the secular press, trades and labor councils, aldermen and ordinary knock-about individuals. The present contest has already proved it. Besides, this is a municipal question, and those who do not think sufficient of their own dignity to pay their share of taxes the same as the humblest workingman ought not to make themselves conspicious by interfering in the affairs of the municipality. The next time Rev. Mr. Macdonnell preaches we would like his explanation of the justice of ministerial exemptions. The church is standing in its own light. As representing the fountain of justice and equality the church should be wonderfully careful of permitting anything to convict it of injustice and inequality. This is another of the church's inconsistencies that does so much to discredit it in the eyes of all unprejudiced people.

In their antagonism of the innovation the clergy ought to weigh the effect of the vote proving in favor of Sunday cars. A few clergymen in Toronto cannot successfully oppose what mankind the world over, including many clergymen, look upon as a necessity. They may reckon on defeat, perhaps a little delayed, but still sure to come After the fight is over and the system recognized here, the same as it is all over the world, surely then public respect for the church will take a big drop. The thoughtful leaders ought to consider this point very carefully.

The press of the city is expressing little hostility to the proposed innovation. The Mail does not oppose a Sunday car service. The Telegram says a large majority of the people are in favor of it. The Globe's only anxiety is to have the rights of the street car employes properly guarded when a Sunday service is started. The Empire does little more than offer a negative opposition. There is little doubt about The World's attitude on the question.

As already stated, the discussion, as far as The Globe is concerned, has reduced itself to a settlement of the labor difficulty involved in seven days' work. The World is thoroughly in sympathy with the effort to limit every man's work to six days' a week. It is brutal to keep a man at the treadmill seven days a week, with no day that he can call his own, and sooner than fight for any movement that would sanction this The World would prefer to see the day of Sunday street cars relegated to the distant future. But we may have Sunday cars without causing the employees to work seven days a week. The railway company has already intimated what it will do, and Mr. Everitt, a director of the Toronto company, is reported by The Globe as being quite ready to go further and insert a clause in the charter making it binding on the company to employ no man more than six days a week. This is what Mr. Everitt says to the Montreal correspondent of The Globe:

If the people of Toronto want to prevent the men from working seven days in the week it is a very easy matter to insert a clause to that effect in the charter. If the cars run on Sunday a certain amount of work has to be done, and it makes no difference to the company who does it. We (the Montreal company) think it is better to employ fewer men, and to allow them to work seven days if they want to do so in order to get a respectable income to live on and keep their families. Up in Toronto a great many people think it is better to employ a larger number of men, with fewer hours, although this will give each man smaller wages. As I have said, it really makes no difference to the company. It is just as broad as it is long for us.

Here, then, is a positive and satisfactory answer to the objections that have been raised against Sunday cars from the labor standpoint. And the labor objection is the only one that operates with The Globe. It is the most serious one that the Rev. D. J. Macdonnell, whose sermon of July 8 is the most intelligent and consistent presentation of the antis' case that we have yet seen, is able to bring forward. In his sermon Rev. Mr. Macdonnell quotes Dr. Dykes as a high authority as follows: "To reconcile the greatest possible amount of the highest kind of benefit to the largest number of people with the least possible burden to the serving few is a problem always before the public."

We do not know of any practical conditions that Dr. Dykes' theory could be applied to so effectively as to the running of cars on Sunday in Toronto. "The greatest possible amount of the highest kind of benefit" in the case before us is represented by the pure air and better health and morals that Sunday cars will bring to tens of thousands of the residents of this large city. "The least burden to the serving few" can be effected by placing 200 men in charge of the street cars and relieving three times that many from driving vehicles and attending to horses. At the same time these 200 men will afford as much benefit to 50,000 people as 600 private coachmen will to 2000 people. Dr. Dykes' theory, as accepted by Rev. Mr. Macdonnell, is proved to the letter.

Again The World asks the clergy of Toronto to reflect on the situation. Now that the railway company are willing to prohibit seven days' labor on the part of its employes, there is very little difference remains between the two parties. If the clergymen of Toronto act as reasonable men they will admit the convenience and necessity of a limited Sunday car service, and co-operate with The Globe and The World and the Trades and Labor Council in securing such a service as will fully protect workingmen and satisfy churchgoers and citizens generally.

Street Pavement and Rapid Transit.

The paving of the track allowance should be determined by the council to-night. It is to be regretted that any dispute as to the terms of the agreement between the city and the railway company have arisen. The citizens and the railway corporation are parties to the agreement, and partners in the future welfare of the city, and any difference now, that the agreement is to remain unchanged, should be adjusted without delay. The recommendation of Ald. Shaw may be all right in many respects, but the tendency would be towards poorer roadways which is a thing to be guarded against.

Ten or twelve years ago we were in the mud under the old system of ward grabbing. The Local Improvement Bylaw was carried and the consequence has been (although overdone) to transform this place, so that visitors congratulate us upon the clean and tidy condition of our thoroughfares.

It has become the fashion with the city to fight all the railway corporations connected with us, and it is now time to consider the advisability of running matters on different lines. A system of protecting our real interests may be pursued without wantonly antagonizing these corporations by petty bickerings over trifles.

Although we have been liberal in our efforts to secure the introduction of the railways there is no doubt that had we pursued a different line of policy toward the corporations better concessions might have been secured; and we have the fact before us that our present growth has been mainly owing to the fact of their enterprise.

The Street Railway Company will not overlook their own interests by standing out with us for a shadow, when the speedy development of the electric system is at stake, as by this time it is evident to everyone that the horse cars should be a thing of the past, to them because of the increased revenue, to us from a matter of convenience and dispatch.

The public require the use of the electric system to-day throughout the whole city and do not propose to wait the convenience of any contractors to have that want supplied. No excuses as to hindrance in making needed preparations should be entertained if advanced by these men.

Are You Going Out of Town?

If you are, don't omit to have The Sunday World sent to you. It contains more and better reading matter than any other weekly paper. A page is devoted to society gossip and the latest fashions. Numerous short stories are published. In fact the paper contains 56 long columns of all that is bright best and best of current light literature, as well as the news of the day and many special features. Subscription price 20c. a month, 50c. a quarter. Mailed free every Saturday night. ed

Knights' Excursion.

The Knights of Pythias picnic to Wilson Park on Wednesday next, July 19, promises to be the event of the season. A large party is expected and the program of games and prizes is excellent, including running, jumping, putting and throwing the 16 lb. and 56 lb. weights, quoits, etc. See dodgers. Pythian band in attendance.

Through Wagner Vestibule Buffet Sleeping Car Toronto to New York via West shore Route.

The West shore through sleeping car leaves Union Station, Toronto, at 4.55 p.m. daily except Sunday, arriving in New York at 10.10 a.m. Returning this car leaves New York at 5 p.m., arriving in Toronto at 10.25 a.m. Sunday leaves Toronto at 12.50 p.m.

Public Attention.

Public attention is called to the fact that by improved methods of manufacturing the different materials contained in the Empire Baking Powder—the whole being scientific cally compounded—a first-class article can be sold at a moderate price. The powder is manufactured by Ellis & Keighley, Toronto, and sold for 25 cents a pound tin. It is guaranteed equal to any in strength and wholesomeness. 1

Relieved of $300.

George Ross of 34 Teraulay-street was taken to No. 1 Police Station Saturday evening, charged with stealing $300 from John Godwin, a jeweler, at 63½ Queen-street west.

It is alleged that Godwin was on a spree and that Ross and some others put him into a hack and went through him.

"Go to Sleep," sure cure for sleeplessness, nervousness and headache. "Contains no Narcotics," gives sweet refreshing sleep in every case. This splendid sedative is especially efficacious in cases of insomnia from overwork, excitement or alcoholic excess. Guaranteed safe, sure and effectual. In bottles 25c at all drug stores. e

THE SUNDAY CAR QUESTION.

[Continued from first page.]

go to church here in the mornings and take their families for a run on one of the many electric lines in the afternoon. I passed last Sunday afternoon at White Bear Lake, a few miles from the city. The place was thronged with workingmen and their families, and a more orderly lot of people could not be found in any city that I have had the pleasure to visit. Since I have been here I have only seen one man under the influence of liquor, and his jag was not complete. I have met a great many former residents of Toronto, all of whom pronounce strongly in favor of Sunday cars. WILLIAM E. ALLEN.

St. Paul, July 13.

We have not the pleasure of Mr. Allen's acquaintance, but we can assure him there are thousands of workingmen in Toronto who would have relished being in St. Paul yesterday, or in some city where the relics of the middle ages do not control the freedom of those who are compelled to live with them.

Citizens of Toronto, do you expect that Mr. Allen will return to Toronto when he finds St. Paul so much more congenial to his tastes? Count him as a gain for St. Paul and a loss to Toronto. Why so? He is in search of health, and finds that the Sunday street car service in St. Paul enables him to get to Bear Lake, where he breathes nothing but the freshest of air and is surrounded by contented people. Mr. Allen no doubt works during the week, and thisis why he so thoroughly appreciates the Sunday car service. There are thousands such as William E. Allen in Toronto. They silently curse the restrictionists who deny them what is probably the most innocent and harmless recreation know to men.

Can the aldermen afford to listen to men whose policy means stagnation for this city. We agree with Saturday Night in its assertion that Puritanism has done more to retard this city than all the incompetent mayors Toronto has ever had, even Fleming included. Gentlemen of the council, do not falter. Deal with the citizens impartially. This question of voting has already been decided. Do not open it up again.

The Saviour and the Sabbath.

Editor World: I would ask permission to make a few remarks on the question of Sunday street cars in your deservedly popular paper, which by keeping abreast of the times exhibits an intellectual light which shows to great advantage when placed in juxtaposition with the mediæval gloom which befogs one or more of your contemporaries. I think sufficient proof has been adduced from a Bible standpoint to convince anyone who is not hopelessly or wilfully blind that the great founder of our religion took several opportunities to disabuse the minds of the puritanical Pharisee of the opinion that the chief aim of the Creator in setting apart one day in seven was for His especial benefit and glorification. But as it seems that this erroneous construction is yet put put upon it by many who call themselves His disciples and who in many instances are conscientious in their conclusions, I would briefly review one or two instances in which He pointedly and practically denounced the doctrine. The Sabbatarian in his attempts to refute the assertion that His disciples countenanced the pharisaical observance of the day, as shown by His healing of the sick on several occasions on that day, as they cannot deny the charge, essay to defend their position by the assertion that these were acts of mercy, and quote the words of Christ: "It is right to do good on the Sabbath day," which is a doctrine applicable to every day, and in no way defends their position. Now, let it be borne in mind, that these persons attribute omniscience to Him. He knew all things and needed not that any man should teach Him. Did He not know of the condition of these afflicted ones previous to the days on which He performed these miracles of healing? They will answer He did. Then for what purpose did He refrain from doing the good works on some other day, either before or after the Sabbath day, and leave the sanctity of the Sabbath unmolested? Can it be truthfully said, therefore, that either of His miraculous Sabbath cures was a work of necessity? If not, then we must attribute it to the cause given above. Again we find Him charged with permitting His disciples, while walking through the corn fields on the Sabbath, to pluck the ears of corn and rub them out to appease their hunger. Can it be said that this was a work of necessity? Had He, who could feed vast multitudes miraculously no means of procuring enough on the previous day to supply their need on the Sabbath day. Had it been true that the deed laid to their charge was a desecration of the Sabbath day, and as in the case of healing the sick this also was a sign of His disapproval of their strained doctrine respecting the sanctity of the day. There is nothing more apparent to the unbiased mind from a fair consideration of the matter than that the aim of Christ was to show the folly of according a superstitious reverence to that particular day, as though every day and every hour were not equally God's. "The Sabbath was made for man," that is, for man's recuperation physically and mentally, as well as spiritually.

The inconsistencies of those who oppose the so-called infringement are remarkably glaring. It is given out that on a particular Sunday evening the street car question will be discussed, and the church is crowded to overflowing, all eager to hear what the good man has to say on the matter. After listening to a lengthy dissertation, in which the extreme sinfulness of the proposal is set forth and a detailed account given of the train of evils which must inevitably follow in its wake, the congregation are called upon to join in prayer to God that so great an evil may be averted, so that His holy day may be preserved as a day of rest to the street car conductors. Now, if this praying assemblage would unfetter their minds for a brief moment and gaze upon the electric lights that shed their light upon them they may be able to picture to themselves another scene which is being enacted at its source, where the firemen, with blackened face and sweating brow, is toiling to generate the steam, the engineer is busy attending to the engine and others are engaged with the dynamos, etc., etc., and all to enable these good Sabbatarians to pray for the defeat of the Sunday car question. How can these good people fail to see the farcical phase of this religious drama? Or will they include it among the other numerous works of necessity. If the latter, let them look back to the days of their forefathers, when the lamps were made ready on the preceding day that no unnecessary work should be done on the Sabbath, and realize if they can how low they have fallen, if fallen they have? But I am inclined to think that it would be extremely difficult to persuade them to return to the days of lamps and tallow candles, notwithstanding the large amount of Sunday labor involved, and I opine that in less than one year after the 26th of next August this so-called innovation will be classed among the works of necessity. In conclusion, I would ask by whose authority the Fourth Commandment has been mutilated so that it does not now apply to the manservant, the maidservant, the ox or the ass? Let it be remembered, that he who offends in part is chargeable for the whole, and further let us not be chargeable with the titheing of mint, anise and cummin, and with neglect of the weightier matters of the law, or with straining at a knat and swallowing a camel. ONWARD.

Machinery for Taking the Vote.

Editor World: The latest quibble of the Sunday car opponents is that an honest vote cannot be taken, alleging that the law makes no provision for swearing voters when they vote for or against Sunday cars. Now, sir, several lawyers, including one of great prominence, tell me that this objection is a miserable quibble which is utterly false and foundationless.

The entire machinery of municipal law, they say, which provides for the purity of elections which are under the authority of the City Council, endows the council with power to enforce purity in the Sunday car vote, as in any other vote that the council has authority to allow. The arrangement between the City Council and the street railway, sanctioned by the Legislature of Ontario, provides that a Sunday car vote can be taken, and does not limit the vote to January or any other time, but leaves it at the discretion of the council, and it neither bars, prohibits nor prevents the council from using the entire machinery of the Municipal Act to secure as just an election in August as it can in January, but presumes that it will use it as at other elections.

Now, the position of our opponents presumes that Sir Oliver Mowat, the ablest constitutional lawyer in Canada, after sanctioning and authorizing Toronto to vote on Sunday cars, was so blinded or prejudiced that he witheld the means of taking the vote. In other words, that Sir Oliver in this case gave the people of Toronto a stone when they asked for bread. Next, the position of Sunday car opponents assumes that Hon. S. H. Blake, who drew the agreement on the part of the city, either by intention or neglect, drew it in a form that disfranchised the citizens from voting on the Sunday car question under the same conditions as they vote on any other municipal question. Their assumption is false in both cases. Neither Sir Oliver nor Mr. Blake would be guilty of such quibbling. It is absurd to suppose that the Legislature of Ontario should pass a special act for the Sunday car question after passing it over to the municipal council to be governed by municipal laws. If we cannot take a legal vote in August we cannot take it in January. The distinction is without legal foundation and absurd. The people want no humbugging but Sunday cars. There is at least six weeks for the use after August 26. DAVID ARMSTRONG.

For Mr. Macdonnell and Mr. Langtry.

Editor World: Though personally opposed—on principle—to Sunday street cars, will you allow me, nevertheless, to enter my respectful but emphatic protest against the attitude assumed by certain ministers on the subject, my own amongst them the rest? Last Sabbath in several pulpits throughout the city, and again last evening in the Metropolitan Church, emphasis was laid on the circumstance that the Street Railway Company are paying the cost of the coming vote, and that our city and citizens are thereby degraded, etc.! Who, may I respectfully ask, should pay the expense of this vote but the corporation that expects to make money out of it should it carry?

Now, our ministers' salaries are either exempt from taxation, or they are not, I know not which. If the former, than these gentlemen should be the last to speak of adding still more taxes to the citizens who are already bled white in this direction. If the latter, they should still hold their peace, because their enormous salaries enable them to bear with equanimity a burden which is already almost intolerable to the masses, who do not earn one-fourth of their incomes.

Then again, Rev. Mr. Macdonnell frankly, aye boldly, admits his use of cabs and cabmen on Sunday, palliating the offence apparently by giving the driver an extra quarter-dollar—in other words, the reverend gentleman, according to his own teaching, pays the man an additional premium for breaking the Sabbath day. Is Rev. Mr. Macdonnell, may I respectfully ask, a fit and proper person to speak on this street car controversy?

And Rev. Dr. Langtry does even worse, for we hear of no extra quarter for the extra secular work done by his cook on Sabbath in providing him hot and toothsome dinners. The inconsistency of our ministers' preaching and practice is so great that I feel certain they are injuring the cause they espouse. If Mr. Macdonnell and Dr. Langtry wish to be sincerely honest with the people let them say in effect: We have been eating extensive hot dinners and high teas, and driving in cabs on Sunday, which we knew was wrong, but from this moment we will turn over a new leaf and promise to do no more of these things in future, so as "not to make our brothers to offend." But will they say this? Do they ever dream of such a course? Not a bit of it. It follows then, I think, most plainly, that they are not safe teachers on Sabbath observance, and should either hold their peace altogether or else conform to what they say.

With regard to the money question, I think all classes will agree with me in saying that not only should the expense fall on the company who gain by it, but that a clause to that effect should have been put in the enactment authorizing the first vote on the question two years ago.

The question in a nutshell seems to me thus: I believe the running of street cars on Sunday to be wrong, but not one whit more so than the cooking of elaborate meats, the hiring of cabs and private rigs, and the use of private carriages on the same day. SABBATARIAN.

Notes.

Orangeville Sun: Sunday cars are still agitating the mind of Toronto and will continue to do so until after Aug. 26, when the question will be voted on by the ratepayers. The supporters of the movement are making a gallant fight and if they do not win it will not be their fault. It looks from here as if the people will decide in favor of Sunday cars.

Mabel Hewitt writes: Let the ministers and other people look at the question from a poor working girl's point of view. They will see hundreds, aye thousands, immured in hot and often ill-ventilated stores and factories for many hours daily throughout the week; they will see, if they take the trouble to look, the hot, uncomfortable, and in many cases unsanitary houses, in which these hundreds and thousands of workingmen and women are graciously permitted to breathe the polluted air of heaven; they will see, if they care to, the difficulty the poor have in preserving a smiling and contented face before the patrons of the store. Oh, men and women of Toronto! Oh men, who preach the gospel of Jesus Christ! Cast away this inhuman, un-Christlike and unreasonable bigotry and allow my sisters and brothers to lengthen their worship of the Almighty on this earth by giving them a few hours of air and sunshine on the first day of the week.

Niagara Falls Record: It would seem that the most narrow Sabbatarian must own the force of the argument for Sunday cars. A few hours in a large park or the open country on Sunday would be a great boon to multitudes, both in the way of comfort and health. We fail to see any precept of a benevolent God can rightly be twisted into such shape as to injure the health and happiness of the majority in order to promote the moral and spiritual welfare of the public at large.

Buffalo Commercial: A Toronto man has delivered himself as follows:

If we have Sunday cars there will be thousands of people at the parks, and who will control these people. There will be all sorts of vice, and extra policemen will be required to keep order. It is impossible to imagine the evil that will result.

It would do that man good to get away from Canada for a while and go into the world and see what other people do. He might come to this city and he would see every Sunday an orderly crowd of people enjoying themselves rationally and, as we believe, in the way that the Great Ruler of the universe intended that people should enjoy themselves on Sunday. And has there not been enough of that sort of talk, to the effect that where the people are enjoying themselves on Sunday there should be a strong force of policemen. We believe that the records would show that there were not half a dozen arrests made at the park last summer, and there was not anytime more occasion for the services of the police. The people who are at the parks with their wives and children are among the most valuable and law-loving citizens that we have.

The Brigadier Called to Task.

William Hereard writes: I notice in your esteemed paper of Saturday that Brigadier Dr. Barrett says he is opposed to Sunday cars because we have have a Saturday half holiday. Such stuff! Wake up, brigadier, look around. Who do you mean by we? There are 1500 men and women employed in drygoods stores alone that get neither Wednesday nor Saturday half holiday. There are large and small stores in Yonge and King-sts. that do not close even one hour earlier during the hot months of July and August, and if it were not for Sunday life would not be worth living to a great many for these two months. Wake up, Rip Van Winkle Brigadier De Barrett, and do your best to wake the public up to this fact, and from your raised platform to your people sound the praise of those who so kindly grant to their employes a little recreation during the excessive heat of July and August. I hope you will now vote for Sunday cars and all your people with you.

The Illogical World.

Collingwood Enterprise: Surely The World is not so illogical as to desire that reverend and learned theologians should be bound by the rules, divine or otherwise, that bind the ordinary mortal. And things have come to a pretty pass if the Sabbath comfort and ease of maidservant or manservant are to be considered in preference to the hot dinners and high teas of eminent divines, just returned from pouring hot shot into the camp of Satan.

A Wealthy Woman.

One of the wealthiest women in the world is Mrs. Martha Besant, who landed in India a little over thirty years ago a poor woman her sole possessions being a good general education and a slight knowledge of medicine, acquired from her father, who was a physician. Knowing considerable of botany, and finding in the hills of India roots and herbs which she learned were highly valued by the natives for curing certain troubles, she devoted all of her spare time to the study of the medicinal virtues of these plants, and was rewarded by discovering that many diseases previously thought to be almost incurable were easily cured by the use of these herbs and roots when properly prepared. So great was her success in curing consumption in the first and second stages, diseases of women and nervous troubles, as also those curses of changeable climates—disease of the liver and catarrh—that sufferers came from all parts of Europe to see her and procure her medicines. Gifts poured in upon her from wealthy patrons whom she had cured, one present alone of thirty thousand rupees (about ten thousand dollars) Mrs. Besant is now on her way home to India after a residence of three years in Russia, where she has been the honored guest of a nob be family. A few wealthy citizens of Montreal have offered her a large amount of money for the right to manufacture and sell her remedies, but she prefers to keep the manufacture under her own control, and open an agency in this country to dispose of them. Meanwhile men and women who are interested can get full particulars how to procure these medicines and other valuable information by enclosing stamped envelope to Mrs. MARTHA BESANT, P.O. Box 578, Toronto. All letters confidential.

To the Public Press, Toronto.

Mr. John P. Richelieu and Barbara F. Richelieu of No. 5 Brighton-avenue desire to convey, through this public letter to Mr. J. Curry, our regret that any statement should have appeared in your paper of July 12th inst. to the effect that he had in any way whatever dealt with us other than in a straightforward and business-like manner. The said statement was purely a mistake on our part and unintentional and we wish to withdraw the same, as Mr. Curry's dealings with us are entirely satisfactory in every respect.

JOHN P. RICHELIEU,
BARBARA F. RICHELIEU.

Van Everys World's Fair Excursion July 21st and 22nd.

H. W. Van Every, our popular excursion agent, who always sells tickets lower than any person else, will give you a choice of eight different trains each day to Chicago by the Grand Trunk and Canadian Pacific Railways, and is cutting the rate away down below any person. Call and see him at his office, No. 1 Adelaide-street east. His past record is enough to convince the traveling public that what he advertises he carries out to the letter. 246

"Hotel Vendome," New York.

Toronto people visiting New York should make their home at the well-appointed and handsome "Hotel Vendome," corner of Broadway and Forty-first-streets. The "Hotel Vendome" is a short distance from the Grand Central depot, and has also direct car service from the West Shore and Erie Railway ferry docks. The "Vendome" is almost opposite the Metropolitan Opera House, and street cars pass the door from all theatres. Its appointments are perfection. Newly furnished and equipped from the ninth story down; it is the *par excellence* of comfort. The hotel contains two hundred and fifty rooms, single and *en suite*, with or without baths, and is conducted on both the European and American plan. The cafe is one of the handsomest in New York, and the dining-room, situated in the ninth story, cannot be surpassed in New York. The "Vendome" is the most home-like hotel in New York.

Severe Abscess Cured.

DEAR SIRS,—I had an abscess just behind my right ear in August, 1891. After suffering for three months I began to take B.B.B., and after one month's use of it I was very much better, and the abscess entirely disappeared in four months. I am certain that Burdock Blood Bitters is an excellent remedy.

FLORENCE M. SHAW, Solsgirth, Man.

To Columbian Exposition

Via the Wabash vestibuled trains running to Chicago every day in the year, are the finest known to the railway service. They are complete and solid vestibuled from end to end, the entire train being a moving palace of connected apartments. All Wabash trains stop at Englewood, near 60th-street entrance to the World's Fair; electric cars direct to grounds every five minutes. Get your tickets via Detroit and the banner route. J. A. Richardson, Canadian Passenger Agent, northeast corner King and Yonge-streets, Toronto. e

No family living in a bilious country should be without Parmelee's Vegetable Pills. A few doses taken now and then will keep the Liver active, cleanse the stomach and bowels from all bilious matter and prevent Agus. Mr. J. L. Price, Shoals, Martin Co., Ind., writes: "I have tried a box of Parmelee's Pills and find them the best medicine for Fever and Ague I have ever used."

Only One Cent Per Mile.

That beautiful summer resort, Lorne Park, is just 15 miles west of Toronto on the shore of Lake Ontario.

The round trip by the fast-sailing steamer Greyhound is only 30 cents, and sheets of four tickets are sold for $1.

Dr. Fowler's Extract of Wild Strawberry cures cholera, cholera morbus, diarrhœa, dysentery, and all forms of summer complaint, looseness of the bowels, etc. Price 35 cents.

BOOTS AND SHOES BIG FAILURE

GUINANE BROS., 214 YONGE-STREET, OFFER 50C. ON THE DOLLAR.

Goods to Be Sold on the Premises.

Those who knew the actual cost of boots and shoes were quite certain that at the prices Guinane Bros. were selling shoes it was only a matter of time, and will not show any surprise to-day as they read this. Then the "I told you so" people who know everything after it happens will be around with their exasperating look of wisdom. But to come to the immediate causes of this forced sale: It is an open secret that with the majority boots and shoes have been a big failure this year, and our readers will remember a late fire in Quebec where one of our large wholesale shoe houses suffered considerable loss. A great deal of the goods were but slightly damaged by water and all the shoemen naturally expected bargains. But Guinane Bros. stepped in and made a cash offer of

50c on the Dollar

for the entire stock. This shows the wonderful pluck and nerve of this firm, who, notwithstanding the enormous stock on hand, have such confidence in the sound judgment of the citizens of Toronto that they have had no hesitancy in bidding in another $50,000 stock. Hence the crash, and how could it be otherwise? They were already overstocked, goods piled in all directions and everywhere, and to save themselves resolved that prices must come down, down, away below wholesale rates, as soon as they received a telegram that

Their Offer Was Accepted.

Let the public grasp the full meaning of this. It means that this firm must sell, cannot afford to keep so much locked up in boots and shoes, and that the people can almost make their own prices. This will give all an opportunity of profiting by this unparalleled chance, since all can be suited in price, style and material from the largest and best assorted stock of boots and shoes on this continent, which will be sold almost without reserve

On the Premises, 214 Yonge-Street.

The stock comprises ladies', gents', boys', misses and childrens' summer boots and shoes, in canvas, Russia calf, Casco kid, Dongolia, shell cordovan, etc. Ladies' striped canvas Oxfords, the newest style of walking shoes will be sold as low as 75c a pair. There is no need to advise old customers that this is their time, they know it, but if there be any so unfortunate as not to have dealt there before, let them seize their opportunity and make money by buying at Guinane Bros'.

THE

TRUSTS CORPORATION

OF ONTARIO.

OFFICES AND SAFE DEPOSIT VAULTS

BANK OF COMMERCE BUILDING

KING-STREET WEST.

SIXTH HALF-YEARLY DIVIDEND.

Notice is hereby given that a dividend of three per cent. upon the capital stock of this corporation has been declared for the half-year ending 30th inst., and that the same will be payable on and after Monday, the 3rd July, 1893. 13

By order of the Board,

A. E. PLUMMER,
Manager.

Toronto, 22nd June, 1893.

PORTABLE BOATS.

Send for our catalogue of portable boats, canoes and pneumatic decoys. The best made. Sportsmen are not equipped without them. 61

Acme Folding Boat Company,
243 St. James-street, Montreal.

TRY THE

"HERO" CIGAR

A MOST PLEASING SMOKE.

Burdock BLOOD BITTERS

NERVE BEANS

NERVE BEANS are a new discovery that cure the worst cases of Nervous Debility, Lost Vigor and Failing Manhood; restore the weakness of body or mind caused by overwork, or the errors or excesses of youth. This remedy absolutely cures the most obstinate cases when all other treatments have failed even to relieve. Sold by druggists at $1 per package, or six for $5, or sent by mail on receipt of price by addressing THE JAMES MEDICINE CO., Toronto, Ont. Write for pamphlet. Sold in Toronto by NEIL C. LOVE & CO., 166 Yonge-street. 135

ART.

J. W. L. FORSTER, PUPIL OF MONS. BOUGEREAU. Portraits in Oil, Pastel, etc. Studio: 81 King-street east.

HOW THEY ENJOYED THE DAY.

The O'Keefe Company's Employes at Niagara-on-the-Lake.

The O'Keefe Brewing and Malting Company held their second annual excursion and picnic to Paradise Grove, Niagara-on-the-Lake, on Saturday last. About 500 availed themselves of the occasion, and were entirely satisfied with the amusements provided. Two steamers, one at 7 o'clock and one at 11, carried the excursionists.

The only detrimental feature of the day was the thunderstorm in the afternoon, which lasted about three-quarters of an hour. Among those present were: Mr. Donald Bain, Mr. Walls, Mr. Service, Mr. Young, all of Buffalo; Mr. E. O'Keefe, Mr. B. O'Keefe, Mr. Nicholas Burke, Mr. Strange, Mr. Skelton, Mr. Ahner, Mr. Gus Lettan and wife, Mr. E. Bell, Mr. G. Waud, Mr. Wurtele and wife, Mr. J. Ick Evans and Mr. Leon Macklem. Of the 22 events on the program of sports the principal one was the 440-yard race, for a silver cup, which was won by Mr. B. Doyle in a closely-contested race. All returned home delighted with their day's outing.

Cholera and all summer complaints are so quick in their action that the cold hand of death is upon the victims before they are aware that danger is near. If attacked do not delay in getting the proper medicine. Try a dose of Dr. J. D. Kellogg's Dysentery Cordial and you will get immediate relief. It acts with wonderful rapidity and never fails to effect a cure.

A. E. Walton,

chemist and druggist, cor. Queen and Broadview and 595 Queen-street east, is headquarters over the Don for the celebrated Membray's Kidney and Liver Cure and all the leading patent medicines advertised. See a list of testimonials for Membray's Kidney and Liver Cure. Get a bottle; will cure pain in back without a doubt. 1

AMUSEMENTS.

LUBAR'S BRASS BAND AND ORCHESTRA. Music supplied for Excursions, Picnic and Garden Parties. 131 Duchess-street.

HORTICULUTRAL GARDENS!

FLOWER SHOW.

WEDNESDAY and THURSDAY
July 19th and 20th.

QUEEN'S OWN BAND
EACH EVENING.

HANLAN'S POINT

Performances (weather permitting) every afternoon at 3.40, every evening at 8.40.

The King of them all,

HARRY LA ROSE

THE BOY CONTORTIONIST,

JAMES TAYLOR.

GRENADIERS' BAND

FREE TO ALL.

MOORE PARK

Very few first-class residence sections of the city have better facilities than Moore Park for quick and convenient communication with the business centre of the city. Very few have such facilities equal to those now enjoyed by Moore Park residents.

But the point which the investor in a choice building sites in Moore Park will recognize is a direct line of other and still better projects of quick and easy transit. No other fine residence section in the city is in the track of the great future advantages which are pointing toward Moore Park.

We can tell you all about them at the office.

90 CHURCH-STREET, TORONTO.

EDUCATIONAL.

ONTARIO LADIES' COLLEGE

WHITBY, ONT.

Strictly first-class in all its appointments and educational advantages. Provision made for all the teachers' certificates and for university classes through the freshman, sophomore and part of junior years of Toronto University. The literary staff comprises the largest number of university specialists of any ladies' college in Canada. The musical, fine art, elocution and commercial departments are equally well sustained by the most gifted professors. Physical culture is taught by a specialist from Boston. A new gymnasium and all kinds of outdoor amusements. Pupils have the opportunity of hearing the great artists that visit Toronto. Apply for information to

PRINCIPAL HARE, Ph. D.

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OPTICAL.

EYESIGHT PROPERLY TESTED AT MY OPTICIAN, 171 Yonge-street.

MEDICAL.

"DOWN TOWN OFFICES" OF DRS. Canniff, Nattress, Henwood and Dixon (nose, throat, ear). Janes' Building, King and Yonge.

STENOGRAPHERS.

NELSON R. BUTCHER & CO., CANADA Life Building, Toronto. Reporting, copying. Agents Smith Premier Typewriter. Second-hand machines, all kinds to rent.

MONUMENTS.

GRANITE MONUMENTS—LARGE VARIETY —made to order, lowest prices. J. G. Gibson, Parliament and Winchester.

ARTICLES FOR SALE.

SHOW CASES, MANTELS, GRATES AND tiles in variety at prices to suit you. George F. Bostwick, 24 West Front-street, Toronto.

NOTICE—A SPECIAL LINE OF TAN BOOTS and Shoes; a bargain at G. A. Weese's, wholesale and retail jobber, 46 Yonge, corner Wellington.

DENTISTRY.

IN ADDITION TO MY SPECIAL OFFERS FOR plates I am now doing gold and silver filling and root crowning at special rates. Best work guaranteed. C. H. Riggs, cor. King and Yonge streets.

MARRIAGE LICENSES.

GEORGE EAKIN, ISSUER OF MARRIAGE Licenses. Court House, Adelaide-street east. Residence, 146 Carlton-street.

H. S. MARA, ISSUER OF MARRIAGE Licenses, 5 Toronto-street. Evenings, 589 Jarvis-street.

VETERINARY.

ONTARIO VETERINARY COLLEGE HORSE Infirmary, Temperance-street. Principal assistants in attendance day or night.

F. A. CAMPBELL, VETERINARY SURGEON, 88 Richmond-street west; telephone 114; open day and night. Particular attention given to diseases of dogs.

BUSINESS CARDS.

ROBERT A. GLEDHILL, PRACTICAL watchmaker, 145½ Yonge-street; high grade watch repairing a specialty.

TYPEWRITERS BOUGHT, SOLD OR EXchanged, machines rented. George Bengough, 45 Adelaide-street east. Telephone 1207.

OAKVILLE DAIRY—472 YONGE-STREET—guaranteed pure farmers' milk supplied, retail only. Fred Sole, proprietor.

ACCIDENTS.

ACCIDENT CLAIMS ADJUSTED—COMPENsation obtained for injuries occurring through defects in elevators, railways and other vehicles, sidewalks, scaffolding, gangways and machinery. Lawyers retained. Evidence in actions collected. Models and photographs prepared. Promptness and satisfaction guaranteed. Injured persons or their friends will find it to their great advantage to communicate with me. Twenty years' experience. J. B. Carille, Casualty Underwriter; office, room 13 Janes Buildings, corner King and Yonge-streets, Toronto. Telephone No. 547.

LEGAL CARDS.

HEIGHINGTON, READE & JOHNSTON, Barristers, Solicitors, etc, the Janes buildings, corner of King and Yonge-streets, Toronto. Tel. No. 320. J. Heighington, W. R. Reade, William Johnston.

ALLAN & BAIRD, BARRISTERS, ETC., Canada Life Buildings (1st floor). 40 to 46 King-street west, Toronto; money to loan. W. T. Allan, J. Baird.

A. D PERRY, BARRISTER, SOLICITOR, etc.—Society and private funds for investment. Lowest rates. Star Life Office, 51 53, 53 Freehold Building, cor. Adelaide and Victoria. Telephone 1056.

HANSFORD & LENNOX, BARRISTERS, Solicitors. Money to loan at 5½ per cent. 10 Manning Arcade, 24 King-street west, Toronto.

HOLMAN, ELLIOTT & PATTULLO