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—BY—
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THIRTEENTH YEAR. THURSDAY MORNING, JULY 20 1893. ONE CENT.

STILL ANOTHER ATTEMPT

TO BURK THE VOTE OF THE PEOPLE ON SUNDAY CARS.

How a Meeting Was Called By the Mayor Although a Majority of the Aldermen Did Not Wish It—The Executive of the Sabbath Observance Association Decides to Change Its Name.

The restrictionists will make a last attempt to thwart the will of the people at 3 o'clock this afternoon. The attempt will fail, as it has already failed on two previous occasions, and the vote will be taken on Aug. 26.

From Monday night until noon yesterday Ald. Jolliffe and Carlyle, directed by Mayor Fleming, industriously circulated a petition among the aldermen asking for a special meeting to discuss the proposal of Ald. Carlyle for postponing the day of voting. Despite all the cajolery and bulldozing resorted to by the trio, however, they succeeded in obtaining but 10 of the requisite 12 signatures. The Mayor thereupon took upon himself the onus of calling a meeting for general business, under the powers vested in him under the rules of the council.

They Will Not Stultify Themselves.

Twice the aldermen have placed themselves on record in favor of taking the vote of the citizens on the Sunday car question. On Monday, July 4, these 18 aldermen voted in favor of taking a vote of the people on August 2:

Bailey.	Bell.	Burns.
Davies.	Hallam.	Hewitt.
Leslie.	Lynd.	Maloney.
Murray.	McMurrich.	Orr.
Saunders.	Shaw.	Small.
Stewart.	Verrall, G.	Verral, J. E.

The Mayor, Ald. Carlyle, Crawford, Hill, Jolliffe, Lamb, (9) voted nay.

Owing to Clerk Blevins' report that it would be impossible to prepare the lists in time for a vote on August 2, it was found necessary to postpone the date for three weeks. On July 6 these 19 aldermen voted in favor of taking the vote on August 26:

Bailey.	Bell.	Burns.
Davies.	Hallam.	Hewitt.
Lamb.	Leslie.	Lynd.
Maloney.	Murray.	McMurrich.
Orr.	Saunders.	Shaw.
Small.	Stewart.	Verral, G.
Verral, J. E.		

The Mayor and Ald. Carlyle, Crawford, Hill, Jolliffe—5.

The World is satisfied that not one of the 19 aldermen who voted yea will to-day stultify himself, and that the majority against opening the question will be practically the same as in favor of the vote being taken forthwith.

Aldermen Stand Fast.

Editor World: What is the motive of these so-called "goody-goody" people in so persistently trying to burk the vote on this question? Mr. Howland desires to have the vote, if taken at all (rather it was not), on New Year's Day, one of the few days in the year that the great majority of workingmen can take advantage of the cheap fares offered by the railway companies to visit their aged parents and relatives. It is clearly to be seen they don't want the workingman to vote on this question. The aristocratic mode of ride is their own carriages are more their style. Let the aldermen be honest and stick to Saturday, Aug. 26, and give the workingman a chance.

WINOW.

SOMETHING IN A NAME AFTER ALL.

The Executive of the Sabbath Observance Association Change Their Appellation.

The Sabbath Observance Association is a thing of the past, and out of its ashes has arisen the Central Anti-Sunday Car Committee. The self-immolation took place at the meeting of the executive yesterday and was brought about on the suggestion of Chairman J. J. McLaren that a name be taken under which Jew and Gentile, Christian and agnostic could work together. "No matter what their object or what their motive, every person who offers assistance should be welcomed by the association," said Mr. McLaren.

Various names were mentioned. Finally the suggestion of Mr. Spence that the name be changed to the Central Anti-Sunday Car Committee, and that the ward organizations be branches of the committee, was adopted. J. J. McLaren was elected president and N. W. Hoyles vice-president of the Central Committee.

The sub-committee reported that arrangements had not been perfected as yet for a public meeting.

It was decided that the members of the committee should descend upon the council in a body at its special session to be held this afternoon, and Messrs. J. J. McLaren, D. J. O'Donoghue and Senator Allan will deliver addresses if they are offered an opportunity.

Chairman J. W. Bengough of the Literature Committee reported that a publication opposed to Sunday cars would be started next week, and 25,000 copies would be issued weekly and distributed where they would do the most good. The advisability of calling it The Better World—[laughter]—had been considered, but it was thought better to leave The World alone and attend to the flesh and the devil. Mr. Bengough also explained that the committee proposed placing placards in all the street cars cautioning the public against voting for the cars.

THE EMPLOYES WANT THE CARS.

Miss Shepard's Investigations Related to the W. C. T. U.

At the meeting of the W.C.T.U. in Broadway Hall yesterday Miss Shepard said she wished to correct the statements, made time and again, that the motormen were all against Sunday cars. She wished to correct this impression. Yesterday she was alone in a car, and she approached the motorman on the subject, and he told her she was very much mistaken if she believed so. It was true that many of the men who worked on the evening service, and who had long hours would vote against Sunday cars, but he never 40 men himself who had but very short hours of labor, in fact too short, who would vote to a man for them. He, himself, had only seven hours a day to work, and would gladly work on Sunday. The company were certainly going to allow the men time to go to the polls.

Sir Andrew Agnew's Sunday Labor Bill.

Editor World: One of your correspondents asks for the song written in ridicule of Sir Andrew Agnew's Sunday Labor bill. I only remember one stanza of it. It was over 50 years ago since I learnt it. At that time it was sung in the street by the boys as "Ta-ra-ra boom-de-ay" is sung now. Here is the stanza:

No duck must lay—no cat may kitten,
The hen must leave her nest, though sitting,
And must without any hesitation
Forego the joys of incubation.
Married men will with fear be inclined then
Lest their wives should be confined then,
For as no *labor* is allowed on Sunday
Of course, it must be put off till Monday.

Sir Andrew brought unmerciful ridicule upon himself and his cause. The agitation gave a great impetus to the anti-religious movement which has grown ever since.

The same result will be apparent here if the clergy do not cease their inconsistent opposition to the Sunday cars in Toronto, whilst they sanction them in other cities. On July 9 I rode myself on a Sunday car with a clergyman and his wife to the church where he was going to preach.

ANTI-AGNEW.

Yes, Only Electric Cars Will Be Run.

Editor World: Is it distinctly understood that only the electric street lines are to be operated on Sunday, that no horses are supposed to do Sunday work? If you can answer this satisfactorily in The World it will influence my vote and hundreds of others in the city. Men need not work on Sunday unless they wish, but the poor overworked horses must be also considered.

SUBSCRIBER.

Langtry, Carlyle and Philp.

At the Sabbath Observance meeting in Broadway Hall Tuesday night Mr. R. Philp, 214 Wilcox-avenue, was drafted on one of the committees to put down the running of Sunday cars. In reference to this a neighbor pertinently asks: In view of the fact that Mr. Philp has two horses harnessed at 10 o'clock every Sunday morning, rain or shine, to drive himself and family to church at Bloor-Huron-streets, two blocks away, and has a coachman hold the horses in check until the service in the church is over, what right has he to oppose Sunday cars? Is this not, asks the neighbor, hypocrisy in its fullest sense?

Another Huron-street resident writes: "In to-day's Empire I notice among the names of a committee appointed in No. 4 Ward to oppose the Sunday cars that of R. Philp, and refers, I suppose, to Mr. Richard Philp, who lives on the corner of Huron and Wilcox-streets. If this is the same gentleman, as a very near neighbor of his, I can vouch for the fact that his carriage, with the coachman, is sometimes out no less than three times on a Sunday.

A Couple of Votes.

At Smith's auction room, Queen-street west, yesterday a vote was taken by all the people who happened to be in there about 4 o'clock. Eleven ballots were given out and all were returned in favor of the cars. These were all voters.

Warwick & Sons' employes took a vote on the Sunday cars yesterday, with the result that 35 of the men were found to be favorable to cars on Sunday and nine against them. Only men entitled to vote were counted. Girls and apprentices were left out. Warwick's is the Government printing office. When the vote was taken last there were only nine who voted for the cars. The men, in voting for the cars as they did yesterday, did so on the understanding that none of the employes will be permitted to work more than six days a week.

A Motto For Ald. Carlyle.

My men do not *need* street cars on Sunday, but they do *knead* dough on the Lord's Day.

One Man, One Vote.

Editor World: In voting on the Sunday car question next August can a voter owning property in each ward, vote in each ward; or is he restricted to one vote only? MARK H. IRISH.

Conditions, Not Theology.

The World makes a point against some of the opponents of Sunday cars. It quotes The Globe to show that the Christian Endeavor delegates to Montreal used the street cars there to attend the Sunday gatherings, and that these meetings would not have been successful but for this Sunday car service. Still a C.E. society in Toronto has passed a very strong resolution against Sunday cars. All this shows that the same rule cannot be laid down for every place in the world. No one needs Sunday cars—or perhaps cars of any kind—in Woodstock; but this is no argument against them in Toronto. And so in London, Eng., religious work would be paralyzed in many directions but for the Sunday train (underground) service. The question seems to be one of conditions rather than of theology. Those who are throwing so much theology into the discussion seem to be making a mistake.—Woodstock Sentinel-Review.

Steady Work For a Hundred More Men.

The World saw Mr. Everett, one of the directors of the street railway yesterday. He had the last pay-sheet in his hand. He said: "I am busy making a calculation as to what changes we will have to make in our men if we run Sunday cars. Last pay day some 950 men were on the roll: over 100 of these were subs who did not make full pay. About 600 of these are directly concerned in running cars, and if we add a Sunday service we would have to increase these 600 by just one-sixth, that is 100, making 700 to do the week's work, and knocking off a 100 or one-seventh every day for rest. In other words, no man will be worked more than six days, will be given one clear day for rest, and steady full work will be found for 100 more men than at present, and that means an increase in the pay roll of over $1000 a week. That is the long and short of Sunday cars, as far as our men are concerned.

A Buffalo Journalist's Opinion.

Mr. A. G. Yought of The Buffalo Courier came over to Toronto yesterday with the Association of Railroad Superintendents of Buffalo. A World reporter asked him how Sunday cars worked in his city. Said he, "Buffalo is famed for her beautiful well-kept parks all over America. On Sundays 30,000 people go to these parks who otherwise would not have an opportunity of doing so. If such a vast assembly of people as this was disorderly our parks would be no longer well kept or beautiful. So far I know of no evil, no immorality that can be attributed to Sunday street cars, and I am sure the service is one of the last public convenences that any class of our community would part with."

The Bakers Want the Cars.

At a regular meeting of Bakers' Local No. 1 the following resolution was passed: "That we as journeymen, put ourselves on record in favor of Sunday street cars." H. H. LAWLOR, Sec.

WENT AGAINST THE PASTOR.

Rev. P. McF. McLeod Asked to Resign by His Congregation.

Rev P. McF. McLeod, formerly pastor of the Central Presbyterian Church in this city and who was in Toronto on a visit recently, has been requested by the congregation of St. Andrew's Presbyterian Church at Victoria, B.C., to which he has ministered for some years, to resign.

This was the resolution passed on a vote of 51 to 22 by a meeting of the congregation:

"Whereas the spiritual and financial condition of this congregation is now, and has been for some time past, in an unsatisfactory condition, and whereas the relations existing between the pastor and congregation does not tend towards spiritual advancement; that this congregation at this meeting express the fervent opinion that it is absolutely necessary for the purpose of preserving the congregation's existence that the pastorate be severed at the earliest possible date."

Mr. McLeod said a few words in reply warning the congregation against changing horses in the middle of the stream. There being no further business the audience rose in reverence and received the benediction from the pastor they had just discharged.

Another Letter.

To the Equitable Life: In response to your request that I should give you for publication the results of policy No. 81,524, which matured June 2, 1893, I beg to make the following statement:

The policy was for $1000, issued 20 years ago, on the Endowment plan. The amount paid in premiums was $953.60.

Among other options, the following methods of settlement are now offered:

First—Cash surrender value, $1597.04, equal to a return of all the premiums paid, with interest exceeding 6 per cent. per annum.

Second—A paid-up policy of life assurance for $3858.

Third—A life annuity of $112.53.

June 2, 1893. R. J. RILEY.

N.B.—The writer of the above letter has applied to the Equitable for a new policy five times the amount of the original policy.

A Man Everybody Should See if They Regard Their Feet.

There is not the slightest doubt but when there is a gain to everybody who are looking for perfect-fitting footwear if they call at Howell's cut-rate shoe parlors, where they can have boots at very low prices and a fit that is perfection; the foot is fitted as well as the head. Mr. Howell has spent the last 12 years in the midst of fine art footwear manufacturing. Don't forget, no King or Yonge-street prices, but a price that will fit a small purse. Ladies' department separate and is the essence of comfort.

Trying to Side-Track Ald. Saunders.

Said a companion of F. S. Spence last night: "We'll have Mr. Fleming out for Mayor again if we can delay the Sunday car vote until January. For we'll be able to combine anti-Sunday cars, prohibition, civic piety and moral reform all under the leadership of Fleming and make the churches and the prayer meetings ring with the cry that we'll raise. Barney Saunders can give up his ambitions and wait another year. He cannot stand in the way of a moral campaign."

Are You Going Out of Town?

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

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

How Many?

How many mineral waters that are sold in this city are bottled at the spring? We can guarantee only one—"Sprudel." It costs 40 per cent. more to bottle it there, but that is the only known way of having it pure.

Blight Bros.' Stock of Stationery,

The above stock has been purchased by M. E. Blight and will be disposed of during the next 30 days at greatly reduced prices. The old stand, Globe Buildings, corner Yonge and Melinda. 246

Money secured to your family by the double maturity plan of the Manufacturers' Life will go to them without fear of interruption in the event of your death, and it will be paid to yourself without delay or discount at its period of maturity.

For proper and seasonable gentlemen's furnishings visit Harcourt & Son, 57 King-street west. Our latest importations in tennis suits and summer neckwear including the Oxford Scarf, have just arrived. 135

I SAID "IT WAS IMPOSSIBLE."

REAR-ADMIRAL MARKHAM TELLS OF TRYON'S ILL-JUDGED ORDER.

The Officers of the Camperdown Give Evidence Before the Court-Martial at Malta—Rear-Admiral Markham, on Seeing the Order Given, Declared the Manœuvre Impracticable.

VALETTA, Malta, July 19.—The court-martial which is trying certain officers of the warship Victoria, resumed this morning. The first witness called was Rear-Admiral Markham. His official dispatches to the Admiralty reporting the details of the disaster were read. When questioned as to the impression made upon him when the signal of Vice-Admiral Tryon was hoisted on the Victoria ordering that the distance between the two columns be six cable lengths, Rear-Admiral Markham replied that when the signal was read he said to his flag lieutenant, "that is impossible since it is an impracticable manœuvre." He said that when he signalled to the Victoria that he did not understand the signal, the Victoria answered that the Camperdown was delaying the manœuvres. It then occurred to the witness that he was to put the helm of the Camperdown down and turn her 16 points to starboard, while the Victoria would ease her helm and circle round on the outside of the division which was being led by the Camperdown.

Powerless to Avoid a Collision.

Rear-Admiral Markham further said that he had conferred with his flag lieutenant and captain and that both concurred in his assumption that the Victoria was to pass round to the outside of the Camperdown. Had this assumption been founded on fact the manœuvre would have been attended by no danger. When he discovered that his assumption was wrong he watched the Victoria's helm signal with the closest attention. The rear-admiral stated that he was cognizant of Vice-Admiral Tryon's memorandum in regard to discretionary obedience of orders when strict obedience would entail disaster. In reply to further questions he stated that when he saw the Victoria's helm signals were not altered he ordered Capt. Johnstone to reverse the Camperdown's starboard screw and to close the watertight doors in the compartment bulkheads. These orders were communicated by Capt. Johnstone to the proper officers and were promptly obeyed. Soon after Rear-Admiral Markham saw that a collision was inevitable and the order to go astern with both engines was signalled to the engine room. When the signal flying on the Victoria was hauled down the Camperdown was powerless to avoid a collision.

The Damage Might Have Been Less.

Rear Admiral Markham also said that he was not aware that the engines of the Camperdown were working at only three-quarters speed, although the vessel's way was not lessened, as he had expected after the signal to go "full speed astern" was given.

He thought that if the order had been properly executed the damage inflicted upon the Victoria would not have been so great. When questioned as to his placing two meanings on the signal he said that at all the other captains of the fleet answered the signal they interpreted it in the same way that he did and the squadron having passed the bearings of its intended place of anchorage there was not much time to ask questions.

When he found that the Victoria had put her helm hard over it was too late to rectify any mistake.

Never Saw the Manœuvre Before.

The rear admiral said that he had never seen either manœuvre performed before. "If Vice-Admiral Tryon had circled around me," he said, "it would have preserved the line and prevented the collision I thought might possibly be his intention.

"I am sure that I could have done nothing to prevent the collision after the Victoria and Camperdown had turned eight points with their bows on each other. If I had gone astern with both screws the Edinburgh would have rammed me. I assume entire responsible for the management of the ship. Without it I did not give Captain Johnstone instructions. If I had done so he would have executed my orders."

Sending Boats Caused a Greater Fatality.

Being questioned about Tryon's memorandum, Admiral Markham said: "It was issued in consequence of the standing of the Howe. It is difficult to say whether the signal not to send boats to the assistance caused a greater fatality. Vice-Admiral Tryon wanted to steer toward land and the boats would have hampered him. Beside, the boats were not ready in readiness, notwithstanding the signal."

The Rear-Admiral further said that he did not expect any semaphore explanation of Tryon's signal, although he admitted that such an explanation was sometimes given. He had often performed evolutions without perceiving their object, which was only explained by the commander-in-chief afterwards. He had never before received a signal that caused doubts as to the safety of his execution, but he had implicit confidence in Vice-Admiral Tryon, and therefore he felt no anxiety about obeying his orders.

Other Officers' Testimony.

Flag-Lieutenant Brashaw of the Camperdown was next examined. He corroborated the testimony of Rear-Admiral Markham.

Captain Johnstone of the Camperdown also gave testimony similar to that of the rear-admiral. He said he had considered that Tryon's memorandum had no bearing on the case. The witness thought it extremely dangerous to act contrary to commander's orders for a manœuvre, which perhaps had been carefully considered and worked out immediately.

Rear-Admiral Markham's interpretation of Tryon's order seemed the only reasonable one. Capt. Johnstone said that some of the watertight compartments of the Camperdown remained open because the rush of water prevented them from being closed. He was unable to say whether he thought at the time that he was working the ship on his own responsibility, or was merely executing Rear-Admiral Markham's orders, but was ready to accept full responsibility for the management of the vessel. He believed that the leader of the first division had the power to prevent the accident by reversing her helm in time.

FAIR SCORES AT BISLEY.

Two Canadians Will Shoot in the Second Stage of the Queen's Cup.

[Telegram Special.]

BISLEY CAMP, July 19.—In the first stage of the Queen's Prize Lieut. M. Pope of the 3rd Vicks., Montreal, made 72, Lieut A. D. Cartwright 81, Lieut. J. Dover 73, Sergeant B. R. Dent 76, Lieut. T. Mitchell 79, Lieut. R. J. Spearing 86, Lieut. T. C. Boville 86, Lieut. J. Limpert 75, Staff-Sergeant A. J. Green 71, Battery Sergeant-Major Cass 75, Sergeant J. Drysdale 77, Staff-Sergeant J. H. Simpson 79, — Jardine 79, — Bartlett 72, Staff-Sergeant J. Crowe 76, Col.-Sergeant M. B. Henderson 81, Sergeant M. C. Mumford 71, Private W. Langstroth 80, Private H. G. Heaven 78, Private R. Tink 70.

A very strong wind is blowing. The Duke of Cambridge inspected the Canadian team this morning and complimented them very highly. Lieut.-Col. Denison dines with the Earl of Waldegrave this evening, where he will meet among others the Duke of Cambridge.

Lieutenants T. C. Boville and R. J. Spearing, having both made 86 in the first, will shoot in the second stage of the Queen's.

A FOUR MONTHS' RACE.

The Course From San Francisco to Queenstown, Round the Horn.

QUEENSTOWN, July 19.—The British barque Pinmore, which arrived here Monday last, was one of the four contestants in the long race from San Francisco and was the first of the racers to arrive. The other vessels in the race were the British ships Bowden, Lord Templemore and the Lochee.

All the vessels left San Francisco March 22, and the Pinmore is the only one that has yet arrived.

Use Taylor's White Hyacinthe. 246

NO FREIGHT ON THE WEST SHORE.

The Grand Trunk Transfers Its Business to the Lehigh Valley and the West Shore Gives Up.

NEW YORK, July 19.—Great surprise was caused in railroad circles yesterday when it was made public that on the first of the month the West Shore Railroad Company's freight line would be abolished. Such is the case, however, for circulars setting forth this fact have been printed and will be sent out in a day or two.

The line was inaugurated soon after the road was built and has done a good paying business. It operated over the Grand Trunk system, and with the latter's Chicago branch was enabled to compete with any of the fast freight lines between here and the West.

The cause of its abolishment is attributed to a recent squabble between the managers of the West Shore and Grand Trunk, when the former withdrew its passenger traffic. This the Grand Trunk management did not like, so they decided to give their freight business to another line. They did, and this is what forced the West Shore out of the business.

The Lehigh Valley Company will start a new freight line on Aug. 1 and take the West Shore's place. The new line will be known as the "Reading Despatch" and it will run over the Grand Trunk line. It will be newly equipped throughout, each line having now under construction 1500 cars to be used in the service.

SIAM BROUGHT TO TIME.

The Siamese Government Admits That France is Entitled to an Indemnity —France Demands Security.

PARIS, July 19.—The Soir says: "M. Deville has telegraphed M. Favre, French Minister, president of Bangkok, the terms of an ultimatum to be presented forthwith to the Siamese Government. Twenty-four hours are allowed for the reply to France's demands."

A despatch from Bangkok says the Siamese Government admits that the French citizens, whose losses and injuries have been the subject of protestations and protests, are entitled to indemnity and has offered to make a deposit in a bank pending proceedings to determine the amount of damages. Every attempt to get a definite statement of claims, however, seems to have failed.

The French Government will demand as security for the indemnity demanded the revenues derived from the fisheries in Lake Toulesape, the chief contested frontier point. The French claim the Province of Luang Probang on the left bank of the Upper Mekong.

Siam Has 48 Hours to Answer.

PARIS, July 19.—The statement published in The Soir yesterday relative to the sending of an ultimatum to the Siamese Government is confirmed by a semi-official announcement made this afternoon. The ultimatum has the Siamese Government only 48 hours being allowed for an answer, as stated by The Soir. Siam will be given 48 hours in which to accept or reject the demands made upon her by France.

The Hard Times in the States.

"Last year (1892) was our best season in the history of the Queen's Royal," said Mr. Winnett to The World, "and I am glad to say that our receipts so far are up to what they were for the corresponding period of 1892. But I have noticed this, that business men from the United States who have been guests with us for two and three weeks each season are not able to come this year, or if they do come they return home in a day or two owing to urgent calls from their managers or partners. The business men in the United States are very unsettled, and are so uncertain as to what a day will bring forth that they remain right on the spot."

A Chicago gentleman who was in Toronto yesterday said he knew of a builder who succeeded in raising a loan to go on with a building, and once he got the money he locked it up in his safe instead of depositing it in a bank, and when from the pile each day sufficient to pay his wages and rent was taken, he was afraid of the banks.

Another thing he observed in the States these days is the number of people who have drawn their money from the banks, rented compartments in the safe deposit companies and stored their wealth therein. These safe deposit places are fully to overflowing. But not one cent of this money gets into circulation, whereas, if it were in the banks, the banks would let it out on discount and business would be helped.

The Red-Letter Sale at Queen and Yonge-Streets.

Jamieson, Toronto's popular clothier, makes an announcement in our columns this morning of his great red-letter sale, which began yesterday. In order to induce customers to buy he has marked every garment in his large and handsome store at the lowest price. Attached to every article is a ticket giving the price in plain red figures, and for this reason Mr. Jamieson has called it red-letter day. Bargains rare to be had in every department—in summer clothing, hats and caps, neckwear, shirts and, most of all, in men's and boys' clothing. The public are invited by Mr. Jamieson to inspect his immense stock, to see the bargains for themselves, and if satisfied with the price, which is the lowest in the city, to buy at the red-letter sale.

Division Court Law.

Two Englishmen called into The World office yesterday to make a complaint. Said George Pettitt of 166 John-street: "I did labor work for a man named J. J. Dickey in Huron-street to the amount of $9 for which he sued me him, and got judgment. He was ordered to pay $5 a month into court. The proceedings cost me $9. Then another action was taken against me for non-payment of the money, and here I am without any money I had earned money, at the loss of the money I paid into court, and my lawyer still to pay."

The Scythe Still Active.

One would think that midsummer commodities had wings, so rapidly do they take flight from quinn's counters. On Wednesday they will be a colossal sale of men's black silk half hose, three pairs for one dollar. The color and quality are guaranteed. As this figure is considerably less than half price, the whole lot will undoubtedly be sold on Wednesday.

The Island Residents Are Determined To Be Healthy.

In the last two weeks 37 cases quart bottles of Sprudel have been sent to the restaurants and private houses at the Island.

At Hanlan's Point.

Manager Conner's "Irish Night" last evening at Hanlan's was a thorough success. Many thousands of people were there to see Willison in his Irish jigs and reels, Harry La Rose in his incomparable act on the revolving globe, and the young contortionist, Master James Taylor, in his surprising feats of forward bending, while the beautiful selections rendered by the Grenadiers' Band, under Conductor Waldron, added vastly to the enjoyment of all present. Next Saturday evening will be another extra night, and Mr. Conner says it will be "a stunner," surpassing anything that he has previously given.

Try Lotus Toilet Soap, the latest. 246

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

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

Remember Williamson's Book Stock Sale for a limited period.

No More Round Shoulders.

Shoulder braces and suspender combined. No harness, simple, unlike all others. Prevents children becoming stooped or round shouldered.

A perfect support for ladies. Physicians all recommend them. Easily adjusted and worn with comfort. Sizes for men, women, boys and girls. Cheapest and only reliable combined brace-suspender in the market. Prices, $1.25, $1.75, $2.50, $3, which includes postage.

Send circumference of chest under arms. Charles Cluthe, 134 King-street west, Toronto. 4

The latest perfume, "sweet Pea." 246

Worthy of Notice.

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

The latest perfume "sweet Pea." 246

MURDERER WILSON CONFESSES.

The Revolver With Which He Shot Miss Marshall Four Years Ago Found in His Possession.

SARNIA, July 19.—Albert E. Wilson, accused of murdering Mary J. Marshall of Warwick, four years ago, has made a full confession of his own free will. He acknowledges his identity, and that he killed Miss Marshall. He committed the deed with the English bulldog revolver which the police brought from the Wiggins farm, near Saginaw, in Wilson's valise. A cartridge from the box found at the same time inflicted the fatal wound.

When asked what impelled him to commit the deed, he replied that something came over him, and he could not resist the temptation. There is no doubt that he was in love with the girl and consumed by jealousy. He gave an evasive reply when asked whether he bought the revolver to kill the girl, but said that he had suffered more than death during the four years since.

A Chatham Man Claims the Reward.

CHATHAM, July 19.—Sergeant Skirving of this town claims the $1000 reward offered for the capture of A. E. Wilson, the Lambton murderer. He asserts that from information supplied by him Wilson was located by Detective Rogers, and has forwarded his correspondence in the matter to the Attorney-General.

[The reward will probably go to the man who identified Wilson in the Orange procession, and had him arrested.]

THE MOHICAN STORY DENIED.

The Vessel Was Far Away From the Scene of the Reported Encounter.

WASHINGTON, D.C., July 19.—Any doubt that may have existed in the mind of Acting Secretary of the Navy as to the improbability of the story that the steamship Mohican was fired into and disabled by the Alexandria has now been set at rest by the latest versions of this preposterous narrative now agree in fixing the date of the alleged engagement as May 25. The records of the Navy Department show that the Mohican was at Port Townsend as late as May 24, and that she did not leave for Behring Sea until some time after that.

248,000 MINERS MAY STRIKE

Owing To the Masters' Determination To Reduce Wages.

LONDON, July 19.—Delegates representing 248,000 coal miners met in Birmingham today to consider the proposal of the mine owners to reduce wages 25 per cent., the cut to go into effect on July 28. After a somewhat lengthy and heated debate a resolution was adopted declaring that the conference was opposed to the reduction. Delegates representing about 108,000 miners supported the resolution, while representatives of about 50,000 miners voted against it. No decision was reached to-day on the question as to what course the mine owners persist in their intention to make a reduction, but decisive action will probably be taken before the conference adjourns, which will not be until Friday.

GLADSTONE SHAKEN UP

Through His Brougham Colliding With a Van.

LONDON, July 19.—Prime Minister Gladstone was proceeding to the House of Commons this afternoon when his brougham collided with a van in Parliament-square. Mr. Gladstone, though he received no serious injury, was considerably shaken up. After a very short delay he was driven to the House.

Railroad Superintendents in Town.

The Niagara Navigation Company invited the Railroad Superintendents' Association, at present in session in Buffalo, to pay Toronto a visit. The members accepted to the number of about 60 with their families, and came across yesterday. They represented 47,000 miles of road. After being driven round the city and visiting the parks they returned in the evening by the Chicora, heartily well pleased with their trip and stored their wealth therein. These safe deposit places are fully to overflowing. But not one cent of this money gets into circulation, whereas, if it were in the banks, the banks would let it out on discount and business would be helped.

They returned by the same train in the evening. The Chicora made an extra trip to Niagara-on-the-Lake after dismembering the railroad men, bringing home members and friends of the City Travelers' Association, who, 500 strong, had been on an excursion to Niagara Falls.

Try Taylor's "Special White Rose." 246

And the fact must not be lost sight of that the man who is insured in the Manufacturers' has always got an available asset to fall back on.

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

Thousands of families are in want to-day because their old man delayed taking out a policy till it was too late. Get a double maturity policy, Manufacturers' Life.

Very special prices in books at Williamson's for a few days.

Jottings About Town.

Fred Grissold, a wife-beater, was yesterday committed for 60 days.

R. A. Gravdon will build a pair of brick dwellings in Walmer-road to cost $8000.

A building permit was issued yesterday to D. Mitchell for a dwelling, and to J. Brick dwelling in L wther-avenue to cost $13,000.

A. T. Lawrence, Bracebridge; F. Tuck, Montreal; J. J. Daly, Guelph, and Dr. Bulle, Dresden, are at the Palmer.

Charles Ward, 501 Clinton-street, was yesterday sent to jail for 50 days on charges of assault and theft preferred by George Williams, 117 Bartlett-avenue.

S. J. Sharp yesterday received a despatch from Philadelphia announcing the death last night of his brother-in-law, James Platten, formerly of Toronto.

John Mullen, a razpicker living at 82 Elizabeth-street, is in the police cells charged with stealing some paint brushes and bottles from Mrs. McDonald, 122 Bond-street.

John Dolan, who lives in Bathurst-street, had his hand injured a few days ago. Blood poisoning set in and yesterday he was taken to St. Michael's Hospital.

The Street Railway Company are having all the new cars fitted up with Westinghouse motors and are replacing the Edison motors on the old cars by the Westinghouse system.

Tickets may be secured at Charles E. Burns' steamship and tourists' office for H Co. 48 Highlanders moonlight on steamer Chippewa, Friday evening, July 21. 77 Yonge-street, second door above King-street.

At noon to-day the horses, buggy, wagons, scales, engine, safe, splitter, etc., at the woodyard, corner Dundas-street and Brock-avenue, will be sold by auction by A. O. Andrews under a chattel mortgage.

Probate of the will of Mrs. Lavinia H. Gibbs was granted yesterday to the Toronto General Trusts Company. The estate is valued at $3900. Rev. Arthur H. Baldwin of All Saints' receives $100 for religious purposes.

Alexander Eastman of Church-street was yesterday bound over in $100 by Judge Macdougall to keep the peace towards his sister for one year. He is now serving a term of 30 days for assaulting his brother.

Jasper Weunan, the butcher whose wife was suing him for alimony, was arrested yesterday morning, his wife having sworn out a capias. She feared he would leave for England without waiting to allow her to get judgment against him.

The Railroad Superintendents of America spent a few hours in the city yesterday, and under the guidance of Ald. McMurrich, who represented the city, they were given a drive around town. They spoke in terms of high praise of all they saw and of the way in which they were entertained.

Three charges of breach of the Adulteration Act by Abraham Kimdoon, farmer of Islington, were dismissed in the Police Court yesterday. The magistrate said that there was no doubt the milk was skimmed, but who had tampered with it was a matter of doubt.

On Friday, at 8 p.m., the Rev. Father Reddan of St. Paul's Church will deliver a lecture before O'Mahony No. 211, R.C.U., Knights of St. John. The subject of the lecture will be Father Reddan's recent visit to Pittsburg. On July 31 this commandery will have an excursion to Niagara and Buffalo, of which notice will be given next week in the advertising columns of The World.

The Manufacturers' double maturity policy is no experiment, but a provision which no sensible man will neglect. From it a man will always get more than he gives.

Use Taylor's White Hyacinthe. 246

IN FAIR FLORA'S TEMPLE.

ATTRACTIVE FETE AT THE HORTICULTURAL PAVILION.

Annual Exhibition of Toronto Electoral District—The Chief Features of the Display—Some Unique Exhibits—List of the Prize-Winners—Some Distinguished Visitors Yesterday.

The annual flower show of the Toronto Electoral District opened yesterday at the Pavilion.

The largest portion of the exhibit is from the Horticultural Gardens, the Exhibition Grounds and Reservoir Park. Professional florists such as Manton Bros., Granger Bros., Tidy & Sons, H. F. Slight, James Pape also contribute beautiful specimens in various classes. Private conservatories have not been as largely drawn on as in previous years.

The largest collection is the mass of ornamental plants, combining beauty and rarity of color and foliage. In the centre of the hall is a pyramid, the highest point of which is formed by a palm 20 feet in height, a native of Australia and a beautiful specimen. This Antioodean visitor is known by the not very suggestive title of Seaforthia elegans and reigns supreme among a number of lacy and elegant cousins known by various sonbriquets, such as Cycos, Latania, Phœnix and Livestonia. The central palm is the property of the Horticultural Gardens.

A new idea for ornamental horticulture is presented at the show. A prize is offered for the handsomest bank of plants, the dimensions to be 1523 feet.

Some Novelties.

Four banks are composed of all varieties of ferns, lilies and ornamental plants. In one there is a large and interesting specimen of the Papyrus plant, a native of Egypt, and from the fibres of whose ancestors the papers of the ancient world were made.

The specimen shown is the property of Manton Bros.

Another interesting novelty is shown by Mr. George Reeves, the enthusiastic horticulturist of Reservoir Park. It is a specimen about 12 feet high of the famous "traveler's tree," Ravensala Madagascarensis. In the Madagascar desert it grows to the height of 50 feet and its large flat leaves terminate in the trunk, which drips down into the thick hollow stems of the trees. Wearied the library traveler finds the tree he bores a hole in the thick stem and finds on tap a grateful, refreshing beverage.

The exhibit of caladiums is very strong. This exquisite, ornamental plant has large beautifully-shaped leaves, finely tinted and veined with exquisite color harmonies of white and green and pink. More and more is the double banana coming to the fore. Its fine foliage is enhanced by the loveliest blooms. The exhibit of these is very large and magnificent.

A Feast For the Eyes.

Some of the ferns shown are very fine, indeed. There are two specimens of the tree fern of New Zealand, which, though not handsome, are interesting to the botanist. The maiden hair and exotic varieties this year are as delicate and graceful as ever.

The collection of pitcher plants, begonias, orchids and other flowers are very attractive. Rich color is the number, whose flowers are large graceful cups of purest gold, were the delight of all who saw them.

The collection of cut flowers was marked by neatness and general elegancy in the way they were presented. The roses and carnations and sweet peas afford a sight which makes the eye linger. The double petunias, especially phlox, drummondii and other annuals the advance in abundance and beauty of bloom is certainly in evidence.

The fruits exhibited are strong in raspberries and gooseberries, and there are some apples of last year which are marvels of sound preservation.

Visitors Welcomed.

During the afternoon the 300 Buffalo visitors to the city and the railroad superintendents of North America visited the show and were welcomed in a short speech by Vice-President Ald. Saunders. In