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The Toronto World.

THE LATEST NOVEL IS
"A LITTLE FOOL."
By John Strange Winter.
PRICE 25C. AT ALL BOOKST ORES.

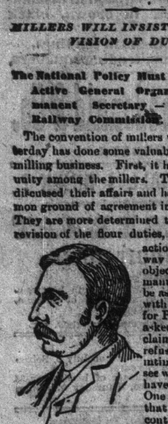
TENTH YEAR. THURSDAY MORNING JULY 11, 1889. PRICE ONE CENT.

THEIR POLICY IS FRAMED.

MILLERS WILL INSIST ON THE REVISION OF DUTIES.

The National Policy Must Be Completed—Active General Organization—A Permanent Secretary—Inter-Provincial Railway Committee.

The convention of millers which closed yesterday has done some valuable service to the milling business. First, it has produced more unity among the millers. They have met and discussed their affairs and have come to common ground of agreement in several matters. They are more determined than ever to get a revision of the flour duties, and have taken action in more than one way to accomplish this object. Farmers and manufacturers are to be asked to co-operate with them; candidates for Parliament will be asked to support their claim, and if candidates refuse to do so they intimate that they will see what influence votes have at the polls. One gentleman says that the millers can control sixteen constituencies in Ontario. Besides strengthening the crusade against the tariff the work of the convention will result in other benefits. A permanent secretary was appointed whose duty it will be to devote his whole time to the interests of milling. He will organize local associations, get them into working order, and attend to the many matters of business which will naturally arise from local and central associations. One of his most important duties will be the preparation of wheat quotations based on export values. The move made for an inter-provincial railway commission shows which way the wind is blowing.



PRESIDENT HAY.

Before going into session yesterday morning the convention, on invitation of the Board of Trade, took a sail round the Island on the Kathleen.

President Hay called the meeting to order at 10 o'clock.

This Executive Committee was chosen: Listowell district, Messrs. Hodd and Wenger; London district, Mr. Saunby; Toronto district, Mr. Warcup; Rockwood district, Messrs. Meldrum and Peplow; Ottawa district, Wm. Hutchinson.

Discussing Organization.

Mr. Plewes led off the discussion on local organizations. The great question that arises at once is, "What shall we get for our $5 and our $10? what shall we gain by belonging to these organizations?" The chief benefit would be a money benefit. For instance: last year circumstances transpired by which wheat dropped 18 cents a bushel. He received a private despatch at Brantford from Toronto to that effect. His first thought was to save a young friend of his who had recently gone into the milling business. He at once wired him and his friend at once regulated his prices. A miller in the locality who did not get early information went on paying the higher price for a day or two after the drop. It would be the speaker's duty to inform the members of the association instantly of changes of prices.

The President spoke of the great value of the local organization at Listowell. They had discussed values, yields and many other questions of interest to millers. They had regulated the question of exchange. It was 40 lbs. of flour, 10 lbs. of bran and 3 lbs. of middlings to the bushel before they organized. As they all knew that was ruinous for 60 pound wheat. They met together and brought it down to 38, 10 and 3. It was still too high and the system should be put on a buying and selling basis. It was the only business he knew of that was done under barter.

Mr. Griffin, Mount Vernon, said more flour could be given for 60 pound white wheat than for 62 pound red wheat.

Then Mr. Plewes and Mr. J. G. Bechtell offered this resolution, which was carried:

That the central committee promulgate a uniform system of exchange and send it around to local organizations for their consideration.

The Inspection of Car Wheat.

"Inspection of car wheat and how to improve the system of weighing" was next taken up.

Mr. Watts moved, seconded by Mr. Griffin:

That all wheat bought by the carload by members of this association shall be bought and paid for on the basis of value as shown by the test of weight per bushel, and only the weight contained in the car when received at the buyer's station shall be paid for.

That if any member buy a car of wheat from a grain dealer who refuses to make good any deficiency in quality or weight, the member notify the secretary of the name of the seller and facts certified to by affidavit and the secretary shall notify each member of the association of the seller's name and the particulars of the case.

Mr. Watts lead the discussion. The great trouble in buying wheat, he said, was the fact that a miller had to compete against grain dealers who bought for speculation. These grain dealers forced the market up over the actual value. The grain dealer bought to sell again to millers, and it stood to reason that he must make money on it some way. And the way he did it was this: The grain dealer bought poor wheat and good wheat and mixed it, reselling again at good profits. If the wheat was subject to inspection the difficulty would be obviated. The miller knew exactly what the wheat was worth and the dealers would not dare to run it up knowing that they could not sell adulterated goods except at lower prices.

Mr. Fredinburg said after 40 years' experience he had concluded that the miller's heaviest loss was through bad wheat. The remedy for this was by buying by inspection. A certificate should accompany every car.

Mr. Plewes suggested that every shipper should send a certificate of test—that the wheat tested 57, 58 or 60 pounds to the bushel—with each consignment.

Mr. Spink said that any buyer buying f.o.b. should not be entitled to make a demand on the seller to "make good."

The motion was carried.

Treasurer McLaughlin addressed the meeting on the utility of signing the roll, and then led the way into an inner room. Mr. McLaughlin had his coat and vest off and his sleeves rolled up, ready to make members wholesale. Nearly every one in the rotunda left the meeting a member of the rejuvenated organization.

MR. M. McLAUGHLIN.

Grinding in Bond and Transit.

Mr. C. McDonnell was down on the agenda paper to lead off the discussion on "Grinding in bond and transit, railway freights and discrimination in favor of American millers." Instead of opening a debate, however, he asked leave to read a memorial to the Dominion Government, which, he said, might be presented by the executive committee.

The meeting gave Mr. McDonnell leave to read the memorial:

That the railway system of Canada is of the greatest importance to the country in the development of the agricultural, manufacturing and industrial interests thereof; but in promoting their business they should be governed by the principles of the Inter-State Commerce Commission as laid down in a case before them last year, namely.—"That carriers, in making rates, cannot arrange them from the exclusive regard to their own interests, but they must respect the interests of those who have occasion to employ their services and subordinate their own interests to the rules of relative equality and justice which the act furnishes."

In Canada, at present, we are confronted with a difficulty which can only be rectified by the enforcement of the above principle to a fair and equitable extent, namely that although in Canada the millers can make flour as cheaply as can be done in the United States and of as good quality, and although they have a limited protective duty, yet the railways of Canada, careless of the principle above laid down, have so discriminated in favor of the foreign miller as to enable him to lay down his flour in Montreal, Toronto and other Canadian points, pay the duty and compete with the products of the country without any resultant benefit to either the home producer or the manufacturer, and is a violation of the principles of the National Policy.

That the problem as to the fairest way of controlling railways, in their dealing with the public, has been the subject of earnest enquiry for many years in England and the United States, as well as the Continent of Europe, and has resulted in the same conclusion being drawn in all cases, namely: That the most practical way of so doing is through the medium of an independent commission with full power to act without reference to the Government. The British Parliament, after the trial of a commission for a number of years, has lately made it permanent, with some alterations; and in the United States the Inter-State Commission, after a trial of two years, has been so much strengthened that at the last meeting of Congress the act was amended and made more restrictive. Now as the questions to be decided between the railways and the public are the same in principle all over the world, your petitioners are satisfied that by the formation of an independent commission with power to deal with the numerous questions which are constantly arising between business men and the railways, it would be of great advantage to both the railways and the public, as to the inquiries on the subject set on foot both in the United States and Canada it was clearly shown in the evidence given that it was no advantage to the railways to be forced to give unjust discrimination in favor of any of their customers doing business, and it is unquestionably wrong to carry for a foreign customer flour for consumption in Canada at rates injurious to the interests of the flour manufacturer of Canada.

Your petitioners would therefore pray that your honorable body do appoint such person or persons in the various provinces of the Dominion as may be required to form an independent body or commission to hear and determine questions arising between the business public and the railways.

Nothing Less Than $1 Per Barrel.

Mr. George Hilliard, ex M.P., Peterboro, was in thorough sympathy with the memorial. The millers in the American Northwest saved an amount equal to our flour duty on buying through their strong combination; they saved another duty through the discrimination of our railways. He did not think therefore that a duty of less than $1 a barrel was any use. They should certainly bring the matter before the Government and let know of no better way than that proposed. They had furnished the money for the creation of these railways, but not on the understanding that they were creating institutions to militate against their interests. They should seek to get an independent commission to consider these matters.

On motion of Mr. McDonnell the memorial was referred to the Executive Committee for presentation to the Dominion Parliament.

The members of the Executive Committee were requested, by motion, to call the millers together in their respective sections for local organization and they are to notify the secretary of time and places of meeting so that the secretary can attend.

John Brown on Market Reports.

Mr. Brown said he had a motion on "market reports" which he wished to be presented for their consideration. They could either pass it or take it home to think about. The motion, seconded by Mr. Peplow, is as follows:

CITIZEN JOHN BROWN.

That the secretary shall issue daily a "quotation sheet" containing:

1. The value of wheat at each listed buying point, no rate of freight having been duly taken into account.
2. The names of stations or buying points and, where possible, individuals who are paying more than such listed price.
3. The value of wheat according to grade delivered in Liverpool and its value for export in Toronto, such quotations to be in Canadian currency.
4. Ocean freight quotations.
5. Changes of freight commencements.
6. Association announcements.
7. Liverpool, Seorbohm, Winnipeg, Chicago and other outside reports.
8. Other items of purely trade interest.

The words "value of wheat" shall mean "not more than the two cents per bushel above its value for export at the point designated."

Listed buying points shall include all the points where members of this association do now or shall hereafter buy wheat, and it shall be considered the duty of every member to see that his buying points are duly existed; and it shall be the duty of the secretary to keep a proper register of all such buying points.

The secretary shall not be permitted to express any opinion editorially or otherwise and shall be bound by oath of office and give sufficient bonds for the faithful performance of his duties in issuing such quotation sheet.

Should it be necessary to employ an assistant or assistants the secretary shall be held responsible for their acts.

None but members of the association shall be entitled to receive such quotation sheet.

The secretary may be permitted to receive and publish in the quotation sheet such advertisements as may meet the approval of the president or vice-president of this association, and any moneys paid for such advertisements shall go to the general fund of the association.

That by a majority vote of the Executive Committee, after giving one month's notice and for good cause, may suspend publication of the quotation sheet.

The ideas embodied in the motion were warmly commended. Mr. Neil McChlill said Mr. Brown had struck the key-note for the clearing up of a great deal of the disabilities they labored under.

To provoked a lively passage-at-arms between Mr. Watt of Brantford and Mr. Baird of Toronto. Mr. Watt charged Toronto grain dealers with manipulating the Toronto market and keeping outside dealers in the dark. Mr. Baird "hurled back the insinuation" and would not tolerate any such statement.

The motion was finally referred to the Executive Committee with instructions to carry it into effect if possible.

Equal Rights on the Railways.

Mr. James Stark and Mr. Saunby moved that the Executive Committee be instructed to see the railway company to secure special traveling rates for members of this association. Mr. Stark said that millers were the largest contributors of freight of all classes of the community. They seldom went from home but they were looking for business for the railway companies. If cattle dealers were given free passes and special rates he considered the millers had a strong claim on the railway companies. It would be good policy for the railways to fall in with the idea. It would bring them more business.

The motion was carried.

Mr. W. M. Stark announced that if any members present had paid full railway fare he would see that the matter was put right. Mr. Stark, by the way, though he did not say a great deal during the convention, was there every hour it sat. His force is organizing. He has been at it for the past few weeks and the success of the convention is in some measure due to his efforts.

W. M. STARK.

Grain and Flour Brokers Seeking Admission.

Mr. Plewes stated that since he had come to the city he had found a number of the grain and flour brokers wishing to join the association. They were deeply interested in the present movement. They wanted the millers to succeed and were willing to give aid. One broker had just said he would give $20 and become a member.

The matter was referred to the Executive Committee.

Mr. Plewes was down for an address on "The flour export trade, suitable grades, style of packages, etc.," but as the hour for adjournment was drawing near and the subject was one that required time to properly handle he would not go into it. He did not suppose that he could tell exporting millers more than they already knew, but he was going to tell millers who shipped to the Lower Provinces on consignment how they could get cash for their flour without the aid of the middlemen and run no risk. [Applause.] It would be his business when he got into harness to do away with system as much as possible. [Applause.] However, as he had no time to go into it now, he would do so before the local organizations.

The President: "We are now drawing pretty near the end of our meeting. I may say before we adjourn that I hope we will go to our homes with the full intention of carrying out strictly the business that has been transacted here to-day [applause]. It remains largely with ourselves to make a success of the enterprise. If we exert ourselves in our own localities in bringing our brother millers into the association we can strengthen the work of the secretary very much. Let us do that. Let us make it our business to do that, and not only that, but let us incorporate the farmers and get them interested in our cause and working for us by showing them that they will be benefited as well as ourselves. [Applause.]

The convention passed a motion of thanks to President Hay for his capable conduct of the sessions with cheers. The Toronto Board of Trade and the City Council were also thanked for courtesies shown the members.

They Drove Around the City.

Yesterday afternoon it was found that many of the millers had left for home and 40 carriages were all the city were called on to provide to convey the visitors on a pleasure jaunt. At 2 o'clock the procession left the Board of Trade Building, led by Ald. Booth, and a pleasant two hours' drive was taken.

AROUND THE HARBOR.

The Commissioners Make Their Annual Inspection—What Was Seen En Route.

The Harbor Commissioners made their annual inspection of Toronto Harbor yesterday afternoon. It was not as complete as might have been wished owing to the heavy fog which overhung the lake for the greater part of the day, preventing the Island breakwater being visited. The shallowness of the Eastern Gap also helped to deter the exploring party from venturing out into the lake, as the depth of water, only five feet, did not permit the tug boat the party was on, the Edward Blake, reaching outside the Island.

The commissioners present were A. B. Lee, chairman of the Trust, and J. K. G. Hagarty, Hugh Ryan and R. Y. Eliott represented the Board of Trade, Bruce Harman the Royal Canadian Yacht Club, President John McMillan the City Council, Harbor Master Morgan Baldwin, Harbor Engineer Kivas Tully and Government Engineer B. Temple. Captain George H. Garner acted as skipper of the tug and sent her along at a high rate of speed.

The boat left Yonge-street wharf at 3 o'clock and proceeded easterly to the mouth of the Don, the water from being carefully conned over as it glided along. After a few minutes spent in inspecting the Don works the tug was headed for the Eastern Gap, the intention being to pass through round the Island and re-enter the Bay by the Western Channel. Despite every effort to get through it was found impossible to make the trip, and it was not until the tug had grounded three times that the captain steered back into the Bay.

At the Eastern Gap two big dredges were found at work. They have scooped up the channel about half way to the lake at a depth of 12 feet. Outside there is only a depth of 5 feet, making it impossible for any but light draught boats getting through until the work is completed.

At the Queen's Wharf the party debarked to inspect the six acres reclaimed by the Harbor Commissioners and appropriated by the T. P. R. Last dark night the company quietly laid down three rows on the new ground, ran their cars on, and are now in possession on a squatter's warrant. At President McMillan's eye glance I over the iron-bound lot he remarked that it is bad not been for his action in stopping the sale it might have been in the same box with regard to the west bank of the Don, as the commissioners were in the present instance.

The work of dredging the Western Channel progresses apace. It commenced on April 1 and up to date 50,000 yards of sand has been taken out at 15 cents a yard, or a round outlay of $10,000. It is expected that the latter end of next week will see the work concluded. The commissioners and their guests returned to Yonge-street wharf at 6.30 and on all tongues the conclusions arrived at on the trip in a future meeting. They seemed well satisfied with the general appearance of things, and were unanimous in the determination to get back their six-acre lot from the C.P.R. or die in the attempt.

THE EXTENSION OF VICTORIA-ST.

Ex-Ald. David Walker's Opposition Thereto is on Sectional Grounds.

"I can only account for the position of ex-Ald. David Walker to the opening of Victoria-street," said a large taxpayer on Church-street yesterday, "on the ground that all his interests lie to the west and that he is more concerned in the development of York-street than of any other part of the city. We all remember how Mr. Walker claimed the chief credit for moving the City Hall and Court House to the head of Bay-street, and not content with this and the other changes that have been made in the interests of the west side of the city he is now making a vigorous effort on the east side of Yonge-street who wished to carry out what are really public improvements at their own individual cost.

"Even if the city had to pay a fraction of the proposed extension of Victoria-street, the public would by long odds be a great gainer by such an improvement, while those whose property may be benefited by the extension will have to pay pretty smartly for whatever they get. I do not wish to raise a sectional feeling, but it those citizens who are so much bound up in Bay-street and York-street are going to interfere with our personal efforts for the improvement of the east side of Yonge-street, they shall hear from us next time they propose something for the special benefit of the West End."

AFTER THREE YEARS.

Rev. J. M. Wilkinson Leaves the Agnes-Street Methodist Church.

The congregation of the Agnes-street Methodist Church said good-bye to their pastor, Rev. John M. Wilkinson, last night. They also gave a reception to their new pastor, Rev. W. A. Rodwell of Tottenham. Mr. Wilkinson has officiated for three years. During that time 1300 persons have made profession of conversion. The membership has increased from 152 to 694. The debt has been reduced from over $15,000 to $6000.

Ald. Moses, who occupied the chair last night, on behalf of the congregation read an address to the departing pastor, who in addition was also presented with a well-filled purse. Professor Odlum, late of Japan, was introduced by the ex-pastor and made a pleasing speech.

Mr. Wilkinson will go to London, Manchester, Birmingham and other English cities to study evangelistic methods.

The Steamer and the Schooner.

There was a slight collision in the Western Channel yesterday afternoon between the steamer Chicora and the schooner Speedwell. The latter was going out light as the big Niagara boat was coming into port. The schooner was sailing free, and as the two were passing each other a gust of wind swung the stern of the Speedwell directly in the course of the Niagara greyhound. The latter had slowed down and the bump was only a slight one, but of sufficient force to swing the schooner round. The only damage done was jibe scraping of some paint of both boats. There was a little excitement among the Chicora's passengers.

Drab Plug Hats at Dineen's.
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Drab Plug Hats at Dineen's.
Drab Plug Hats at Dineen's.
Drab Plug Hats at Dineen's.
Corner King and Yonge-streets.

IN THE POLITICAL WORLD

HON. J. A. CHAPLEAU MADE MINISTER OF RAILWAYS.

Gossip Around the Hotels—Toronto's Gain Will be Haldimand's Loss—Mr. "Jim" Richmond's Double—The West End Reformers on the Kick—A Cabinet Shuffle.

Three members, or ex-members, of the House of Commons brushed against each other's coattails in the Queen's Hotel last evening and it set The World's Political Young Man to speculating in the field of politics, having nothing better to do. One of the gentlemen in question was the pet of Haldimand and a white-haired boy among the members of the House when he held a seat there, Dr. William Humphreys Montague. It is on the card that the Doctor is to become a citizen of Toronto in the no distant future, but he of course will measure swords once more with Mr. C. W. Colter should that gentleman lose his seat, as the Tories in Haldimand, are speculating that he will. Dr. Montague has many close friends in Toronto and he will no doubt be warmly welcomed as a cit. if he does come. Some of his friends here have even speculated on his chances of getting one of the Toronto seats, under certain conditions. It is freely anticipated that the next Dominion census (1892) will give Toronto one, if not two, additional seats. Dr. Montague, although such a young man, has fought many a good battle for his party, and it goes without saying that his party is aware of this fact. The Doctor therefore has a good sidewalk in front of him.

Mr. William Paterson, the beloved of South Brant and one of the shining lights on the Liberal benches at Ottawa, was also at the Queen's. Mr. Paterson was on his way home from Belleville, where he had been attending to his law business. The gentleman from Brantford passed a pleasant half-hour in conversation with The World, and seemed to be serenely content with the reflection that the crops in Old Brant were very good.

The third of the group was Mr. S. J. Dawson, M.P., Algoma. That superbly quiet gentleman is to the Queen's so much that he may be called a regular boarder.

The same train that brought Mr. Paterson from Bellville also had on board Mr. Andrew Robertson, Chairman of the Montreal Harbor Trust, and our own and venerable Mr. Robert Hay, ex-M.P. Mr. Robertson, who has not been in the best of health for the past few months, has not been in Toronto for two years. When he takes a walk out this morning he will no doubt be awfully surprised at the growth and progress of the Queen City. To-day he is going to take a run up to Hamilton to see his old and esteemed friend Mr. Adam Brown, M.P. Mr. Robertson and Mr. Brown were very "chummy" in the halcyon days of the Dominion Board of Trade, and it is said the gentleman from Montreal would willingly give 39 miles to lunch with Brother Brown in the cool recesses of the Hamilton Club. Mr. Robertson and Mrs. Robertson are going to take a run out to British Columbia at the end of the month.

By-the-bye, everyone knows that Mr. "Jim" Richmond, the dual-bearing gentleman of the Queen's, and Mr. Henry Beatty, Manager of the Canadian Pacific Railway's lake traffic, took very much ahead, at least some people think so, of Mr. Robertson when they were talking to The World about "things in general." Mr. Richmond passed, with his big gold pen behind his ear and his snuff box in hand. "Well, well," said Mr. Robertson, "he is the image of Mr. Beatty was in days gone by. I want to come down from the Sault on one of his boats. But really I am astonished to see him running the Queen's Hotel. I suppose, however, that is because both Mr. McGaw and Mr. Wurnett are out of town."

And Mr. Robertson looked as if he would be astonished when informed that the golden image before him was not Mr. Henry Beatty, but plain, ordinary, everyday, homy-go-lucky, have-a-snuff, sir, "Jim Richmond, Esq.," held down in Mr. Beatty's tavern.

Now, a good way to avoid these distressing mistakes would be for either Mr. Richmond or Mr. Beatty to dye their mustache or, better still, cut it off, for it's the mustache that does it.

A Reconstruction in Front-street.

The talk is quietly going about among Reformers that a reconstruction of the Ontario Government might be for the benefit of the party all round. Treasurer Ross, for instance, wishes to retire; G. W. Ross' policy with regard to the schools of the Province has on the whole got the party in a serious scrape; what is now proposed is to make the Treasurer Provincial Treasurer, move Col. Gibson into the Ministry of Education and bring in another new man as Provincial Secretary. "The great block in the way of this change," said a prominent Reformer last night, "is that there is no office open at present to put the Provincial Treasurer." Were the registrarship of Huron without an occupant he would be quite willing to avail himself of that position.

WEST END REFORMERS KICKING.

A Bad Dose of Sore Head Over Certain Little Political Pills.

The Reformers of the West End, headed by the St. Andrew's Ward Reform Association, are preparing for a grand move on the Ontario Government with a view of breaking up the Ryan-Small-Doherty ring which controls the present distribution of the liquor licenses. The West Enders have begun to be tired of the fat offices in the gift of the provincial ministers going to the Toronto-street crowd, and have commenced an agitation to prevent its recurrence.

The near retirement of Commissioner Peter Ryan to accept the divided city registrarship is believed by the "Kicker" to be a good opportunity for them to assert their rights. The matter has been discussed in several recent meetings of the West End Reform Associations, but the line of action was perfected at a caucus held the other day. The name of Mr. Daniel Kennedy was suggested as the West End candidate for the vacant commissionership, and if he is finally decided on the Reformers from the west will press for his appointment with no uncertain sound.

The present Board of Commissioners have not been strengthening themselves or their party west of Yonge-street. The cutting off of the shop license of ex-Ald. John Woods has made them many enemies. It is true that he is a Conservative, but he belongs to the Woods family of St. Mark's Ward, which numbers among its members some of the staunchest Reformers in the Mowat camp. The injury to one of the flock, though outside the pale, has not been forgotten, and this offence among others is the cause of the present effort to break up the Ryan-Small combination.

Mr. Chapleau Gets There.

MONTREAL, July 10.—Hon. Mr. Chapleau admitted to-day in connection with the rumor that he was making a firm stand for the portfolio of Railways and Canals, that his friends were insisting on his receiving it and he felt that it properly belonged to the Province of Quebec.

OTTAWA, July 10.—It is positively asserted in French political circles here that Hon. J. A. Chapleau has been promised the portfolio of Railways and Canals.

A Laborer Crushed to Death.

Joseph Knowles, a laborer, while excavating a sandbank on the grading of the new railway between Windermere and West Toronto Junction yesterday morning, was crushed to death by the falling of the overhanging bank.

Death From Sunstroke.

Walter Lawson, aged 28, succumbed to the heat in Price's brick yard Tuesday. He died at his residence in Norfolk-avenue, St. Matthew's Ward, yesterday morning.

"Summit House," Fort Cockburn,
situate on Lake Joseph, the largest and best appointed hotel in Muskoka—200 feet above Lake Ontario; greatly enlarged and improved; accommodation for 200 guests; excellent fishing, boating and bathing, terms moderate—send for circular. H. Fraser & Sons, props. 246

Fancy flannel shirts and shirting in very choice patterns. We make to order, or you can have them ready-made, at White's, 65 King-street west.

THE ROPE CUT LIKE A RAZOR.

A Ghastly Execution at Rochester—The Murderer "Sure of Heaven."

ROCHESTER, July 10.—John Kelly was hanged here this noon for the murder of Eleanor O'Shea. Kelly passed the time from 9 o'clock in his cell. At 10 o'clock there was a scene in the room, his family being there for the purpose of bidding him farewell. The loud wails of his daughters could be heard out in the street. At 11.45 the condemned man was escorted from the cell to the gallows by Sheriff Corwin of Ontario County, Sheriff Hodgson of Monroe, Father English of Canandaigua and a number of deputies. He walked firmly and mounted the scaffold without assistance. Father English said a brief prayer and Sheriff Corwin asked Kelly if he wished to say anything. The man said "Yes," and commenced a rambling speech which lasted seven minutes. He said he was sure he would go to Heaven and hoped every one else would. "I did not intend to kill Eleanor O'Shea and am not wholly to blame," said Kelly. He finally said, "I have only a few words more to say. I am sorry the crops hereabouts are bad. I give you all my blessing."

Sheriff Hodgson of Monroe County then adjusted the cap. While doing so the condemned man said, "I am going soon, good bye. You are too slow." At 12.05 the drop was touched and down shot the body. As soon as the rope straightened out blood shot out from the neck and then a perfect stream of bright red blood flowed down the outside of the man's clothing and formed a pool beneath his feet. The spectators were horror-stricken and every one save the doctors turned deathly pale. The physicians at once took charge of the body and listened for pulsations of the heart. At 12.16½ he was pronounced dead. He was cut down at 12.25.

When the cap was removed it was found that there was a great gash in his throat just as if it had been slashed with a razor. The blood flowed from this gash even after the body had been cut down. The face presented a horrible appearance, being distorted greatly. The body was at once taken to Geneva.

Kelly's crime was the murder of Eleanor O'Shea, a woman 65 years old, housekeeper for George Kippen, a farmer residing near Geneva by whom the murderer was employed. It is said Kelly was unduly intimate with his employer's daughter, a half-witted woman. The housekeeper upbraided she pair, and in a fight Kelly struck her on the head with a hammer, killing her.

JAKE KILRAIN IS NOT DEAD.

A Startling Rumor Which Was Circulated on the Down Town Streets.

A startling rumor reached the city late yesterday afternoon that Jake Kilrain had died on a train en route from New Orleans to Baltimore. It is needless, to say that the aforesaid rumor caused a great deal of stir down town. Just how it got to town is not certain, but it is known that about 4 o'clock a prominent hotel-keeper received a despatch from a friend in the States announcing Jake's death. Then the evening papers got hold of it and the boys who sell their sheets went about shouting: "6 o'clock papers, all about Kilrain's death." Many persons bought papers on the strength of this startling cry, but never a word about Kilrain, dead or alive, could they find in the paper. Said one gamester: "I know a fellow who had been fooled: 'Oh, Bob up to the office told us to shout dat so we could sell the papers.'"

The World's despatches this morning show that Jake is well and still in the land of the living.

NEW ORLEANS, July 10.—John L. Sullivan and his party left for New York to-day, via Texas. The sheriff of Marion County, Miss., came here this morning to arrest Sullivan and Kilrain. He has gone to Baton Rouge to get a requisition from the Governor to return to New Orleans this evening. Meantime Kilrain is already out of reach of the Louisiana authorities, and Sullivan will probably get into Texas about 8 o'clock this evening.

DALLAS, Tex., July 10.—The report that Kilrain is dead is untrue.

LITTLE ROCK, Ark., July 10.—Kilrain and party passed through the city at 3.30 o'clock this afternoon. Kilrain is pretty sick. The party will reach St. Louis to-morrow morning.

Storage for merchandise, furniture, etc. Warehouse receipts issued. Frederic Nicholls, 63 to 69 Front-street west.

The Burial of an Old Citizen.

The funeral of the late Mr. Henry van der Smissen took place yesterday afternoon from his late residence, 75 Grosvenor-street. The pall-bearers were Theodore Heintzman, Charles Clute, Louis Sievert, Jacob Herschfelder, Henry Loefler and Mr. Wordle. The chief mourners were J. P. Wagner, Mr. Fraser, Dr. J. P. Wagner, J. Herbert Mason and Mr. Warren. The funeral was largely attended by prominent German citizens. The York Pioneers were present. The service was held at the German Lutheran Church, Bond-street, and was conducted in German by Rev. E. M. Densmer, and in English by the Rev. Mr. Roeber of Unionville.

Trowers, Jewelry Manufacturer, has removed from Yonge-street to 115 King-street west, south side, four doors east of Rossin House. 246

An American Flag Trouble.

On Dominion Day the Tymon Ferry Company determined to decorate their boats running to Island Park with flags in honor of the grand occasion. As the fleet is a large one the supply of Canadian flags ran out, and Captain Murphy, having a piece of an American bunting kicking about the boat house, lacking anything better tacked it to the mast of the Jessie L. McEdwards. This incident was reported to City License Inspector Awde yesterday and he went down to the Church-street wharf to interview the offender. Captain Murphy admitted having floated the Stars and Stripes, but disclaimed any intention to be disloyal to Canada, promising so long as he ran in Canadian waters the Union Jack only would float over his head.

Brink Bethesda Water, cures kidney diseases, torpid liver, insomnia, nervous prostration. Sold by all druggists and first class grocers. 246

Transferring Liquor Licenses.

The Commissioners yesterday transferred the license of John Stormont from Wellington and Strachan-avenues to Queen and Claremont-streets; Daniel Whale, Richmond and Church-streets, gets Albert Verral's license (Gerrard-street east). H. Finn's shop license goes from 2 Lippincott to 152 Dundas-street.

To let—small offices suitable for commission agents, etc. Storage if required. Frederic Nicholls, Permanent Exhibition.

Sudden Death of an Old Resident.

Mrs. John Flanagan, 21 McCaul-street, for the past 50 years a resident of Toronto, died suddenly at an early hour yesterday morning. Mr. Flanagan on Tuesday night on returning home found her unconscious leaning on the dining-room table. She was put to bed but died in 6 hour. She was 75 years old.

Queen's Royal Hotel Special Notice.

Coupon tickets are now on sale at Barlow Cumberland's office and at the Queen's Hotel entitling the holder to board from Saturday evening to Monday morning, and including steamboat fare to and from Niagara-on-the-Lake, for five dollars. d

Families leaving town for the summed can have their furniture carefully stored with Mitchell, Miller & Co., 45 Front-street east.

All the liberal features connected with accident policies are incorporated in the policies of the Manufacturers' Accident Insurance Company, 33 King west, Toronto.

Bethesda Water cures Bright's disease, diabetes, dyspepsia. Sold in half-gallon bottles. Bottled at spring. Geo. A. Mickle 51-2 King-street west, Toronto. Wholesale agent for Ontario. 246

See Oak Hall's cool clothing? They sell it cheap.

Tutti Frutti keeps the throat moist.

WON IN THE NINTH INNING.

TORONTO WRESTLES THE VICTORY FROM ROCHESTER AT THE END.

Hard Hitting Did the Trick—Detroit Leads in the Race—Other Ball Games Yesterday—Racing at Brighton Beach and Chicago—Kilrain Not Dead.

About five hundred people saw the Torontos again defeat the Rochesters on the Toronto Grounds yesterday afternoon. That the home team won was due to a streak of lucky hitting in the eighth and ninth innings, for up to that time they could do nothing with Barr and only secured four scattered hits. However, in the last two innings he was pounded unmercifully, eight hits being obtained off him, including a double, three triples and a home run.

On the other hand Serad kept the hits well scattered, save in the seventh inning, and but for Rickley and McLaughlin's costly errors the visitors would have been blanked up to that time. However the Torontos won, and as Rickley afterwards redeemed himself by some pretty catches of foul balls he might be somewhat excused.

The Torontos got their first man across the plate in the fifth inning, when McLaughlin hit safe and sacrifices by Serad and Hoover sent him to third. O'Brien tried to double the Toronto short stop at third but threw wild and McLaughlin scored.

At the opening of the eighth inning the score stood 4 to 1 in favor of Rochester. Burke stepped to the plate and hit safely, which brought rounds of applause from the spectators. Though it looked a hopeless case for the home team to win yet the crowd had not given up, and as each Toronto batter stepped to the plate he was warmly greeted. Burke stole second and Grim brought him home with a nice hit to left field. Grim also stole second and was advanced to third on McGuire's single. With no one out, the score 4 to 2, in favor of the visitors and two men on bases things looked much better. "Patsy" Hartnett walked to the plate; all that was wanted was a nice single. But Patsy was not satisfied and rapped the ball for three bases, tieing the score, though he had plenty of time to have reached home. However the score was tied and every person was satisfied save Rob Barr. The next three men were retired in order and Patsy was left at third.

In the ninth Serad flew to Griffin and Hoover followed with a home run, which gave Toronto the lead. After Burke fouled out to Toy, Grim rapped the ball for three bases, scoring on Hoover's sacrifice. Rochester, the Toronto catcher relying on Hartnett's double. Again the Toronto first baseman was left, as Rickley was retired at first base.

The visitors took the lead in the first inning, when Collins hit safe, stole second and was advanced to third on Pelitz's sacrifice, scoring on O'Brien's grounder to Rickley, which the Toronto third baseman let go past him. Another was scored in the fourth on Griffin's two-bagger, Simon's sacrifice and McKeough's grounder to Rickley, who fumbled it, allowing Griffin to score. O'Brien's single, Phillips' three-bagger and Griffin's double gave them two more in the seventh. The fifth run was made in the ninth on Pelitz's triple and Phillips' sacrifice. The score:

TORONTO.	A.B.	R.	B.H.	P.O.	A.	E.	ROCHESTER.	A.B.	R.	B.H.	P.O.	A.	E.
Hoover, rf	4	1	1	3	0	0	Collins, 2b	4	1	1	3	3	1
Burke, cf	4	0	1	2	0	0	Pelitz, rf	4	1	1	1	0	0
Grim, 2b	2	1	2	3	0	0	O'Brien, lb	4	0	1	9	1	1
McGuire, c	2	1	0	1	0	0	Phillips, ss	4	1	1	2	0	0
Hartnett, lb	4	0	1	9	1	0	Griffin, cf	4	2	2	0	0	0
Rickley, 3b	4	0	0	2	2	0	Simon, lf	4	0	1	0	0	0
McMillan, lf	4	0	0	1	0	0	Toy, 3b	4	0	0	1	2	0
M'Laughlin, ss	4	1	1	1	2	0	McKeough, c	4	0	0	3	1	0
Serad, p	4	0	0	2	2	0	Barr, p	4	0	0	0	0	0
Total	34	4	7	27	8	1	Total	36	5	8	27	12	3

Toronto	0	0	0	0	1	0	0	2	1—5
Rochester	0	0	1	0	1	0	2	0	1—5

Earned runs—Toronto 6, Rochester 1. Two-base hits—Hoover, Griffin 2. Three-base hits—Grim, Hartnett, Pelitz, Phillips. Home runs—Hoover, Serad. Sacrifice hits—Hoover, Hartnett, Serad, Pelitz, Phillips, Simon. Stolen bases—Burke, Grim 2, McGuire, Double plays—McLaughlin to Grim to Hartnett; Barr to Rickley to Toy. Base on balls—Rickley, Serad, Collins 2, Toy. Hit by pitched ball—McMillan. Left on bases—Toronto 8, Rochester 8. Struck out—Toy, McKeough. Wild pitch—Barr. Time of game 2 hours. Umpire—Quest.

Other International Games.

At London:

																		R.	H.	E.
London	4	0	0	0	1	0	0	9	7	6	2
Starr	2	0	0