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# The Toronto World.

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THIRTEENTH YEAR. FRIDAY MORNING, JULY 7 1893. ONE CENT.

## SUNDAY CARS.

### Voting Day Changed to Saturday, Aug: 26.

### LISTS OF 1893 TO BE USED.

### Meeting of the Sabbath Observance Association.

**Committees Appointed to Perfect Organization—A Delegation to Wait Upon Archbishop Walsh and Ask Him to Withdraw His Signature From the Petition—A Readable Letter On the Subject From a Clergyman—Views of Prominent Labor Men—Further Correspondence.**

TEXT FOR THE DAY.

*"Let no man judge you in meat, or in drink, or in respect of an holy day, or of the new moon, or of the Sabbath days, which are a shadow of things to come."—Coloss. ii., 16, 17.*

The main event in the discussion yesterday was the change of the polling day on Sunday cars to Saturday, Aug. 26, in order that the new voters' list of 1893 may be used. It will take a couple of weeks to enter up the names recently added.

This list is complete; the addresses of the voters are correct and it is the widest in its range. It includes (1) all who are entitled to vote in municipal elections, male or female, and (2) all who are entitled to vote for members of the Legislature of Ontario. The latter class was excluded in the last election on Sunday cars. They number 15,000 or more votes.

Furthermore, the poll is to be kept open until 7 o'clock. This will meet the convenience of those who have to work on that day up to 6 o'clock.

We publish a letter from a Toronto clergyman that is well worth careful consideration.

The Sabbath Observance Association met. They appointed committees to organize and sent a deputation to induce Archbishop Walsh to withdraw his signature to the petition for Sunday cars.

*DATE OF VOTING CHANGED.*

**Saturday, August 26, Fixed Upon As Balloting Day.**

At the meeting of the council yesterday afternoon Ald. Leslie moved:

That whereas it appears, from the information received from the City Clerk, that the voters' list, which has been recently revised by the County Judge, has not been entered in the usual records of the city, and that it will be convenient to allow a longer time to elapse before taking the vote on the question of the Sunday cars than until Aug. 2 next;

It is resolved that the former resolution shall be revoked, and that the question of operating street cars on Sundays shall be submitted to a vote of the citizens on Aug. 26 next, between the hours of 9 a.m. and 7 p.m., provided the Toronto Railway Company deposit with the City Treasurer at once a sufficient sum to defray the cost of said vote, and further, that the City Clerk is appointed returning-officer, and is hereby empowered to make the necessary arrangements for such submission; the voters' lists to be used to contain the names of all persons entitled to vote at elections for the members of the Legislative Assembly, and of the persons entitled to vote at municipal elections, as shown by the revised voters' list for the year 1893; and that the same number of polls, and if possible, that the same places as at the last municipal election shall be used; and public city buildings shall as far as practicable be used for polling booths; that no person shall be allowed to cast more than one vote; that the deputy returning officer shall refuse a ballot paper to any person who is known to have voted before, or who is not entitled to vote; that two persons shall be allowed to be at each polling booth during the voting and upon the counting of the votes, one to represent those in favor of the question and the other those opposed to it, each of whom is to be required to take a statutory declaration that he is a supporter of or is opposed to the question of Sunday cars, as the case may be; the regulations as to voting and being in the polling booth provided by the Municipal Act to be observed during the voting and counting the number of votes for the above question, as far as the same may be practicable; the ballot paper to be in the following form:

"For the Sunday cars."
"Against the Sunday cars."

The Mayor said it would take a two-thirds vote of the council to suspend the rules to allow Ald. Leslie to introduce his motion.

Ald. Carlyle rose to a point of order, that the matter had been before the Executive Committee yesterday, and the solicitor's opinion had been asked for and had not been laid before the council.

The Mayor said the point was not well taken.

The motion to suspend the rules carried.

Ald. Carlyle endeavored to have the motion referred to the Executive Committee and introduced a motion to that effect.

Ald. Crawford said the council had already settled the question, and he did not propose to oppose Ald. Leslie's motion, but would support him if he would change the date to January next.

**The Vacation Season Will Be Over.**

Ald. Leslie explained that in the new voters' lists some 16,000 names had been added, and that by Aug. 26 most of those who were away from the city spending the summer would have returned. As this was one of the objections raised by those opposed to Sunday cars he thought this date should be satisfactory.

Ald. Carlyle's motion was lost.

Ald. Hill moved that the first Monday in January be the day for taking the votes.

The Mayor stated that he had already ruled that the Sunday car movement was illegal, and that one of the judges would very likely be asked to decide the question.

Ald. Hill's motion was lost on a division of 14 to 10.

Ald. Hallam moved that the first Monday in September be the day, and that only those who were qualified to vote at municipal elections be allowed to vote. He claimed that those who had no right to vote at municipal elections had no right to vote on the question.

The motion was lost.

Ald. Carlyle: "Why not make it Sunday?"

Ald. Hewitt: "I've seen you riding on Sunday."

Ald. Leslie's resolution was carried on this division:

YEAS—19.

| | | |
|---|---|---|
| Bailey. | Bell. | Burns. |
| Davis. | Hallam. | Hewitt. |
| Lamb. | Leslie. | Lynd. |
| Maloney. | Murray. | McMurrich. |
| Orr. | Saunders. | Shaw. |
| Small. | Stewart. | Vorral, George. |
| Verral, John E. | | |

NAYS—5.

| | | |
|---|---|---|
| The Mayor. | Carlyle. | Crawford. |
| Hill. | Jolliffe. | |

*OPPONENTS OF THE CARS.*

**A Fund of $3000 To Be Raised—Archbishop Walsh's Signature.**

An adjourned meeting the Sabbath Observance Association was held at 4 o'clock yesterday afternoon. Mr. W. H. Howland occupied the chair.

The Legal Committee stated that as the question was still in an unsettled condition at the City Hall the committee had nothing to report.

Mr. F. S. Spence reported the action of the City Council in postponing the date of voting until August 26, and the shutting out of woman voters as he described it.

The chairman said that the arrangements made between the Street Railway Co. and the City Council for the degredation of the city of Toronto were excellent. He did not believe that any man who had signed the petition for Sunday cars would have done so had he known how the city was to be degraded. Every honest man should do everything in his power to confuse and confound the efforts of those who are trying to force Sunday cars on us. The character for purity and goodness which Toronto possessed all over the world was responsible for her wonderfully fine financial standing. Toronto could never have run into twenty million dollars debt if it had not been for her good character. If Toronto gets Sunday cars she will be proclaimed far and wide as a city that has fallen, and her moral and financial standing will be gone. He did not think it could be better put than that.

**A Long List of Committees.**

The Nominating Committee named the following committees, with power to add to their numbers:

Executive—Hon. G. W. Allan, S. R. Heakes, Rev. William Frizzell, V. E. Ashdown, J. J. Withrow, Henry O'Brien, E. Coatsworth, Rev. William Patterson, Dr. Geikie, J. K. Macdonald, J. T. Moore, S. J. Moore, R. S. Gourlay, G. F. Ferguson, W. Blackley, N. W. Hoyles, E. J. Partridge, Rev. J. A. Turnbull, D. J. O'Donoghue, D. D. Christie, Elias Rogers, Beverley Jones, S. Caldecott, W. H. Parr, John Winchester, J. W. Bengough, Thomas Bengough, J. S. Coleman, W. J. Gage, Rev. Dr. Caven, Rev. Dr. Sutherland, Rev. A. H. Baldwin, Rev. Dr. Langtry, Hamilton Cassels, Rev. Dr. Thomas, J. D. Ivey, Dr. A. D. Watson, Dr. John Hunt, J. B. Boustead, Robert Kilgour, John Harvie, Joseph Oliver, M. Gibbs, A. MacMurchy, W. H. Howland, F. S. Spence, J. J. Maclaren, Commandant Booth, S.A., H. O'Hara, James E. Kent, Joseph Tait, Dr. W. F. Bryans, Hugh Blain, Rev. W. G. Wallace, Rev. D. J. Macdonnell, A. Sampson, Angus MacMurchy, D. W. Wardell, E. J. Weston, J. S. Lobb, A. Fox, H. A. Massey, A. Nasmith, Rev. E. Barker, Rev. W. Briggs, Rev. Dr. Parker, Rev. H. J. Cody, T. Eaton, A. E. O'Meara.

Rev. W. F. Wilson advocated the representation of Roman Catholics on the committee and the suggestion will be carried out.

Meeting Committee—F. S. Spence, convener; G. M. Lee, R. S. Gourlay, Rev. D. J. Macdonnell, Rev. W. G. Wallace, A. E. O'Meara, Angus MacMurchy, Joseph Tait, W. H. Parr, N. W. Rowell.

Finance Committee—J. K. Macdonald, J. Nairn, W. J. Gage, W. H. Howland, Beverley Jones, G. F. Ferguson, Elias Rogers, T. Eaton, R. Kilgour, T. West.

Literature Committee—Rev. Dr. Caven, Rev. Dr. Sutherland, Rev. Dr. Ball, Rev. Septimus Jones, G. H. Robinson, J. W. Bengough, Alf Sandham, Rev. H. J. Cody and the Ladies' Committee.

**Archbishop Walsh's Signature.**

J. W. Bengough wanted to approach Archbishop Walsh as a member of the committee. The chairman said that although the Archbishop had signed the petition he would not be afraid to ask him to change his views, now that it was plain that a dishonest vote was to be taken.

The Finance Committee reported the necessity of the raising of a sum not less than $3000, and suggested subscriptions in the churches as a means of doing so, and that collectors be appointed. Mr. W. J. Gage had consented to print all circulars. Mr. W. H. Howland was appointed treasurer.

The Chairman thought it a hard thing that the council had forced this expense on the good people of the city of Toronto.

Mr. Hoyles thought that the suggestion to collect in the churches might not meet with the approbation of the ministers. There was considerable difference of opinion on the matter, and it was decided that a committee, the names of which are withheld by the secretary "because they are of little consequence," be appointed to arrange a scheme for collecting in the churches.

Mr. W. H. Parr moved, seconded by J. W. Bengough, the appointment of a committee to consult Archbishop Walsh, explaining the condition of affairs, and ask him to withdraw his support to the Sunday street car movement. Dr. Caven opposed the motion on the ground that, if he, himself, had signed his name to such a petition, he would not count it honorable to him to be asked to go over to the other side.

It was explained to Dr. Caven that they were not going to ask the Archbishop's support, but merely the withdrawal of his name. The motion was carried as a suggestion to the Executive Committee.

Rev. W. F. Wilson wanted to know what right the City Council had to disfranchise the ladies of the city. Echo answered, "What!" all over the meeting.

**A Card Up Their Sleeve.**

Mr. N. W. Hoyles rose and said that the legal committee did not propose to make known the result of its investigations as to the legality of the vote. They were holding something in reserve to confound the Sunday car people. It had been found most detrimental to any cause to make known its case to the eye of enemies as well as friends.

Mr. J. J. Maclaren spoke in the same strain. He also deprecated any legal efforts to postpone the vote until January. The moral effects on the mass of voters might be bad if they thought that the society was taking advantage of legal quibbles.

Dr. Geikie reported that the City Mission Board appointed all its members a committee to prevent the desecration of the Sabbath day.

Rev. D. J. Macdonnell spoke advocating all moderation, the avoidance of personalities and the meeting of all the good that was in the arguments of those in favor of Sunday cars with counter-arguments.

*ANOTHER TORONTO CLERGYMAN*

**Who Favors Fresh Air for the People on Sunday by Street Car Transit—A Letter That All Clergymen and Others Should Read.**

Editor World: Will you kindly open your columns to discussion on one or two points connected with Sunday street cars.

1. It seems to be generally assumed that Sunday street cars are always *followed* by

(*Continued on Second Page.*)

## ONCE AGAIN REFERRED BACK.

*THE STREET RAILWAY AGREEMENT STILL HANGS FIRE.*

**The Council Discussed the Matter For Several Hours Yesterday, and it Looked at One Time as if the New Agreement Would Pass, But Eventually Action Was Postponed.**

There was a goodly crowd in the Council Chamber yesterday afternoon to listen to the "long talks" of the aldermen on the now famous proposals made by the Toronto Railway Company. As usual, the occupants of the gallery showed upon which side they were by applauding the various speakers. Those opposed to any change in the original agreement of 1891 were the recipients of the plaudits. The Ratepayers' Association was represented as usual, and so were the Railway Company and the contractors.

After an afternoon and an evening session lasting about nine hours the question was referred back, and it now stands where it was before the "dickering" commenced.

It was another "Waterloo" for Mayor Fleming. First he wanted the matter left to the courts. Failing to carry this point, he favored the draft agreements with several amendments, which he wished to add. This also failed to carry.

At the adjourned meeting of the council yesterday afternoon a bylaw was introduced fixing the rate of taxation at 17 1-4 mills.

Ald. Carlyle made another attempt to upset the 17 1-4 mill rate. He moved his former resolution of 15 mills and the issuing of debentures for $300,000. The motion was lost on a tie vote, 12 to 12, and the bylaw passed.

**The Draft Agreement.**

Ald. Lamb moved that the City Solicitor be instructed to prepare forthwith articles of an amendment to the agreement between the city and the Toronto Railway Company, in accordance with the terms of the draft agreement, and embodying the alterations suggested by the City Engineer, and further that the proper officers of the corporation be instructed to execute the said agreement forthwith on behalf of the corporation after its approval by the City Engineer.

Ald. Lamb, in moving his resolution, referred to claim 11 of the original agreement which relates to the laying of permanent pavements where there are existing tracks.

Ald. Davies moved: "That the proposed new agreement with the Toronto Railway Company be not entertained, but that the original agreement be adhered to and that the pavements on the track allowances now under contract be and are hereby ordered to proceed without prejudice to the rights and contentions of the city in reference to the question as to what constitutes a permanent pavement."

Ald. Davies did not go into figures, but contended that, supposing there was a deficit of $600,000 or $700,000 at the end of the term, it would be better for the city to stand the loss and retain possession of the streets.

Ald. Murray did not think the draft agreement would be a good thing for the city. He was opposed to any further delay in the letting of work. And if the City Engineer would have control of the streets he would support the draft agreement.

**Ald. Carlyle Advocates Fight.**

Ald. Carlyle moved: "That the city decline to accept the proposal of the railway company's interpretation of the agreement of 1891; by that the city is bound to lay a concrete foundation under all the tracks now laid upon permanently formed roadways, and that everything remains in abeyance until the court decides the title city is bound to do this. Meantime the City Solicitor is instructed to proceed at once vigorously with the suit before the courts, maintaining the city's contention that a permanently formed roadway is not necessarily a roadway with a concrete foundation."

Ald. Saunders said that owing to the trouble with the old company over the streets, the great cry had been, get possession of the streets. Now that the city had got control of the streets it should hang on to them.

Ald. Shaw drew attention to the fact that if the question of permanent pavements was left to the courts, and it was decided in favor of the city, the company would not be compelled to lay down concrete foundations. If the company should come out victorious, it would have an opportunity of entering an action against the city for heavy damages. The difference in the cost of carrying passengers by horse power and electricity, together with the loss from the tracks not being extended, would amount to a large sum, of which, perhaps, the city would have to pay. If there are blunders in the old agreement it was the fault of the engineers and the lawyers, and not the members of the council.

Ald. Hallam thought any alderman who voted against the old agreement would vote against the interests of the city. He maintained that the question had not been properly handled. The letter sent the Mayor from the company containing the outrageous proposition should have come to the council in a message from the Mayor. Instead of that the letter had been kept back, and there must be some ulterior motive in keeping the document in the background. He had done more for Mayor Fleming than he had done for any other Mayor and now he (Hallam) was sorry for it.

The Mayor: I admit that Ald. Hallam has been a good friend to me. I do not deny it, but at the same time I do not propose to give up my right to think to please Ald. Hallam. Referring to the mysterious letter, the Mayor said Ald. Hallam must have surely forgotten that he had seen the letter, as it had been published in the evening press the day it was received, and in the morning papers. Ald. Hallam was also in the Mayor's room shortly after the letter had been received, and had either seen the letter or was told the contents of it, and had discussed it there and then.

Ald. Murray confirmed the Mayor's statement.

The Mayor then spoke in support of Ald. Carlyle's motion. He did not think the city was bound to put down concrete foundations. The question that was now before the courts was, as to what constitutes a permanent pavement. He did not consider it would be a great disaster to the city if the change to electricity were not made for two or three years. The question that should be decided first is whether the city would be compelled to put down concrete foundations or not, and until that is done the draft agreement should not be touched. He read an opinion from Mr. Caswell to the effect that the question could not be referred to the County Judge.

Ald. Crawford did not think Mr. Caswell's opinion was worth the paper it was written on. As for the figures, they were a complete maze and of no use. He was doubtful if it would be wise to carry the question to the courts in view of the large amount it would cost the city in case the company won. He was prepared to vote for the old agreement.

**Voting Against the City's Interests.**

The council adjourned for recess at 6.30.

When council resumed at 8 o'clock Ald. Lynd took exception to the statements of some of the aldermen who said those who voted for the draft agreement were voting against the city's interests. He produced figures showing that the city would lose $551,000 by carrying out the present mileage agreement. He took no stock in the cry of losing control of the streets. He had no fault to find with the present agreement, but thought a better one could be made.

Ald. Orr thought the City Treasurer's statements should be sufficient information for the council and there was no necessity for going outside for figures. He did not think the city would win the suit from the company, and if it did the city would be in no better position than it is at present. He favored a compromise of some sort.

**Ald. Lamb Opposes Delay.**

Ald. Lamb said he wanted the work to go on. There were 40 miles of pavement yet to be laid and there should be no further delay. By letting the company change the service at once the city will be reaping a harvest from the increased percentages. He maintained that the draft agreement was one of the best the city ever had a chance to make.

Ald. Carlyle said he could not understand Ald. Lamb in urging the council to accept the draft agreement. It would be better to let the courts decide the question before anything was done. It is the city's contention that it is not bound to lay the concrete foundations. He was also surprised at Ald. Lynd's figures. The Street Railway Company will in all probability make $2,000,000 if the new agreement is adopted. He had no use for the draft agreement; the city must keep the streets, as the company had all the power they should have.

The Mayor repeated again that the proper way to do was to take the matter into court. It might take a year to settle the question or it might take longer.

Ald. Hill favored the council forcing the fight and order the work to go on. The Works Committee had not been treated with courtesy. The chairman had not consulted the members as he should have done. He thought the company was making a big bluff when it said it would do no work. He objected strongly to carrying the question to the courts.

**Ald. Bell Thinks the Railway Company Ill Treated.**

Ald. Bell did not think the company had been treated fairly early in the season. They had been anxious to have the work go on, but the Mayor and the chairman of the Works Committee had delayed and held back for some reason or other.

Ald. Carlyle withdrew his motion to go to the courts. The Mayor then fathered it. It was lost on this vote:

YEAS, 5.—The Mayor, Bailey, Crawford, Saunders, J. E. Verral.

NAYS, 19.—Bell, Burns, Carlyle, Davies, Hallam, Hewitt, Hill, Jolliffe, Lamb, Leslie, Lynd, Maloney, Murray, McMurrich, Orr, Shaw, Small, Stewart, George Verral.

**A Motion To Stick To the Old Agreement Defeated.**

Ald. Davies' motion to adhere to the old agreement was then put and lost on a tie vote.

When Ald. Burns, chairman of committee, was ready to put the motion of Ald. Lamb the Mayor said he had some amendments to add to the new agreement.

Ald. Carlyle objected strongly to the Mayor's trying to rush amendments through the council without any consideration.

Ald. Hill then proceeded to dress down the Mayor. It had taken some time to find out where the Mayor stood, but it had come out at last, the fine Italian hand of His Worship could be seen all through the proceedings. The Mayor had kept back correspondence, and his effort to run through these amendments was an outrage.

**John Hallam Says "Outrageous."**

Ald. Hallam wanted the whole question sent back to the Board of Works. The proceedings were outrageous and in keeping with the manner in which the whole scheme had been worked.

The Mayor said it was amusing to see the righteous indignation of some of the members of the council.

Ald. Burns was satisfied that the question had not received the consideration it should have done. He moved that all the papers, amendments and draft amendments be referred back. There had been such an abundance of conflicting figures presented that it was difficult for any alderman to judge which of the statements were in the interests of the city.

**"For God's Sake Let the Work Go On."**

"For God's sake let the work go on," said Ald. Lamb, "the question has been burked long enough. Let us fight this matter out if it takes all night."

Ald. Hallam: The Mayor has some amendments, does he know whether the company will accept them?

Ald. Hill: Oh, he knows!

Ald. Hallam said to all appearances the company had got possession of the council. The Mayor and Ald. Lamb had not all the "brains" of the council. The Mayor had deluded the Executive Committee and shoved the new agreement through without having it properly considered.

Ald. Murray asked when the works would commence if the draft agreement went through.

The Mayor: Yes, the work will commence at once.

Ald. Hallam: No, it won't. We'll get out an injunction to-morrow.

Ald. Lamb: Injunction nothing.

Ald. Crawford could not understand the actions of the Mayor and Ald. Lamb. He thought the council would regret it if the new agreement went through. He could not speak very strongly of the intelligence of the council of 1893. He was doubtful if some of the Aldermen were representing the wishes of the people to-night and the best interests of the city.

Ald. Leslie threw the insinuation that some of the aldermen were hirelings in the employ of the company back into the teeth of Ald. Hallam and others. Most of those who were opposing a change being made had not given the matter thought.

Ald. Burns' motion to refer back for further consideration, for the purpose of procuring information as to the financial aspect, carried on a unanimous vote.

**The Neglige Shirt.**

**When the neglige shirt first came out its object was to relieve a man of wearing starched bosoms and collars and cuffs in hot weather, when they are likely to wilt and give the wearer a slovenly appearance. It was then made of flannel and would shrink in spite of any care. The one-fifty crepe shirts at quinn's impart all the cooling qualities of the original and are absolutely shrink-proof.**

**A Summer Treat.**

**One of the most interesting of all the periodicals published in the world is "The Canadian Magazine." The articles, in quality and thought, quite equal the average of the long established reviews. The July number at John P. McKenna's, publisher and newsdealer, 89 Yonge-street, near corner King, is a splendid one, very varied and every article of interest to every reader. This magazine, the greatest undertaking ever made in Canadian periodical literature, is having a tremendous sale, three editions of one number having been printed.**

**Bicyclists use Adams' Tutti Frutti. It keeps the mouth moist and allays thirst. Take no worthless substitute.**

## PHELPS' CLOSING ARGUMENT.

**He Repudiates the Opinions of British Counsel as Unworthy of Credence—Prof. Macoun Leniently Criticized.**

[Telegram Special.]

PARIS, July 6.—Mr. Phelps, who lost his temper yesterday and sulkily sat down, reappeared in good humor when the Behring Sea Arbitration Court resumed its session this morning. He attempted to rebut the British argument as to the mortality of the seal pups, and repudiated the opinions of the British commissioners as unworthy of credence. Mr. Phelps criticized Prof. Macoun more leniently, but he insisted that he misunderstood the natives of Alaska who were interviewed by him.

[American Report.]

PARIS, July 6.—E. J. Phelps, of consul for the United States, in his continuation of his closing address before the Behring Sea tribunal of arbitration to-day, reviewed the evidence that had been submitted to the tribunal to show the effects of pelagic sealing upon the herds. M. Phelps claimed that the evidence showed that the catch of the pelagic hunters consisted entirely of female seals. Those caught in the Pacific Ocean, he said, were mostly pregnant, while those caught in Behring Sea were chiefly nursing mothers which were out seeking food. The pups ago the mothers died on the islands from starvation.

Mr. Phelps quoted statistics to prove that the slaughter of breeding female seals at sea was rapidly reducing the herd. Ten years of Canadian sealing meant a 24 per cent. reduction in the breeding, implying the extirpation of the species in a few years. The killing of male seals on the Pribyloff Islands had no such destructive tendency. If the number killed was found to be excessive it could be reduced. Mr. Phelps denied that the driving of seals on the islands injured the virility of the males.

*GREECE A REPUBLIC.*

**King George Has Abdicated—No Likelihood of Trouble.**

PARIS, July 6.—The startling news has been received here that a revolution has taken place in Greece, that King George has abdicated and that the people of Athens, backed by the soldiery, have proclaimed Greece a republic. The event was so sudden and unexpected that particulars of it are as yet but mere rumors. No official verification of it can be obtained at this hour, but considering the dissatisfaction prevalent for some time and the impulsive character of the people it is not regarded as improbable.

News has been received confirming the rumored declaration of a republic in Greece. There is no likelihood of trouble.

*ALL QUIET IN PARIS.*

**Strong Feeling Against the Police For Arresting Invalids.**

PARIS, July 6.—The action of the police in making the arrests at the Charity Hospital yesterday has caused the most intense anti-police agitation. The police broke down the doors, and treated the surgeons in the most brutal manner.

The city is quiet to-day. The districts in which further trouble is expected are closely patrolled.

**A Horse's Dive From London Bridge.**

LONDON, July 6.—It is an old saying that there is never a minute of the day without a grey horse on London Bridge. But certainly not once in a generation does a horse of any color spring over the parapet of that structure and dive into the river. This happened the day before yesterday, when a horse harnessed to a dog-cart bolted, breaking both shafts and, clearing himself of the trappings, took the leap. The beast was but little the worse for his plunge, and injured nobody. This is all the more remarkable, seeing that the crush of traffic under the bridge is usually second only to that upon it.

**The Bisley Team at Cambridge.**

LONDON, July 6.—The Canadian Bisley team have arrived and have gone to Cambridge for a few days. All are well.

**A Big Day At the Woodbine.**

To-morrow's the big day at Woodbine Park. A large attendance of our best citizens is assured.

Of course you're going, but you can't go in your everyday headgear, nor can you wear your silk hat. You must wear one of Dineens' race-going hats, a drab shell, or pearl Derby or soft hat.

With all other summer goods, these hats are now sold at prices that compel admiration in all who know the value of the stylish hats and caps that are being disposed of at the corner of King and Yonge-streets during Dineens' clearing sale.

Straw hats, all of the very latest design and best material, are being sold in hundreds every day. There is also a greatly increased demand for outing, camping and holiday hats, and Dineens' large stock is rapidly becoming smaller.

Don't forget that the hats are at Dineens'.

**A Word For Canada.**

Canada, owing to its stable form of government, is one of the most peaceable and prosperous countries in the world. Hence, not only are its Government bonds eagerly sought after in the great stock markets of the world, but so also are the stocks and bonds of its railway, banking and insurance corporations. The funds of a prosperous life insurance company grow very rapidly, and in order to give good returns to the policyholders these funds require to be invested in securities that are perfectly safe and yet yield a high rate of interest. In Canada the securities are undoubted, and the natural resources so rich and vast that for centuries to come unlimited capital can here find profitable investment. So we never could see the good (not to speak of the necessity) of Canadians taking life insurance in American companies, paying first of all on an average of $7 per $1000 more for the same insurance and impoverishing Canada to the extent of their yearly premiums, which are sent out of the country and invested on the other side. It is impossible in the very nature of things than any Yankee company can be as good to a Canadian policyholder as a Canadian company can be, either in the matter of rates, security, prompt payment of death claims, dividends or anything else. And they never have been yet.

And they never will be.

Though their premiums are low, Canadian companies have always given better satisfaction to their policyholders, and one of the best policies issued in Canada is the Double Maturity plan of the Manufacturers' Life. For further particulars apply at head office, 63 Yonge-street, cor. Colborne.

**The magnificent new Cyclorama, Jerusalem on the Day of the Crucifixion, is the only attraction now open in the city.**

**English Pharisees, French Crocodiles.**

Max O'Rell dedicates this new and lively volume "To Jonathan," to whom he says: "I have drawn a few sketches for you. Perhaps they will show you that people can be happy without rolling in wealth or living in a furnace." The book is about the same size as "Jonathan and His Continent," and is packed full of bright stories and witty epigrams. John P. McKenna, 89 Yonge-street, near corner King, received to-day the first edition published and has a complete line of all his other books. Max O'Rell was never more amusing than in these pages, in which he shows up the good points as well as the weakness of his native land and the land of his adoption.

## ENGLAND'S ROYAL WEDDING.

*PRINCE GEORGE OF WALES AND PRINCESS MAY OF TECK MARRIED.*

**A Scene of Pomp and Splendor at St. James' Palace—Brilliant Ceremonies and Processions—A Number of Foreign Royal Guests—Triumphal Progress of the Happy Couple in London.**

LONDON, July 6.—The marriage of the Duke of York (Prince George of Wales) and Princess Victoria May of Teck, an event which all England had been looking forward to with great interest, took place at 12.30 o'clock to-day in the Chapel Royal, St. James' Palace.

The wedding was a brilliant function and was attended by a large gathering of the members of the British Royal family, Continental sovereigns or their representatives and many members of the highest nobility.

The weather was beautiful, and if there is any truth in the old proverb "happy is the bride whom the sun shines on" the new Duchess of York will be exceedingly happy, for a more splendid day has seldom been seen in London.

**A British Holiday.**

The occasion was made one of national rejoicing and a partial British holiday. Great crowds of people gathered many deep along the line of route from Buckingham Palace, up Constitution hill, through Picadilly, St. James'-street and Marlborough gate to the garden entrance of St. James Palace, which is situated on the north side of the Mall.

**A Scene of Pomp and Splendor.**

The decorations along the line of the royal procession were profuse and beautiful. The roadway was kept open by the Household troops in their glittering uniforms, by detachments drawn from the military depots, by the Metropolitan volunteers and militia, by Middlesex yeomanry, and by the police.

The scene was full of life and movement, and the ceremony eclipsed in pomp and splendor any recent state ceremonial in connection with the British court.

The Royal party left Buckingham Palace in four processions. The first conveying the members of the household and distinguished guests. The next procession included the Duke of York and his supporters, the Prince of Wales and the Duke of Edinburgh. The bride came in the third procession, accompanied by her father, the Duke of Teck, and her brother, Prince Adolphus of Teck. The last procession was that of the Queen, who, accompanied by the Duchess of Teck, her younger sons and the Grand Duke of Hesse, drove in state to the ceremonial. Each procession was accompanied by a Life Guards' escort, and in addition to this the Queen had an escort of Indian, Native and Australian horse. Her Majesty rode in the handsome glass coach used at the opening of Parliament and on other special occasions. The body of the carriage, which is of Irish manufacture, was built in Dublin, is painted a dark color and its richly gilt panels are adorned with the royal arms.

**At St. James' Palace.**

The members of the royal family and guests on alighting at St. James' Palace walked to the state apartments and subsequently down the grand staircase and under the color court colonnade to the seats for them in the chapel. Her Majesty alighted in the ambassadors' court, under a specially erected canopy over the glass doors of the passage leading from the chapel. Thence she walked to the Haut Pas at the north end of the chapel. The spot was beautifully adorned with palms and flowers from the royal conservatory and carpeted with crimson. Upon the same platform seats were provided for the Prince and Princess of Wales, the bride and bridegroom and the other members of the royal family and royal guests from abroad. The members of the diplomatic body, including members of the United States embassy and the other invited guests, occupied special seats in the body of the chapel, and in the royal and east galleries. Drawing room dresses were worn by the ladies, the gentlemen appearing in full levee dress.

**The Ceremony.**

The marriage ceremony opened with the procession of the clergy into the chapel. This consisted of the Archbishop of Canterbury, the Bishop of London, the Dean of the Chapel Royal, the sub-dean, the Bishop of Rochester, the Hon. and Rev. Ecair-Glunn, Vicar of Kensington, Canon Harvey, domestic chaplain to the Prince of Wales, and Canon Dalton, honorary chaplain to the Duke of York. The bridal march from the "Occasional Overture" was played by the organist as the procession came forward. While the Archbishop and clergy were taking their places the music of the march in "Scipio" came from the organ, and immediately the front of the second procession, including the royal family and royal guests, came in sight, and the members of it were conducted to their seats as they entered.

As the Queen's procession, which included the Duchess of Teck and the Grand Duke of Hesse, walked up the aisle Sir Arthur Sullivan's "Imperial March" was played. A march in G, composed by Smart, was played during the progress of the bridegroom's procession, and as the bride and her supporters passed up the aisle to the altar the organist played Wagner's march from "Lohengrin."

**The Bride's Dress.**

The bride wore the veil which was worn by her mother on the occasion of her own marriage. Her wedding gown was of silver brocade in perfect harmony with the bridesmaids' toilets of white satin and silver lace. The bridesmaids' gowns were made with low bodices and neither hats, wreaths nor veils were worn, only a simple rose in the hair. The bridesmaids were the Princesses Victoria and Maud of Wales, Princesses Victoria Alexandra and Beatrice of Edinburgh, Princesses Margaret and Victoria Patricia of Connaught, Princess Victoria of Schleswig-Holstein and Princess Eugenie. The Archbishop of Canterbury, assisted by the other clergy, performed the ceremony, the bride being given away by her father. The magnificent gilt sacramental plate, the central alms dish of which is said to have been manufactured in the reign of Charles I, and is valued at $50,000, was displayed upon the altar, which was decked with the choicest flowers.

**Her Majesty's Dress.**

The Queen was attired as follows: The bodice was of broche silk with lace. She wore across her bosom the broad blue ribbon of the Order of the Garter, and on her head was a small diamond crown from which a veil depended. Around her neck was a necklace of diamonds with pendant attached. As Her Majesty passed up the nave of the chapel the whole assemblage bowed.

Following the Queen came the Prince of Wales and the Duke of Edinburgh, and behind him walked a number of admirals in full uniform escorting the bridegroom, who wore the uniform of a fleet captain.

The Czarewitch was in military uniform and wore a picturesque white jacket edged with ermine.

The King of Denmark escorted his daughter, the Princess of Wales. The Princess

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*FOUND THE REST FOR THE WEARY.*

She was a tired little factory girl with a brave heart and a sweet temper, in spite of the manifold cares and troubles which had made her so old for nineteen years. Ever since her mother's death, five years ago, she had worked in the same Front-street factory, and in all that time she had never been able to take a holiday. She was tired body and soul and the desire and longing of her heart had always been to spend one day a week in High Park. She had never been outside the city since she could remember, and yet she knew just the shady hillock in the park on which she would recline, and the thought of the great green trees which shaded it seemed to relieve the burning heat and dust. When her head ached and her brain whirled with the many and varied noises around her, she dreamed of the lovely silence of the park, and nothing but the stern necessities of a board bill in arrears kept her at her post.

On Tuesday last she was told that after August 2 cars would run to the parks on Sunday. "Oh! won't that be nice," she said, smiling. "Then I can take a whole day in the country, for I'm so tired I feel as if I should die. I can't afford to lay off, but I can go on Sunday then."

There is rest for the weary,
There is rest for the weary,
There is rest for the weary,
There is rest for you,

she hummed softly, and the words began to sing themselves in her brain, now in a dreamy undertone, then with a mighty crash which drowned everything else. "There is rest for the weary," she remarked in answer to a question. "Yes, I know there is," remarked the forewoman, "and 'm glad of it, for you look as if you needed it."

And so the day wore by until it was time to leave the factory. By this time everything around her seemed to be dancing a merry jig, and she thought, "I wonder if I'm going to have the fever."

She trembingly hurried to the door, and as the cool air seemed to revive her, she started for her boarding house in Duchess-street. As she reached the door she grew sick and faint and her landlady put her to bed and sent for a physician, and all night long and all day Wednesday the kind-hearted woman watched by the side of the unconscious girl. Just as the first gleam of daylight glimmered on the whitewashed wall the patient stirred, and the landlady bending over her, heard her murmur softly: "I'm going—after August 2—Sunday cars—to have a vacation every Sunday." The last word had hardly left her lips when her eyes closed again, and the landlady saw that she had indeed gone on "a vacation." And as she tenderly smoothed the pretty soft hair and composed the face which had meant to be so merry and bright and which, alas! was so sad and worn, she whispered:

There is rest for the weary,
There is rest for you!

*AUSTRALIA AS IT IS.*

**An Interesting Talk With a Journalist From New South Wales.**

Mr. A. G. Stephens, an Australian journalist, who came to report on the World's Fair for several Australian newspapers, and is now going home by way of England, dropped in at The World office yesterday.

Speaking of the downfall of the Australian banks, Mr. Stephens said the crashes were simply the inevitable result of a vicious system. For the last 15 years Australians have been living on loans. The governments borrowed money from English capitalists, the banks borrowed from the governments, the land speculators, manufacturers and mining companies from the banks, and consequently laboring men had plenty of employment at high wages. Last year, however, our credit became exhausted for one reason or another. The machine stopped at once. There was no work for the men, no overdrafts for their masters and a run on the banks showed that all their assets were locked up. Land and securities became worthless at once, the bottom fell out of the speculative market and there we were.

The natural wealth at command is so great, however, that we must eventually turn up trumps. But the misfortune is that the people have been "milking the Government cow," as we call it, for so long that they are not willing to go to work and develop the riches under their feet. The cities are congested, the country deserted and the problem how to reverse things puzzles our cleverest politicians.

**A Yonge-street Accident.**

About 4 o'clock yesterday afternoon Mrs. J. D. Hay was being driven down Yonge-street in a wagonet. A postoffice cart tried to pass Mrs. Hay's team, and in the attempt ran into a wheel and knocked the coachman, named Webster, off the box. He fell on his head on the road; the horses started off and were turning into McGill-street when a clerk from Pearsall's captured them. Mrs. Hay started to descend from the rig by the rear step, but fell on the road as she did so. By this time the coachman was on his feet and assisted the lady to the same position. Mrs. Hay's first inquiry was if Webster was hurt, and being told he was not she wished to know who owned the offending wagon. Being told it was a scarlet mail wagon she at once inquired if it was Hendrie's. But it didn't happen to be. Altogether it was a fortunate accident, in which Mrs. Hay showed great presence of mind.

**Are You Going Out of Town?**

If you are, remember that The Sunday World, containing in brief nearly all the news to be found in the Monday morning papers, besides the week's society gossip, sporting gossip, theatrical gossip, bright editorials and many special features, but no politics, except in the form of news, will be mailed to you free on Saturday night for 20c a month or 50c a quarter, and will reach you from 6 to 24 hours ahead