ARTICLES FOR SALE

Advertisements under this head a cent a word.

DIXON'S "NEW YORK" TURN-DOWN, 4-ply Linen Collars, $1 dozen, all sizes. Size 14 Linen Collars, various shapes, 50c dozen. 65 King west.

LADIES' PATENT LEATHER SHOES $1.25; men's tan Bals. $1.50, worth $1.75 wholesale; trunks and valises away below wholesale prices; a large assortment of ladies' canvas shoes, all colors. Maple Hall, 137 and 139 King-street east.

DIXON'S BALBRIGGAN UNDERWEAR, ALL sizes, 34 to 48 inches, $1 suit. July sale of summer goods at Dixon's, 65 King west.

BUSINESS CHANCES.

YOUNG MAN WITH GOOD CONNECTION wishes to purchase interest in established commission business. Apply Box 78, World.

EDUCATIONAL.

MISS BARKER'S SHORTHAND SCHOOL, 81 King East. Circulars sent free.

BUSINESS CARDS.

LUMBER—ALL KINDS OF PINE AND hardwood, manufactured and rough, on short notice. Full 2 inch plank and 2 x 4 only $10 per thousand. Now is the time to put up cheap buildings and save your money. Get the lumber from us and we will furnish you good men at cost, who will put it up cheap and quickly. Apply Bryce & Co., 284 King east.

OAKVILLE DAIRY—473 YONGE-STREET—guaranteed pure farmers' milk supplied, retail only. Fred Sole, proprietor.

SITUATION WANTED.

WANTED — A SITUATION AS BOOK-keeper or assistant by a thoroughly experienced young Englishman, who is also acquainted with the ready-made clothing business. Address Box 75, World Office.

MARRIAGE LICENSES.

H. S. MARA, ISSUER OF MARRIAGE Licenses, 5 Toronto-street. Evenings, 587 Jarvis-street.

JEWELRY.

CITIZENS, NOTICE—WHY BUY YOUR watches and jewelry, silverware, etc. at dry-goods stores when we can sell you solid straight Guaranteed articles at less than dry-goods store prices? Gold watch $8, silver $3, and so on. Woolson & Co., Practical Watchmakers, Jewelers and Opticians, 186 Queen west.

'ART.

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

MEDICAL.

DR. H. A. PARKYN HAS OPENED AN office Corner of Simcoe and Adelaide-streets.

"DOWN TOWN OFFICES" OF DRS. Nattress and Renwood, 14, 15, 16 Janes' Building, King and Yonge.

DENTISTRY.

RIGGS, DENTIST—BEST TEETH ON PLATES only $8; crowning and bridging a specialty.

R. H. SEFTON,
DENTIST ESTABLISHED 1889.
I am prepared to insert gold fillings at $1.
NO. 4 QUEEN-STREET WEST,
Over Jamieson's Clothing Store, corner of Queen and Yonge-streets.
Other fillings in proportion. Painless extraction by the new method. 136

BILLIARDS.

BILLIARD AND POOL TABLES — LOW price and easy terms, billiard goods of every description; ivory and celluloid billiard and pool balls manufactured, repaired and recolored; bowling alley balls, pins, foot chalks, marking boards, swing cushions, etc., etc.; estimates for alleys given on application. Send for new 96 catalogue to Samuel May & Co., Billiard Table Manufacturers, 68 King-street west, Toronto.

PATTERNS AND MODELS.

JAMES BOWDEN, 102 ADELAIDE-STREET west, Toronto; patterns and models mechanically and accurately constructed with promptness and despatch; estimates given; satisfaction guaranteed. 137

FINANCIAL.

$1600 WANTED ON GOOD CENtral property. Box 114, World office.

A LARGE AMOUNT OF PRIVATE FUNDS to loan at low rates. Read, Read & Knight, solicitors, etc., 75 King-street east, Toronto. ed

MONEY TO LOAN ON MORTGAGES, endowments, life policies and other securities. James C. McGee, Financial Agent and Policy Broker, 5 Toronto-street. ed

LARGE AMOUNT OF PRIVATE FUNDS TO loan at 5½ per cent. Apply Maclaren, Macdonald, Merritt & Shepley, 23-30 Toronto-street, Toronto.

PATENT SOLICITORS.

RIDOUT & MAYBEE, SOLICITORS OF patents; pamphlet on Patents sent free. J. G. Ridout (late U.E.), barrister, solicitor, etc.; J. E. Maybee, mech. eng. Telephone 2589. 103 Bay-street, Toronto.

VETERINARY.

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

LEGAL CARDS.

ARNOLD & IRWIN, BARRISTERS, SOLicitors, Notaries, etc. Offices 42 Freehold Building, corner Victoria and Adelaide-streets. Telephone 1774. William N. Irwin, Orville M. Arnold, Toronto, Ont.

COOK, MACDONALD & BRIGGS, BARristers, Solicitors, Notaries, etc., 1 Adelaide-street east, Toronto, W. Cook, B.A., J. A. Macdonald, A. H. Briggs, M.A., LL.B.

LAIDLAW, KAPPELE & BICKNELL, BARristers and solicitors, Imperial Bank Buildings, Toronto. William Laidlaw, Q.C., George Kappele, James Bicknell, C. W. Kerr.

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. F. McINTYRE, BARRISTER PROVINCE of Ontario. Advocate Province of Quebec. New York Life Building, Montreal.

MCDOWALL THOMSON, BARRISTER, SOLIcitor, Notary, &c., room 73, Canada Life Building, 45 King-street West, Toronto. Telephone 2346.

MACINTYRE & SINCLAIR, BARRISTERS, Solicitors, etc. Room 23, 24 Victoria-street (Land Security Co.'s Building). Branch office at Cremorne, Ont. Arch. J. Sinclair, Alex. D. Macintyre.

HOTELS.

DAVISVILLE HOTEL, WALTER H. MINNS proprietor, Davisville, North Toronto, Ont. Street cars pass the door. Meals on European plan. First-class boarding stable attached. Every accommodation for driving parties, cyclists and summer boarders.

ROYAL HOTEL, HARRISTON, ONE OF THE finest commercial hotels in the west; special attention paid to the traveling public; rates $1 to $1.50 per day. J. H. Bingham, proprietor. ed

RUSSELL HOUSE, ORILLIA—RATES $1 TO $1.50 per day; first-class accommodation for travelers and tourists. P. W. Finn, Prop.

THE ELLIOTT, CORNER CHURCH AND Shuter-streets—delightful location, opposite Metropolitan square; modern conveniences; rates $2 per day; reasonable rates to families; Church-street cars from Union Depot. J. W. Hurst, Proprietor.

LAKE VIEW HOTEL, Cor. Winchester & Parliament-sts.
Every accommodation for families visiting the city, being healthy and commanding a magnificent view of the city. Terms moderate. ed
JOHN AYRE, Proprietor.

NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN THAT under "The Companies Act" supplementary letters patent have been issued under the great seal of Canada, bearing date the 5th day of June, 1894, whereby the total capital stock of "The Montreal and Chicago Merchants Shipping Company" (Limited), is reduced from eighty thousand dollars to forty thousand dollars, and the existing shares of the company subdivided into shares of fifty dollars.

Dated at the office of the Secretary of State of Canada this 15th day of June, 1894.

JOHN COSTIGAN,
Secretary of State.
36

Some people laugh to show their pretty teeth. The use of Ivory White Tooth Powder makes people laugh more than ever. It's so nice. Price 25c. Sold by druggists.

The Toronto World.

NO 83 YONGE-STREET, TORONTO
A One Cent Morning Paper.

SUBSCRIPTIONS.

Daily (without Sundays) by the year	$3 00
" " " by the month	35
Sunday Edition, by the year	2 00
" " " by the month	20
Daily (Sundays included) by the year	5 00
" " " by the month	45

Toy Law-Makers.

The World pointed out yesterday that no law existed to prevent Kelly from operating a vehicle such as he had in commission last Sunday. The Mayor and City Counsel were apparently of the same opinion. His Worship displayed undue anxiety to bring Citizen Kelly within the clutches of law and prohibit him from repeating next Sunday what he did last Sunday. But, even with the aid of the corporation's counsel, no law could be found on the statutes to fit the case. In this dilemma His Worship and Mr. Meredith proceeded to change the law to suit themselves. This was an easy matter. And how expeditiously it was done, too! The bylaw was introduced and read a third time within the space of five minutes. Nothing has been seen to move so quickly about the City Hall as this bylaw since the day the aldermen were legally entitled to draw their half year's salary. Not a single alderman opposed the bylaw. Our representatives at the City Hall are a lot of dummies. When Mayor Kennedy introduced a measure which tended still further to shackle the liberties of the people of this city not a single representative of the people arose to oppose the legalization of the new shackles. The greatest and largest city in the province has enjoyed less liberty than Windsor or Hamilton, or any other place in the province, since the time when Mr. S. H. Blake got clause 40 insidiously incorporated in the Toronto Railway Company agreement. To make matters worse the council yesterday attempted to tie us up still tighter. And, to the shame of this city be it said, not one of her representatives resisted the outrage. Those of whom better things were expected sat like dumb cattle while the strap was being buckled tighter round us. The time is not far off when these men will be ashamed of themselves.

However, we can afford to laugh at the whole august assemblage. Let them pass their bylaws. Anybody can pass bylaws. We insist that they produce the statute under which they claim authority to change the laws of the land. We know they can produce no such authority. The bylaw is as weak as dishwater. It was passed to afford the zealous Mayor a mere excuse for interfering with Kelly next Sunday. The bylaw gives the Mayor a prima facie case to lay before the police when he asks them to interfere with Kelly. Without some such pretext for interference as this bylaw ostensibly affords, his Worship could not turn about. The merits of the case stand exactly as they did before the bylaw was passed. The authority under which Kelly is justified in running his vehicles rests in section 6 of the Street Railway Act, which reads as follows:

All other ordinary vehicles may use and travel in the said tracks, provided they do not interfere with or impede the running of the cars, or other conveyances of the company; and in all cases any carriage or other vehicle on the track shall immediately, by leaving the track, give place to the cars or other conveyances of the company.

The question at issue is whether the authority as to this matter is vested in the City Council of Toronto or in the Ontario Legislature. Mr. Meredith seems to be dead in earnest both in his letter and in his bylaw, but we imagine he is at the same time laughing in his sleeve. His bylaw is analogous to a "lawyer's letter," meant as a bluff to frighten the timorous. Mr. Meredith's bylaw with its proviso merely amounts to this: Vehicles shall not be permitted to run on the railway tracks, provided the law will prohibit them. The advocates of liberty need not shudder at the Mayor's new law. It might pass muster in a police court, although we doubt that, but we feel certain the judges at Osgoode Hall would laugh it out of court.

In his letter to the Mayor Mr. Meredith says: "It is of great importance that the use of the railway for street car purposes by anyone but the Toronto Street Railway Company should not be allowed." Why should Mr. Meredith or the council be so solicitous about the user of the railway tracks? The city has no ownership in the railway franchise or in the tracks. Whatever right it once possessed it has parted with, not only as to week days, but as regards Sunday. Whatever the city could transfer to the railway company it transferred, and, although the company has not as yet the franchise for Sunday, it is equally true that the city does not possess that franchise. As a matter of fact it appears to be anyone's property, Kelly's as much as anyone else's.

Apart from this aspect of the case, however, Kelly has the common law right to use the highway, either on foot or by vehicle, and Mayor Kennedy is powerless to interfere with him. If Kelly is the man we take him to be, he will next Sunday drive his bob-tail phaeton with his family and friends to High Park as he did last Sunday. We respect the law and we would do anything sooner than excite disrespect or opposition to the law. But this precious bylaw that was conceived and born in the same day is not law. It's a farce. We have no respect for it. We laugh at it, and so will everyone else as soon as they see it put in operation to prevent the common, everyday use of the public highway.

Waterworks Improvement.

There are two forcible arguments in favor of undertaking the improvements to the waterworks system suggested by Engineer Keating and recommended by Mayor Kennedy yesterday. In the first place we need a better connection between the source of our water supply and the pumping well on this side of the bay. The present connection is inadequate and unreliable. No one has confidence in it. No one ever will have confidence in a job that was scandalously scamped all through. The engineer tells us the conduit under the Bay cannot be trusted and may give out any day. This is a very strong reason why the tunnel project should be undertaken at once. Another weighty argument in favor of going on with the work at once is the fact that so many men are out of employment. As far as the expenditure is concerned it will make practically no difference to citizens whether the work is begun now or a year or two hence.

But all the same we ought to proceed prudently in this matter. Up to the present time our waterworks affairs have been bungled. We have repeatedly pitched good money into the lake. We have nothing but a scamped job to show for all our waterworks expenditure. There must be no more mistakes. We must make a sure thing of it this time. Therefore, let the best hydraulic engineer available be called in to review Mr. Keating's project. We have little doubt that project is all right, but we can't afford to take any chances.

As for the trunk sewer, we have already given our reasons why that project should not be undertaken for some years yet. The completion of the proposed waterworks improvement makes the sewer less essential than it is under present conditions.

The petition adopted by the City Council yesterday for an amalgamation of the city registry offices is one which will meet with general approval, and to which Sir Oliver Mowat would do well to give heed. It is on the lines of economy about which so much was heard in the recent electoral campaign. The arguments are unanswerable, and the matter is not one of party politics, as shown by the unanimous endorsation the petition received in council. The Patrons were strong in denunciation of useless offices, and the Ontario Government have now the chance of giving an instalment of reform in this direction.

HIGHLAND CREEK BRIDGE.

Tenders Were Awarded Yesterday For the Various Works.

Warden Stephenson and County Commissioners Pegg and Scott met yesterday to open the tenders for the new Highland Creek bridge. These tenders were received: Dominion Bridge Company, Montreal, $640; Canadian Bridge Company, Montreal, $803; Central Bridge Company, Peterboro, $850; Hamilton Bridge Company, $720.

The tender of the Dominion Bridge Company for the superstructure at $640, being the lowest, was awarded the contract. The bridge will have a span of 60 feet.

The contract for the building of the abutments was awarded to Cannon & Son at $7 per cubic yard for masonry.

Street Railway Management.

Editor World: I noticed in The Empire a few days since a somewhat severe criticism of the Street Railway Company's management of its cars, especially those running into High Park. The writer indulges in some rather severe strictures on Mr. Everett's capacity as a street railway manager, etc., and seems to think that I was in error in my estimate of his ability when I spoke of him as one of the leading street railway men on this continent. As this correspondent somewhat pointedly refers to me I must ask the liberty of making a short reply.

As to his complaint respecting the management at High Park, all I can say is, I spent several hours there recently not far from the railway entrance, and failed to see the slightest ground for the complaint made. On the contrary, I was much impressed with the satisfactory manner in which the traffic was handled.

Then, as to Mr. Everett's shortcomings as a "railway manager," I have seen nothing since he took charge of the road to justify this correspondent's strictures, and have never seen any reason to regret that, as chairman of the Railway Committee, I invited him to come to Toronto as an electrical railway expert, on the occasion of the committee's considering the first tenders received. It was while he was with the syndicate, whose tender was ultimately accepted was organized, and it was largely owing to the information obtained from him on that occasion as to the operation of an electrical road, and as to the advisability of adopting cheap tickets and transfers, and the great possibilities of the electrical motor in the development of street railway traffic, that I, at all events, and I believe others of the committee, were able to form anything like an adequate conception of the enormous value of the city's franchise and to secure for the city what to-day appears to be admitted on all hands as one of the most complete street railways on the continent so far as equipment is concerned, and the cheapest so far as fares are concerned. I find on enquiry that under the present contract and management, as compared with the former, there is already an annual saving to the citizens by means of transfers of over $300,000, and on account of reduced fares about $170,000. Adding these two sums to the percentage on gross receipts and mileage received by the city, which latter together amounted in 1893 to $140,000, we have the following result:

Saving by transfers	$300,000
Saving by reduced fares	170,000
Percentage on gross receipts	76,000
Mileage for pavement requirements	64,000
Total	$610,000

How far Mr. Everett, the much-abused manager, is entitled to credit for reaching these results so early in the history of his management I can't say, but I have little doubt that the rapid conversion of the entire road in about two years and the development of the traffic to its present proportions is largely owing to his push and experience in the construction and management of electrical roads.

As you will perhaps remember, I was one of those who favored the proposal to have the road operated by a commission, but with the above results reached so early under the new contract and management, I confess I now have a good deal of doubt as to the soundness of that proposal and feel better satisfied with the conclusion the council arrived at.

A good many people seem to forget that under the present contract the city and the company are practically partners. I am told that the returns to the company after deducting operating expenses and interest on investments and payments to the city on account of percentage and milage, although the gross earnings for 1893 were nearly $1,000,000, will not amount to more than $200,000, if that.

If the above statement as to the benefits derived by the city from the operating of the road is correct, it will be readily seen the company is evidently the junior partner in the concern so far as profits are concerned.

A. McDOUGALL.

Still Another Triumph.—Mr. Thomas S. Bullen, Sunderland, writes: "For fourteen years I was afflicted with piles; and frequently I was unable to walk or sit, but four years ago I was cured using Dr. Thomas' Eclectric Oil. I have also been subject to Quinsy for over forty years, but Eclectric Oil cured it, and it was a permanent cure in both cases, as neither the piles nor quinsy have troubled me since."

A Prominent Officer

Writes: I beg to say that St. Leon Mineral Water has cured me of dyspepsia and indigestion.

I have used it regularly for six years and have thoroughly tested it and found it an excellent regulator and very conducive to my general health. JAMES STEPHEN,
Inspector Toronto Police Force.

Sold by all principal grocers, druggists and hotels. 36

A Front-Street Fire.

Shortly after 3 o'clock yesterday morning a fire was discovered in the tarred felt and building paper works of J. W. Patterson & Bro., 303 Front-street east. The fire was caused by a tank of pitch overflowing. The fire, which lasted over an hour, burnt fiercely. The damage has not yet been ascertained.

Athlete Cigarettes—more sold of this brand than all other cigarettes combined.

TRUNK SEWER AND TUNNEL.

THE MAYOR BRINGS DOWN HIS LONG-PROMISED MESSAGE.

It Provokes a Lively Discussion—Preference For Ontario Water—Gravitation On the Brain, Says Ald. Crawford—Ald. Hallam's Severe Strictures—Message Buried in Board of Works.

To the council yesterday in special meeting assembled the Mayor brought down messages respecting the water supply and the trunk sewer.

His Worship reviewed the various schemes which had been proposed for water supply: 1. From Lake Ontario, near Scarboro; 2, from Lake Ontario, near Mimico, 3, from the Oak Ridge lakes by gravity; 4 from Lake Simcoe, by gravity.

The Lake Simcoe Project.

This was the scheme which attracted most attention. The Mayor contrasted the present annual cost with the probable cost by gravitation. The annual cost of the existing system is $409,365, while the approximate annual outlay for a gravitation scheme, including interest on the present waterworks debenture debt, would be $654,638.

Favors the Tunnel.

Having quoted Engineer Keating, that Lake Ontario would furnish better water than can be obtained from any other quarter and that it is the proper source for the city's supply, the Mayor says: A tunnel under the harbor, coupled with a new conduit across the Island and into the lake, appears to be the best solution. The construction of the tunnel would occupy two years. The estimated cost would be $500,000 to deliver 75,000,000 gallons per day.

The Trunk Sewer.

The Mayor strongly favored a high-level intercepting sewer, the estimated cost of which would be $865,000, discharging opposite Victoria Park, and if carried a mile further east, say $1,000,000. Total cost of this and the Waterworks tunnel would be $1,500,000.

No Increase of the City Debt.

His Worship maintained that these works could be effected without increasing the city debt. The annual redemption of city debentures each year as the construction proceeds would exceed in amount the annual outlay on the works.

Should the ratepayers decline to favor the issue of debentures, which could extend over 40 years, the work could be commenced by adding a mill on the dollar to the rate of next year, and it could proceed for a few years in this way without pressing heavily on the taxpayers, and when times would improve the necessary funds could be raised by the issue of debentures to complete the work.

An Animated Discussion.

Ald. Shaw moved that the message be referred to the Board of Works, with a request that they report to the next meeting of council.

Ald. Lamb protested against the limitation of time for "such a terrible amount of business."

Ald. Shaw persisted. The Works Committee and the public were familiar with these schemes. Laughter greeted an allusion to the quack engineers on the Board of Works. The water question had been dallied with too much. A scheme should come promptly before the council, so that the money could be voted. If the people vote against it, then we can take up some visionary scheme. [Laughter.]

Ald. Hewitt: Is gravitation visionary?

Ald. Shaw: I think so. The enormous amount of money it would cost renders it impracticable. Mr. Keating's proposal is opposed in order to boom a rival scheme.

A Strong Protest.

Ald. Hallam was most emphatic in his denunciation of the proposed expenditure. He joined issue with the Mayor as to danger to the city's health. The Mayor was trying to frighten the citizens with the prospect of epidemics. Such an alarmist was no friend to the city. [Applause.] He hoped the message would not be endorsed.

Ald. Thompson approved the stand which Ald. Hallam had taken and gave statistics of the low rate of mortality and the high amount of the city's debt.

Ald. Hewitt predicted that the trunk sewer project would be voted down as it was in Mayor Howland's regime. "I am going to stand or fall on the proposition to procure water from Lake Simcoe."

Ald Bailey said if gravitation was not adopted the trunk sewer would become a necessity.

Upheld the Engineer.

Ald. Crawford said if the Board of Works was so prejudiced as to consider nothing but the Lake Simcoe scheme, he would move that the Mayor's message go to a special committee for report. [Applause.] He should strenuously oppose the expenditure of $20,000, the recommendation of which did not reflect credit on the Board of Works. On the contrary it was something they ought to be ashamed of.

Ald. Gowanlock rose to a point of order; they were not discussing the Board of Works.

The Mayor said the motion before the council was that the message be referred to the Works Committee.

Gravitation on the Brain.

Ald. Crawford maintained his stand. Members of the Board of Works evidently had gravitation on the brain. [Laughter and applause.] I have very little confidence in any scheme they recommend if there is not better ability to back it.

Ald. Bailey angrily retorted, on which Ald. Gowanlock moved the previous question, stating that an hour and a quarter had been wasted.

Ald. Hallam seconded and the motion carried.

Ald. Shaw wished to make an explanation before the vote was taken, but was ruled out of order.

The motion that the Board of Works report to the next meeting of the council was lost.

It was then proposed that the message go to the Works Committee with a request to report, but with no limitation of time. This was carried, and it practically prevents anything being done in the premises until after vacation, which commences for six weeks next Wednesday.

Fever and Ague and Bilious Derangements are positively cured by the use of Parmelee's Pills. They not only cleanse the stomach and bowels from all bilious matter, but they open the excretory vessels, causing them to pour copious effusions from the blood into the bowels, after which the corrupted mass is thrown out by the natural passage of the body. They are used as a general family medicine with the best results.

Collided With the Telegraph Pole.

Yesterday afternoon Thomas Bonner, 47 Ann-street, was driving in a phaeton in Yonge-street. He turned at the corner of McGill-street to avoid a trolley and drove against a telegraph pole, smashing the rig and hurting himself about the head. He was taken home in the ambulance.

Derby is acknowledged to be the best plug smoking tobacco in the market, 5, 10 and 20-cent plugs.

The American Government

are knocking out the McKinley Tariff. The Students' Mixture Tobacco is doing the same with inferior Tobacco. It takes the lead wherever used on account of its purity, careful blending and fragrance. Try it once for yourself.

Have you tried the Derby Plug Smoking Tobacco, 5, 10 and 20-cent plugs?

KELLY'S CARS MUST STOP.

CITY COUNSEL MEREDITH SO ADVISES THE MAYOR.

The Ground Taken is That Citizen Kelly Has No Right to Operate a Street Railway Within the City, the Toronto Railway Company Alone Having This Power—Nothing Said of Sunday Busses.

At a special meeting of the City Council yesterday afternoon, at which every member was present except Ald. Sheppard, the Mayor brought down a special message re Sunday cars.

It consisted (1) of a copy of His Worship's letter of Monday's date to the City Counsel asking Mr. Meredith's advice as to the powers the city possesses to prevent the operation of Sunday cars or bus services, which appears to me to be a gross violation of the law of the land, as well as the agreement with the Street Railway Company, and in opposition to the will of the people as expressed on the recent Sunday car vote.

"I shall take it as a personal favor if you will let me have your opinion at the earliest possible moment."

(Sgd) WARRING KENNEDY, Mayor.

The Counsel's Reply.

TORONTO, July 10, 1894.

DEAR SIR,—I have considered the question submitted by you as to the power which the city possesses to prevent the operation of Sunday cars, which I take it refers to the running on the street railway on Sunday of the horse car service which was put in operation last Sunday.

Apart from the question of the running of these cars on Sunday being a breach of the "Lord's Day Act," it is, I think, of great importance that the user of the railway for street car purposes by any one but the Toronto Railway Company should not be allowed, and I would suggest that if any attempt is made to run street cars upon the railway by anyone but the Toronto Railway Company it should not be permitted, and that the Police Force should interfere to prevent it if the attempt be persisted in. This ought to be done, even without any new legislation by the council than that contained in the existing bylaws, but in order to make the position of the city authorities stronger I have prepared and enclose herewith a bylaw prohibiting the use of the railway for street railway purposes by anyone but the Toronto Railway Company, and providing for the prevention of any breach of the provisions of the bylaw, which I would recommend to council to pass.

It cannot, I think, be successfully contended that what the Toronto Street Railway Company's Act expressly forbids that company to do may be done with impunity by anyone having no right at all to operate a street railway within the city, but who is in the use of the railway for street railway purposes a trespasser.

The case is one in which the authorities should act with a firm hand, and all the powers which the law gives for the arrest of the offenders should be put in force. Yours truly

(Signed) W. R. MEREDITH,
Counsel to the Corporation.

To His Worship the Mayor, Toronto.

The Mayor's Comment.

Whatever the personal views of the members of the council may be, as respects the running of street railway cars on Sunday, they must stand aside in dealing with this question. From Mr. Meredith's letter it is clear that a breach of the law has been committed. The Special Act of 1892 by which it was decided by the Legislature that no cars should run in Toronto on the Lord's Day and this act of running street cars last Sabbath was in direct defiance of the will of the people.

Personally, I take the stand that the people of Toronto have emphatically declared themselves against Sunday cars, and any violation of the spirit of the law by the operation of Sunday busses. Recent legislation provided that this question should be submitted to a public vote of the citizens in 1896. It, however, seems to me to be gross a violation of the honorable understanding come to before the committee of Local Legislature, by which such legislation was obtained.

I trust the council will see their way to give effect to the advice tendered by Mr. Meredith.

I have the honor to be, gentlemen,
Your obedient servant,
(Sgd.) WARRING KENNEDY, Mayor.

The Bylaw.

"A bylaw to make certain regulations respecting the conveyance of traffic in and the user of the public streets.

"Whereas a system of surface street railways has been established in the City of Toronto the exclusive right to operate which under certain terms and conditions, and for a period of years yet unexpired, has been granted and is now vested in the Toronto Railway Company;

And whereas it is expedient to provide against the use of the said railways and the tracks thereof for the purposes hereinafter mentioned by any person or corporation other than the said the Toronto Railway Company

"Be it therefore enacted by the municipal Council of the Corporation of the City of Toronto, as follows:

"1. No person or corporation other than the said the Toronto Railway Company shall use the said railways or the tracks thereof or any of them or any part thereof where the same are placed or laid upon any of the public streets for the purpose of running thereon any street cars, carriages or other vehicles adapted to the same, or take, transport or carry passengers or freight upon the same by the force or power of animals, electricity or other motive power, or otherwise use or operate the said railways or the tracks thereof.

"2. Provided that nothing herein contained is intended or shall prevent ordinary vehicles used in and applicable for the ordinary traffic of the streets using and traveling in the said tracks so far as they may lawfully do so in conformity with the provisions of any act of the Legislature of the Province of Ontario in that behalf, or of any act relating to the said the Toronto Railway Company.

"3. The police officers and constables of the said city of Toronto are hereby authorized and required to enforce the provisions of this bylaw; to prevent the use, contrary to such provisions, by any person or corporation other than the said the Toronto Railway Company of the said railways and tracks, and to stop any traffic thereon taking place in contravention of this bylaw.

"4. The Mayor and the aldermen of the said city are, and each of them is, hereby empowered to enforce the provisions of this bylaw, and to stop any traffic upon the said railways and tracks in contravention thereof; and to effect such purposes he and they may call to his and their aid the police officers and constables of the said city, and such other assistance as he or they may deem necessary in the premises.

"5. Any person convicted of a breach of any of the provisions of this bylaw shall forfeit and pay, at the discretion of the convicting magistrate, a fine or penalty not exceeding the sum of fifty dollars, and, in default of payment of such penalty and costs forthwith, the said penalty and costs, or costs only, may be levied and collected by distress and sale of the goods and chattels of the offender, and in case of there being no distress found out of which such fine can be levied the convicting magistrate may commit the offender to the common jail of the city of Toronto, with or without hard labor, for any period not exceeding six months."

A Pointer for Mr. O'Meara, Et Al.

Editor World: Mr. A. E. O'Meara, one of a committee waiting upon the Mayor in opposition to the running of cars on Sunday, speaking on the legal aspects of the question, is credited in this morning's World with saying: "It (the running of cars on Sunday) was in defiance of the Lord's Day Act, which provides that *no man* shall follow his business on that day. (The italics are mine.)

If this definition of the act is correct, why do not Mr. O'Meara and his new P.P. A. (Puritanical Pharisaical Association) empty the vials of their wrath equally upon the drivers or coachmen of the various private equipages rolling upon our streets on Sunday? Are not these men "following their business on Sunday"? What of the numerous servant girls to whom Sunday is but a day of additional toil? Do they not also follow their usual business on Sunday"? as well also the employes of the ferry companies and numbers of others.

To be consistent should not all of these come under the ban, and an effort be made by the unco'guid to prevent a continuance of their "Sabbath desecration"? These cases have seemingly been overlooked by these gentlemen, whose sole object, apparently, is to take from the poor man who cannot afford to pass his carriages and servants the only conveyance within his power to secure, whilst at the same time allowing the flagrant violations of the act by the rich to go unrebuked.

"Consistency, thou art a jewel," is a motto evidently unlearned when cant and hypocrisy reign supreme. If we are to have the old Blue Laws of New England by all means let us have them in their entirety.

The World is taking a commendable course in striving to remove fanatical shackles and appealing for equal rights to all. P. D.

Varieties of Sunday Traffic.

Editor World: The Mayor of Toronto may find himself in a bad fix from which it might be rather difficult to extricate himself if he moves injudiciously, hastily, hap-hazardly in dealing with the apparently simple matter of Sunday cars. It is one, however, that requires very gentle handling, so many sections and grades of society in Toronto being concerned. Now, let us look at it in a fair, impartial and truly Christian light, duly weigh and carefully arrive at conclusions. No body of agitators—lay or clerical—in Toronto need ask the Mayor for concessions allowed already as to Sunday travel. Neither he nor any other person objects (or could prevent by present legal process) to steamers on the bay, gentlemen's carriages conveying to and from churches, livery stables being open and traffic done and Grand Trunk and C.P.R. trains—all of which run on Sunday without a murmur! When this is so in this most moral (!) city of the world how is it the Mayor and police have not stopped all this desecrating of the Sabbath—if such it be years and years ago?

Before it would be even decent to attempt preventing a few dozen busses running would it not be better to delay extreme interference next Sunday until it is seen whether every vehicle, every carriage, every G.T.R. train, every steamboat, every yacht and canoe can lawfully be prevented first? If that can be accomplished by law, then it will be time enough to stop the Kellyites and Hendryites presuming to run busses on the Sabbath.

The startling sentimental subject is one demanding the Mayor's careful attention, or he may simply raise a hornet's nest about his ears and greatly displease people in every position, avenue and walks of life, doing more harm than any good. Destroy the greater innovation first, then the smaller ones will drop without any trouble.

Mr. Meredith's opinion is all very good, but it strikes only a few immaterial branches instead of the root, and therefore has no logical application just now on the above lines. TRUE CHRISTIAN.

Cars Will Continue to Run in Hamilton.

HAMILTON, July 10.—The Board of Directors of the street railway company met yesterday and passed a resolution to the effect that Sunday cars would continue to run, notwithstanding the objection made to them in some quarters. The directors took the ground that as a large number of citizens wished the cars to run on Sunday, and as there had been no unseemly conduct reported in connection with the Sunday cars, they should continue to run them and should reduce the noise of them as much as possible so as not to annoy or disturb church worshippers.

In connection with the agitation against Sunday cars in this city members of the Ministerial Association and lay church people will meet in the Y.M.C.A. building to-morrow to consider what steps to take to prevent, if possible, a continuance of the Sunday car business. Dr. Macdonald says it is not the Lord's Day Alliance that is moving against Sunday cars and boats, but church people who are interested in preserving a quiet Sunday. He says that the courts will not be resorted to for the purpose of stopping what he is pleased to term the desecration of Sunday, but all the moral influence possible will be brought to bear on the street railway and steamboat companies to this end.

One or two bottles of Northrop & Lyman's Vegetable Discovery will purify the blood, remove Dyspepsia and drive away that extreme tired feeling which causes so much distress to the industrious and persons of sedentary habits. Mr. W. E. Ellis, Druggist, Fenelon Falls, writes: "The Vegetable Discovery is selling well and giving good satisfaction."

Returned and Was Arrested.

Joe Maroney was locked up in No. 2 station last night on a bench warrant. Three months ago he and Tim Holland, who is doing three months, were arrested, charged with tampering with crown witnesses in a liquor case. Maroney, who was allowed out on bail, skipped and returned yesterday.

D. Ritchie & Co., manufacturers of Athlete Cigarettes—our production is over three-quarters of the consumption of cigarettes in Canada.

Corns cause intolerable pain. Holloway's Corn Cure removes the trouble. Try it and see what an amount of pain it saves.

Relief in Six Hours.

Distressing kidney and bladder diseases relieved in six hours by the Great South American Kidney Cure. You cannot afford to pass this magic relief and cure. Druggists.

Derby plug, the coolest and most enjoyable smoke ever produced.

The superiority of Mother Graves' Worm Exterminator is shown by its good effects on the children. Purchase a bottle and give it a trial.

Athlete Cigarettes have no rivals.

Colonna-Pulitzer Libel Suit Settled.

PARIS, July 10.—The libel suit brought against Joseph Pulitzer by Prince Galatrox-Colonna has been settled.

GUINANE BROS

Sale of High-Priced, Medium and Cheap Grade Boots and Shoes.

Our Annual Mid-Summer Sale is not confined to any particular grade of shoes.

It's alike a clearing of fine and medium, as well as the cheap grades of boots and shoes.

We make no distinction between the shoes manufactured by Edwin C. Burt, New York, and the boots manufactured by Guay Bros., Quebec.

The high price shoes have to go the same as the cheap shoes—prices move the one grade as quickly as the other.

These prices touch three grades:

Ladies' steel grey, blue, drab and tan Duck and Canvas Walking Shoes, Piccadilly and razor toes, reduced from $1.75 to $1.25.

Ladies' Choc Russia Calf Oxfords, plain or wrinkled vamps, St. Louis, square, Piccadilly, razor and opera toes, A, B, C and D widths. Kempson & Stevens, New York, reduced from $2.25 to $1.50.

Ladies' Canvas Walking Shoes, morocco tips and facings, Cox & Co., Haverhill, reduced from $1.50 to 95c.

Ladies' Tan and Russia Calf Walking Boots, plain or wrinkled vamps, hand-sewed turns, St. Louis, square or Piccadilly toes, Kempson & Stevens, New York, reduced from $3.50 to $2.25.

Ladies' House Slippers reduced from 25c to 10c.

Gents' Tan Morocco Walking Shoes reduced from $1.35 to $1.00.

Gents' Light Cordovan Walking Shoes reduced from $1.25 to 90c.

Gents' Russia Calf and Tan Morocco Lace Boots, Piccadilly or razor toes, with Chicago wing toecaps, G. welts, Kempson & Stevens, New York, reduced from $3.50 to $2.75.

GUINANE BROS.'
The Monster Shoe House,
214 YONGE-ST.

Trusts Corporation

OF ONTARIO.

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For further information see the Corporation's Manual. 13

AMUSEMENTS.

NIAGARA FALLS.

Fourteen Miles of the Grandest Scenery in the World Along the Bank of the Niagara River from Queenston to Chippewa has been made accessible by the

Niagara Falls Park & River